

CHAPTER – V

IDENTIFICATION OF EXISTING SOCIO ECONOMIC FUNCTIONS

INTRODUCTION:

Urbanisation is an inevitable process. An urban centre once established influences the whole socio-economic milieu of the region and emerges as a centre of power. When, man lives in urban society, he requires some special facilities not available in rural areas. Though all municipal authorities try to deliver all civic amenities with some special facilities and scope for cultural activities, it is not possible in actual practice due to some reasons.

By 1800 A.D., only 2.5 percent of the total population of the world lived in cities. By 1980, over 40 percent of the world population lived in urban areas Chandna, (1994). Though a full- fledged and an ideal urban centre is not possible in reality, there are some minimum urban amenities, such as piped water supply, maintenance of roads, street lights, sanitary and conservancy service etc., which can be provided in order to be called an urban centre. Availability of urban facilities is a reason for migration of people from semi urban centre to big cities. The degree of urbanisation is a fair index of the level of socio-economic development. The United Nations (1959) has classified urban areas into five principal groups on the basis of certain criteria. The study area fulfils four criteria i.e. (a) historical, political and administrative status, (b) enjoining some form of local self-government and (c) settlements on the basis of layout and amenities, i.e. power supply,

contiguously aligned buildings, public utility services etc. (d) minimum proportion of its workers to be engaged in non-agricultural activities. This chapter deals with education, health facilities, transport, communication and other infrastructural facilities.

5.1 EDUCATIONAL FACILITIES:

Any urban centre is not an aggregate of population alone. In civilized society, the population should be a resourceful population for the development of the society. Population with only primitive skill has but a limited utility. Education etc, are the ways and means of making people resourceful. Mankind lives in organised groups. This organised group is called society. For subsistent living, different organs of society are limited in number. But when primary needs are met, i.e., supply of food is sufficient, problems of clothing are answered etc. a desire for fulfillment of secondary needs arise, i.e., minimum educational needs (literacy), minimum health care, problems of transport alongwith roads, sewage, water supply, etc. These are different socio-economic functions of an urban centre.

Prior to the advent of the acquisition of skills in reading and writing, a society was classified to be in a pre-literate cultural stage. How from the art of deciphering pictures emerged the skill of letters or the use of alphabets is a matter of history. Art of using letters and alphabets is called literacy. Literacy is an index in the level of social advancement (Golden, Hilda, H 1968). Through acquiring a literacy, man learns to look beyond the frontiers, he undertakes adventures eradicates poverty, removes isolation of self, cultivates relationship with other and learns to take part in demographic processes. Conversely, illiteracy takes away the dignity of man, perpetuates ignorance, poverty and mental isolation. Beyond illiteracy is education and

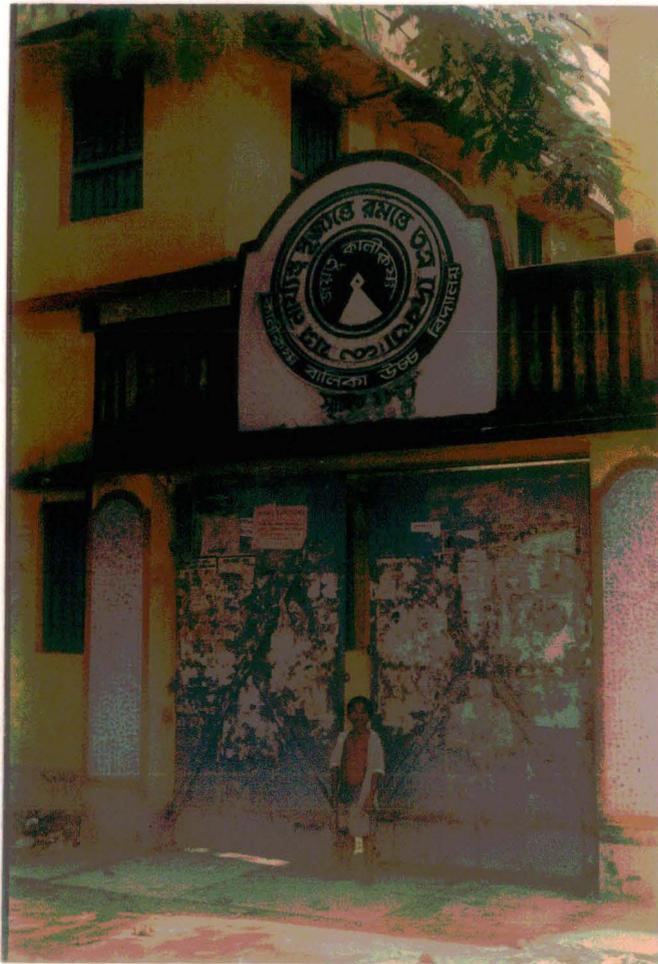


Plate - 21. The entrance of Rishi Kali Krishna Girls' school



Plate - 22. The entrance of the Barasat Zilla school

education is measured in terms of schooling received. It may take schooling in broad term including post school education (Chanda and Sidhu, 1980).

Literacy rates in Barasat town were 58%, 62% and 66% in 1971, 1981 and 1991 respectively (Appendix-vi). In sexwise break-up, 1991 the percentage was 37% for male and 29% for female. The figure is low. Barasat municipal town is as old as 1869; has been elevated to a district administrative centre. Incorporation of new wards and refugee immigration may be the possible causes of not a very high rate of literacy in the town.

From the 1991 data, it is noticed that out of 15 wards 10 have above average percentage of literacy. Male literacy also exceeds in those wards. This is true for female literacy also. A 1998 survey showed that all these wards have primary schools. But some of the wards like X, XII and XV have a low rate of literacy. A minimum level of opportunities exist there. A close look shows that the figures of ward XII is a little better than the other two wards. These other two wards are lying in the extreme north and south of the town – so low figure is not unnatural. Whereas ward XII is contiguous to ward I, II, III, V which have very high figure (Appendix-VI).

A Barasat municipality source reveals that till 1999, the town possesses 61 primary schools, 3 junior high schools, 16 secondary schools, 8 higher secondary schools, 2 colleges and 57 libraries (Table 5.1). Compared to the 1971 data, the number of colleges jumped from 1 to 2 due to the incorporation of added areas. Higher secondary schools grew to 8 from 6 during 1971-98 but in 1986, it was 4 in number. Secondary schools grew to 16 from 11 during 1986-98.

DISTRIBUTION OF SCHOOLS

IN BARASAT TOWN (1999)

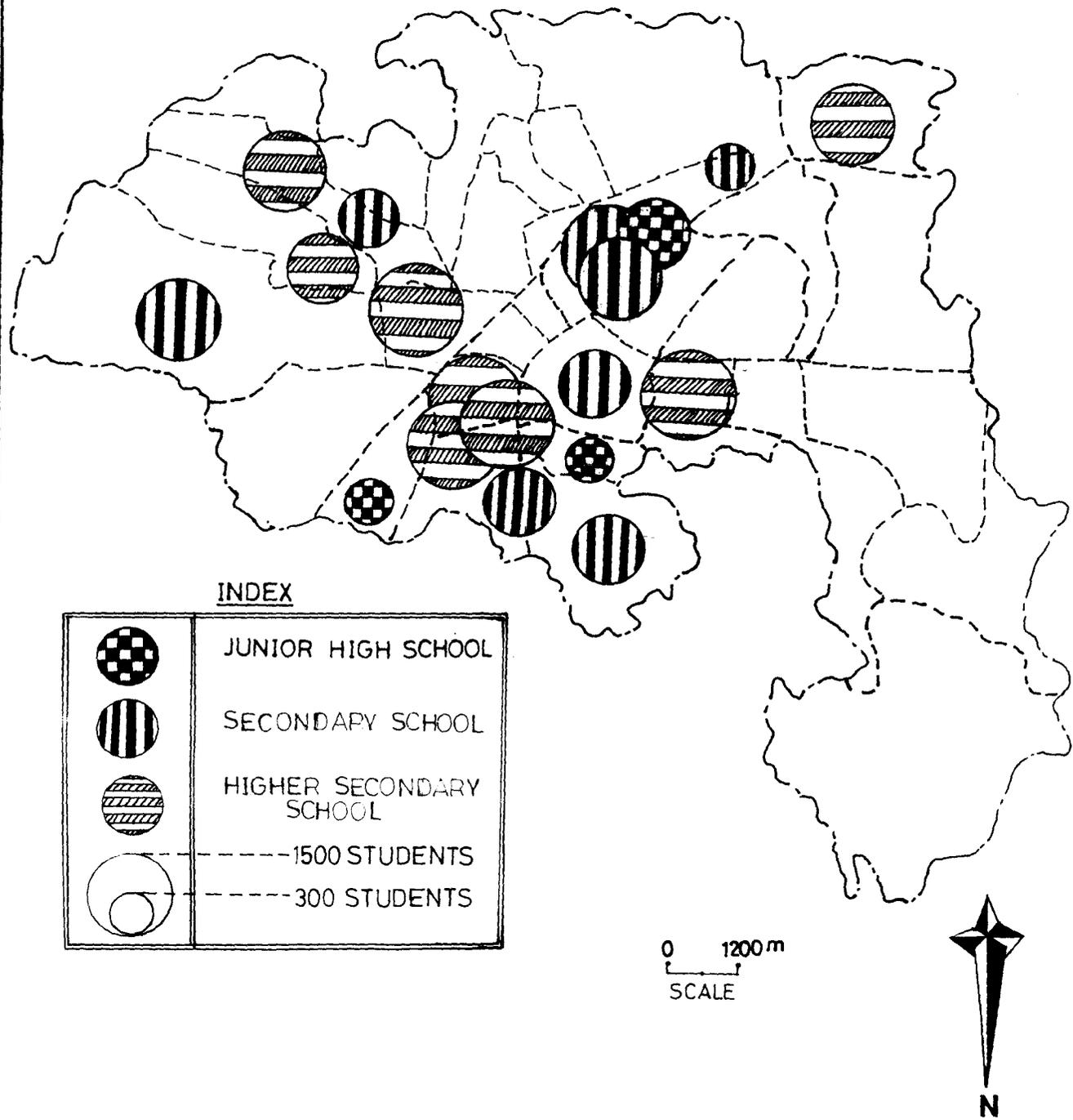


Fig- 5.1

TABLE- 5.1 EDUCATIONAL FACILITIES IN BARASAT TOWN (NO)

| Year | Primary school | Junior high school | Secondary school | Higher secondary school | College | Library |
|------|----------------|--------------------|------------------|-------------------------|---------|---------|
| 1971 | 32 | 05 | N.A. | 06 | 01 | N.A. |
| 1986 | 42 | 03 | 11 | 04 | 01 | N.A. |
| 1998 | 61 | 03 | 16 | 08 | 02 | 57 |

Source – Barasat (M), 1999.

Number of junior high schools decreased in number from 5 to 3 during 1971-98. This amazing figure explains that junior high schools did not increase in number but some of them were up-graded to the secondary level. The number of primary schools were 32 in 1971, 42 in 1986 and 61 in 1998. In 1998, only 57 libraries were functioning. Though there are several schools in the Barasat town, some of them are famous for their contribution to the speed of education such as Kalikrishna Pathsala opened by Rishi Kalikrishna Mitra in 1847. It became one of the pioneer girl's school in Bengal (Plate 21). The Barasat Zilla school was established in 1845 (Plate 22). Famous educationists like Pearicharan Sarkar, Madan Mohan Tarkalankar and Ram Tanu Lahiri served the school at different times.

5.2 HEALTH CARE FACILITIES:

Every settlement, set up by the Government or established with private initiative, can never fail to realise the importance of health care facilities in civic life. In planned cities, planing before-hand is possible where the present population as well as the probable future population can be anticipated and hence finance, space, centralisation and decentralisation can be planned. But unfortunately in most developing urban centres, the



Plate - 23. The entrance of the District Library

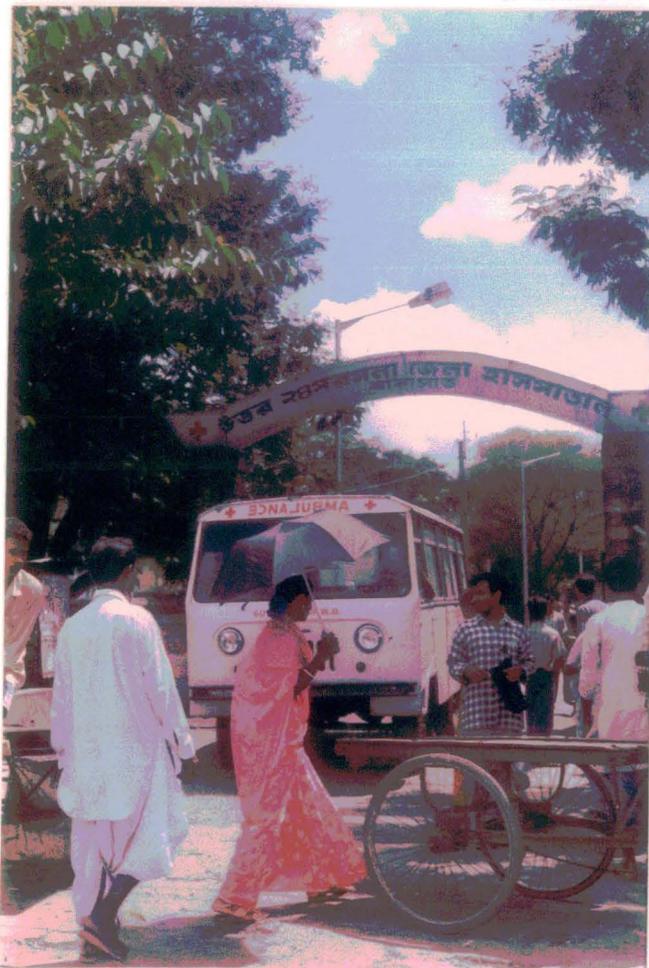


Plate - 24. The entrance of the Barasat District Hospital

problems breathe over our shoulders. What is most natural in such cases is the inadequate finance, cramped space, make shift ad-hoc arrangements looming large before the faces of the population. Such is the case of study area. The investigator of this study, had a ward-wise survey and another physical verification of the Hospitals and Nursing Homes of the locality.

TABLE- 5.2 MEDICAL FACILITIES IN BARASAT TOWN (NO)

| Nursing Home | Polyclinic | Hospital | Pathological Laboratory | X-Ray Clinic | Medicine Shop | Ambulance Van | Registered Doctor | Charitable Medical Unit | Gymnasium |
|--------------|------------|----------|-------------------------|--------------|---------------|---------------|-------------------|-------------------------|-----------|
| 12 | 30 | 01 | 18 | 09 | 88 | 11 | 149 | 10 | 02 |

Source : Indian Medical Association, Barasat 1999.

Table 5.2 reveals that the town possesses 12 Nursing Homes, 30 Polyclinics, 1 Hospital, 18 Pathological laboratories, 9 X-ray clinics, 11 Ambulances, 149 Registered Doctors, 10 Charitable Medical Units and 2 Gymnasiums.

While the population of Barasat is 1,77,147 in 1998, the health care facilities can not keep pace with the growing population. As a Sub-Divisional town it had a hospital. Barasat being declared as a district town since 1986 1st March, the same hospital become a district hospital with added responsibilities as a referral hospital for the whole district. (Plate 24 and 25) thus the infrastructural facilities did not change for the better, but responsibilities were added. It is situated in Ward X. This hospital had 306 beds, much below the level recommended by the medical experts. Of these 306 beds there are 232 free beds and 74 paying beds. Thus more than 2/3



Plate - 25. A view of the Barasat Hospital on working days



Plate - 26. Indian Medical Association building

of the total bed of 306 is free, paying beds are less than 25%. There are 45 attending doctors. The number of the nursing staff is 91 and the other members of the staff is 107. The Government (Municipality) even in the face of resource crunch is trying to provide succour to the ailing population. Another healthy factor is that in 1975, when the number of the beds were 206, out of which free beds were 188 and paying beds were 18 and number of doctor was 23 only, showing thereby that with the elevation into a district hospital, utmost care was taken for increasing the existing facilities.

TABLE- 5.3. NUMBER OF BEDS AND MEDICAL PERSONNELS IN THE HOSPITAL OF BARASAT TOWN

| Year | Total Bed | Free Bed | Paying Bed | Doctor | Nursing Staffs | Other Staffs |
|------|-----------|----------|------------|--------|----------------|--------------|
| 1975 | 206 | 188 | 18 | 23 | N.A. | N.A. |
| 1999 | 306 | 232 | 74 | 45 | 91 | 107 |

Source – District Hospital, 1999.

But a District Hospital – requires much more sophistication by acquiring up-to-date medical technology. Moreover, many national programmes need to be launched from here. The said hospital had to make necessary arrangement for specialised O.P.D. (Outdoor Patient Department). But the added responsibilities may open many problems in terms of adequate space, sufficient number of specialists and para-medical staff.

The number of outdoor patient Department units running in the hospital is as stated below :-

(i) Medical, (ii) Surgical, (iii) Gynae and obst., (iv) Orthopedic, (v) Eye, (vi) E.N.T, (vii) Pediatric, (viii) Psychiatric, (ix) Dermatology, (x) Dental, (xi)

Homeopathy, (ix) Thalassemia, (xiii) Sexual and Transmitted Disease. (Source, District Hospital, 1999).

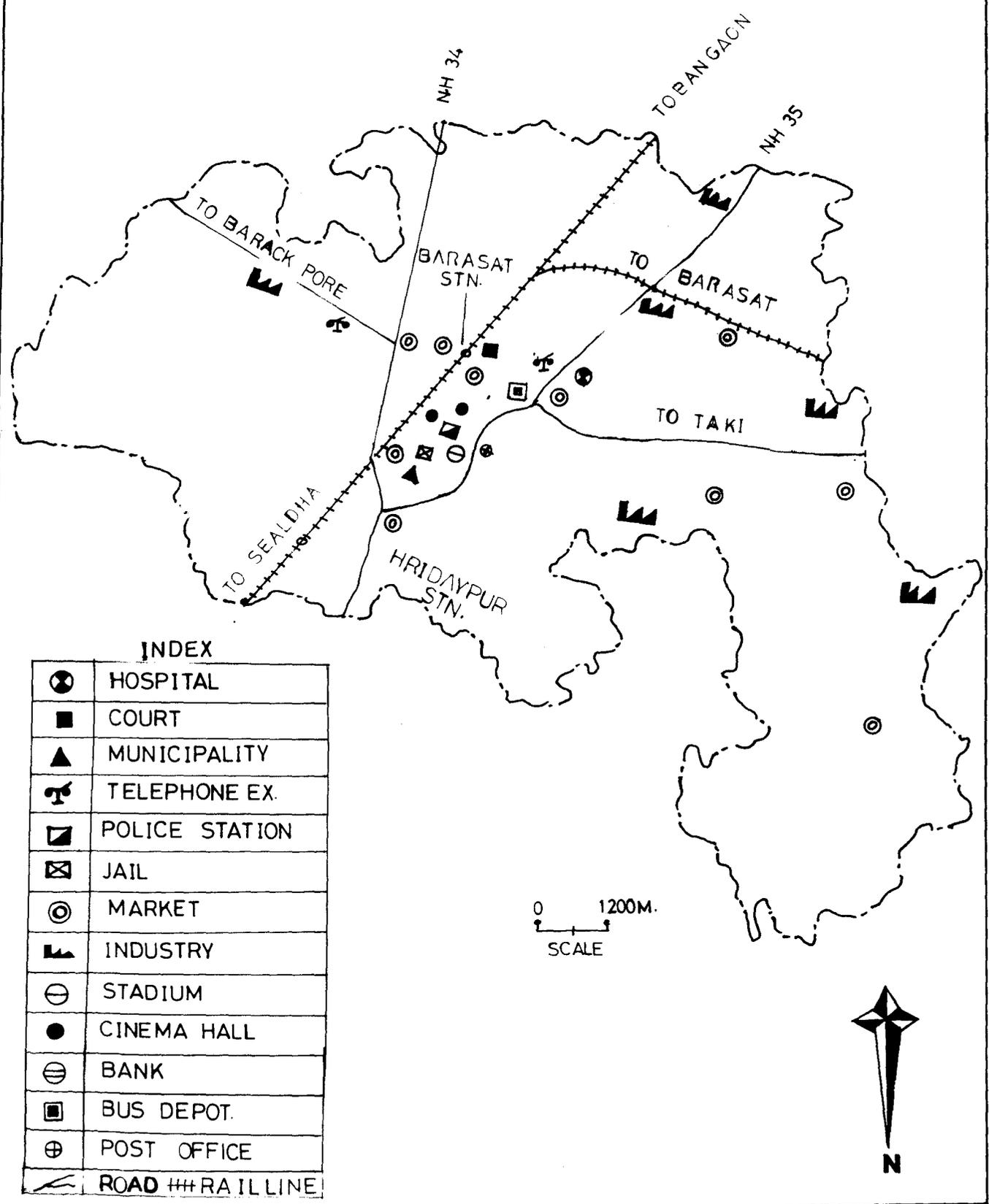
An ward-wise survey reveals that Ward I possesses one cancer detection centre, with a few beds. Now-a-days non-government or municipal administration can not single-handedly cope with the health problems. Barasat municipality conducts several health projects such as I.P.P. (Indian Population Control Project) and C.U.D.P (Calcutta Urban Development Project) etc. 6 clinics are run by I.P.P once in a week, 2 clinics are conducted by C.U.D.P for immunisation and family welfare and 6 clinics for general treatment. These private initiatives in forms of nursing homes can and do absorb a number of incumbents, thus serving as a buffer between governmental arrangements and swelling population pressure for modern treatment (shown in Table 5.2)

The detailed hospital activities yearwise since 1992 up to March 1997 are presented in a tabular form (Appendix- XIV).

5.3 TRANSPORT:

Urbanisation is not a gradual concentration of people's density year by year. It is a growth process of an area with accumulation of urban facilities over the years. The different aspects of urban growth takes shape with planned processes. These planned processes may be implemented by the experts keeping in view the needs of the present and the future or an unplanned process may be done by individual or group efforts keeping in view of the present needs mainly. In the towns, signs of meticulous and loose co-ordinate efforts both are visible. Transport and communication facilities are the basic factors for the growth of urbanisation of an area. The

IMPORTANT SOCIO-ECONOMIC FUNCTIONS
IN BARASAT TOWN (1999)



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| | |
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| | HOSPITAL |
| | COURT |
| | MUNICIPALITY |
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| | POLICE STATION |
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| | STADIUM |
| | CINEMA HALL |
| | BANK |
| | BUS DEPOT. |
| | POST OFFICE |
| | ROAD |
| | RAIL LINE |

Fig- 5-2

town is a nodal point with arterial roads and railways spreading over the surrounding areas. It is located only 25 kms. from Calcutta, and Bangaon a border town is only 41 kms. away from it.

5.3.1 Railway:

The town can claim to have a rail route since 1883. A railway link was established from Dum Dum (Ghughu Danga) to Dattapukur in the year 1884. It was extended to Gobardanga, now an important station en-route Bangaon. Prior to this, Hackny Carriages only carried weekened passengers to Calcutta. After wards daily passengers were introduced into the life of Barasat. In 1905, a metregauge line was opened and railway was extended to Basirhat. By 1909, a further extension to Taki and Hasnabad was made. In the intermediate period, a station (Hridaypur) was setup in the broad-gauge rail link (the original rail route to Bangaon). In this way, the town covered two railway stations, i.e. Barasat junction and Hridaypur (Fig. 5.2). The town enjoy 55 pairs of train from Sealdah and 6 pairs of train in the branch line (Table 5.4). All the trains are over-crowded during office time.

5.3.2 Roads:

Mass transportation includes both railways and bus services. By far, railway is the older and prominent no doubt. It is less time consuming and more comfortable. It connects the city of Calcutta (Sealdah) to rural areas. But railway has limitations also. It can not expand as needs arise. It is capital intensive. This difficulty has been offset with bus, truck and taxi services. Barasat, being a nodal point, connects the far-flung areas of the district and connects the surrounding districts all around. It being a district



Plate - 27. The junction of N.H. 34 and N.H. 35 (Duck Banglow More)

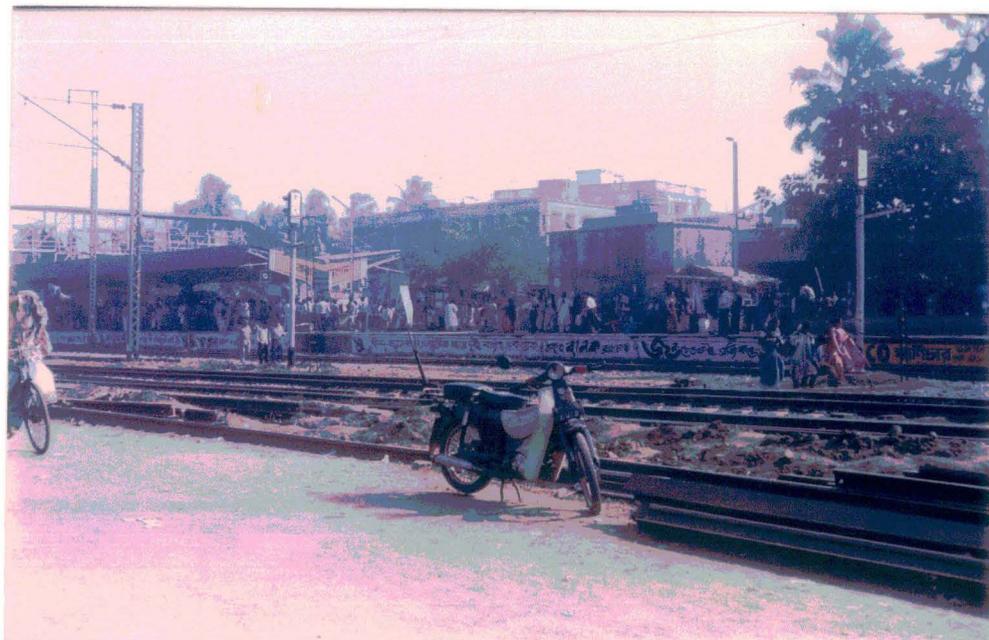


Plate - 28. Barasat Railway Station

town, serves as a terminus (Plate 16 and 17). It serves as a starting point also to pick up passengers for other areas.

Local bus routes along with out-station bus routes both operate frequently. The town being located within 45 minutes to 1 (one) hour from the metro core, a large number of daily commuters move by bus. To facilitate the accommodation and repair works of states buses, a bus-depot. At Nilgaunge in the outside of Barasat has been set up. Mass transportation provides several types of bus services, i.e. Calcutta State Transport Corporation, South Bengal State Transport Corporation, Private bus services, Chartered services etc. Apart from this, other express routes also run through the town. Several bus routes, their distances and the number of buses are given in the appendix-XV.

Supplementary transport in term of cycle-rickshaws and cycle-vans with open air platforms operate. Auto rickshaws also ply throughout the city to supplement the bus-services. Rickshaws carry passengers in the lanes and by lanes of the town. Vans (open air platforms) carry goods and basket load of articles (plate 63). They ply through city and village roads as well. A truck parking area is developed for entry tax collection and to avoid congestion during busy hours to the side of the Krishnagar Road (N. H. 34). As far as transport and communications are concerned, the town face serious problems due to high densities of traffic on the roads during office hours. A planned approach on the part of both the Government (plus the Municipality) and the private enterprises is urgently required in terms of providing spaces for terminals, metalled roads, removal of unauthorised constructions by the road sides, etc. The burden of urbanisation, whether be it carrying passengers, or otherwise, is being effectively managed so far.

ROAD NETWORK AND PARKING LOTS FOR VEHICULAR TRAFFIC IN BARASAT TOWN (1999)

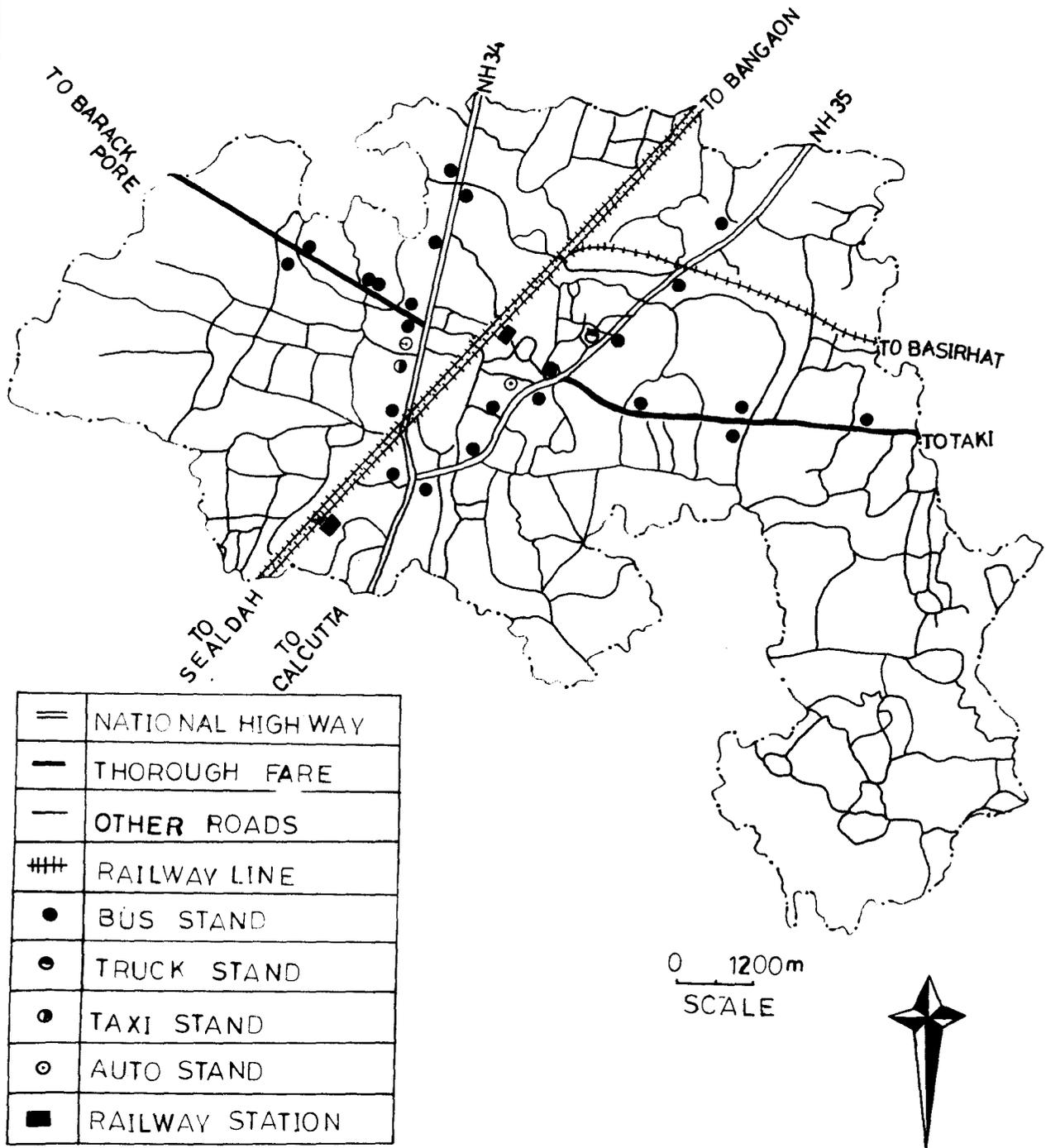


Fig-53



Plate - 29. The Railway over-bridge in the Barasat station

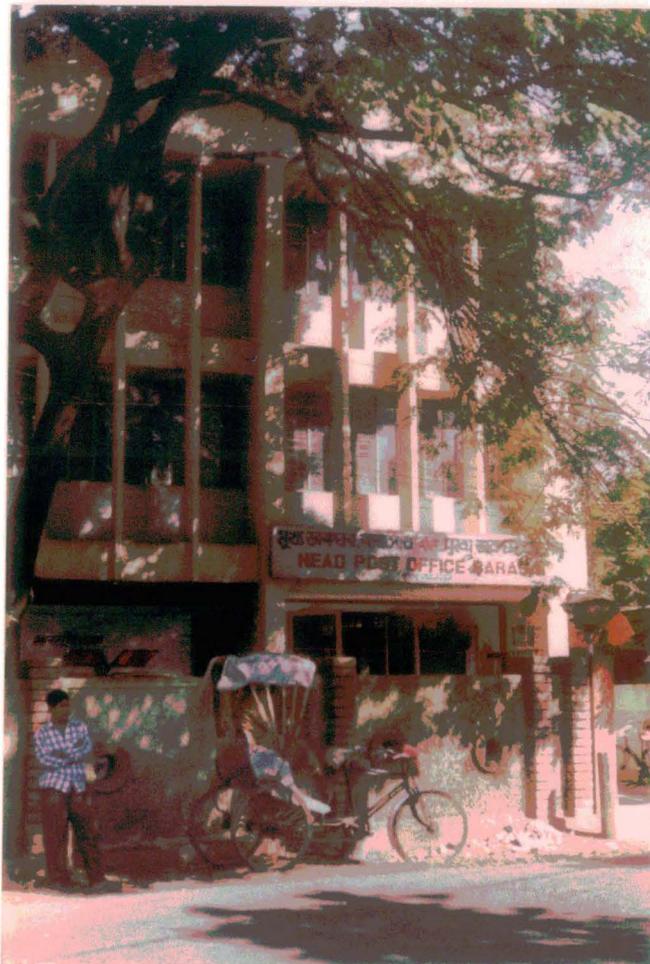


Plate - 30. Barasat Head Post Office

5.4 COMMUNICATION:

There are a total of 4 post offices along with one Head Post Office which is situated in ward IV (Plate 30). Three Sub-Post Offices are located in wards V, XI and XXII. Formerly, Barasat telephone exchange was established at Hatkhola on the side of the Jessore road with a capacity of 400 to 450 lines. Due to rapid growth of urbanisation, Tele Communication department has opened a new exchange at Bonomalipur in 1989 (Plate 31). Hatkhola exchange is merged with Bonomalipur. This exchange also holds a R.L.U (Remote link unit) system for better service to the subscribers. The 552 and the 562 codes are simultaneously distributed among the 9000 subscribers. The number of staff engaged in this office is 73. Another telephone exchange accompanying 8 staffs with the code 542 is also situated in Barasat town near the Colony More.

TABLE NO.- 5.4 DAILY TRAIN SERVICES TO AND FROM BARASAT TOWN IN DIFFERENT ROUTES

| Train | Sealdah Bangaon | Sealdah Duttapukur | Sealdah Habra | Sealdah Hasnabad | Dum Dum Barrackpore | Barasat Habra/ Dankuni | Canning Duttapukur | Barasat Hasnabad | Sealdah Barasat | Total |
|----------------------------|--------------------|-----------------------|------------------|---------------------|------------------------|------------------------------|-----------------------|---------------------|--------------------|-------|
| (UP) no. of Trains | 23 | 10 | 08 | 04 | | 02 | 01 | 06 | 07 | 61 |
| (Down) no. of Trains | 23 | 10 | 08 | 04 | | 02 | 01 | 06 | 07 | 61 |

Source : Eastern Railway Time Table (Suburban) August, 1999

TRANSPORT NETWORK, C.M.D.A

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| | |
|---|----------------------------|
|  | RIVER |
|  | ROAD |
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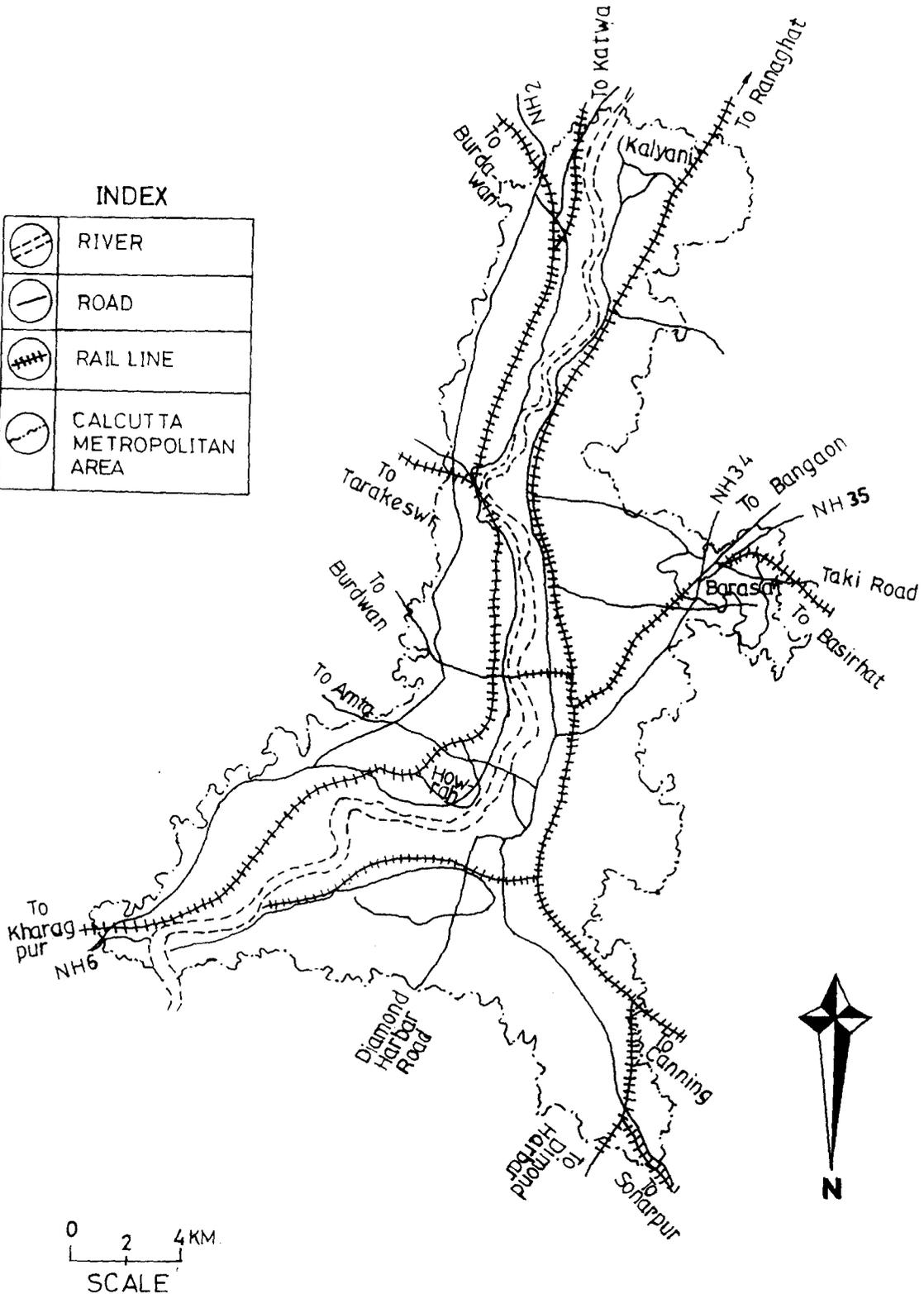


Fig-54

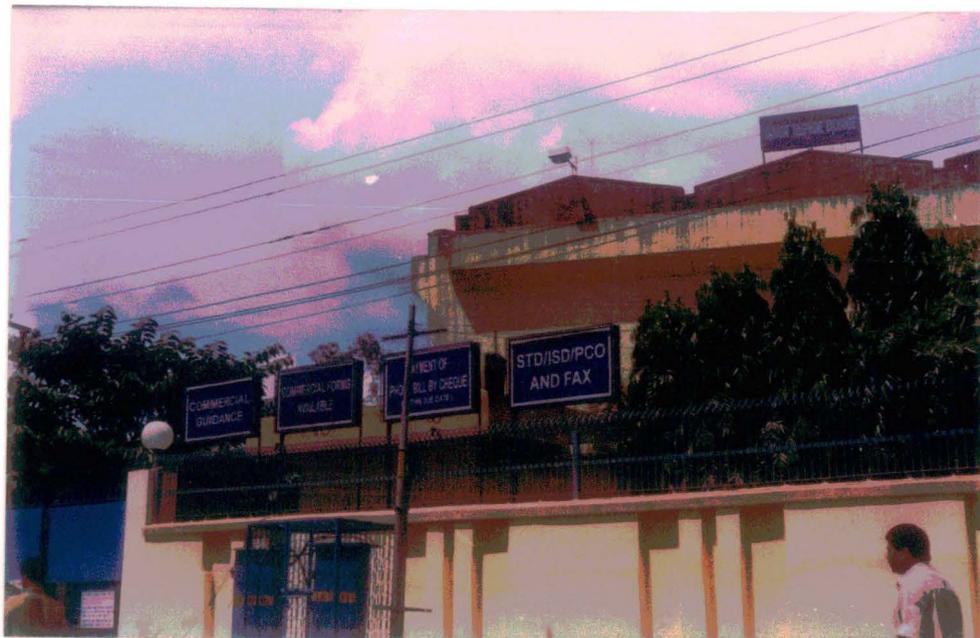


Plate - 31. Barasat Telephone Exchange at Bonomalipur



Plate - 32. Barasat Municipal Office

5.5 OTHER INFRASTRUCTURAL FACILITIES :

5.5.1 Water Supply:

Supply of adequate fresh water is a great problem of the municipal authorities. If any river with an abundant supply of fresh water is available in the nearby area, then the problem becomes easier. Otherwise, underground water is the only available source. For the later, hand-pumps, deep tube-well etc. are to be laid out. Most of the cities do it. The town falls within the Palta service district and hence piped water could have been useful. But in unforeseeable future that is not a possibility. The study area has already materialised the following water system.

TABLE NO.- 5.5 WATER SUPPLY IN BARASAT TOWN

| Year | Hand Pumps | Deep Tube-Wells | Reservoirs | Street Hydrants | Length of Pipe Line (in km.) | House Connection | Supply of Water (Gallon/hr.) |
|------|------------|-----------------|------------|-----------------|------------------------------|------------------|------------------------------|
| 1986 | 717 | 03 | 02 | 180 | 44.5 | N.A. | N.A. |
| 1999 | 1725 | 09 | 03 | 379 | 103.00 | 3950 | 22000 |

Sources – Barasat (M), 1999.

From Table 5.5 reveals that the number of hand and deep tube-wells increased from 717 to 1725 and from 3 to 9 respectively during the last thirteen years. Besides, 3950 house connections have already been made in 1999 by the concerned authority. The total length of pipelines has been increased from 44.5 km. to 103.0 km. Moreover 22,000 gallon/hr. of drinking water is supplied by the municipality through these lines. The number of reservoirs is increased by only one during the aforesaid period.

The plan has been materialised through the combined efforts of C.M.D.A., municipality itself and the Public Health Engineering Department. The ground water of the locality is largely free from arsenic poisoning as has been found through a hydrological survey of ground water. Excessive dependence of under ground water is one of the major causes for paucity of water in the sub-surface layer.

5.5.2 Sanitation:

Improper sanitary condition is a major drawback for any urban centre. Considerable progress has already been made by the municipality through the following means (Table5.6).

TABLE- 5.6. SANITATION IN BARASAT TOWN

| Year | Water Borne | Service | Others | Methods of Disposal of Night Soils | Pucca Drain Length in KM. | Kuccha Drain Length In KM. |
|------|-------------|---------|--------|------------------------------------|---------------------------|----------------------------|
| 1971 | 460 | 580 | 3152 | Wheel Barrows | 7.50 | 145.00 |
| 1981 | NIL | 350 | 6765 | Wheel Barrows, Septic Tank | N.A. | N.A. |
| 1999 | NIL | NIL | 28000 | Septic Tank, Pit and Soak | 14.40 | 390.00 |

Source : Census 1971, 81 (Barasat (M), 1999

Table 5.6. reveals that the total length of the drains has increased. While in 1971 its length was 145 kms. and 7.5 kms. For 'kuccha' and 'pucca' drains respectively, in 1998 the length becomes 390 kms. and 14.40 kms. For kuccha and pucca drains respectively. The length of kuccha drains is increased in order to clear water from water logged areas by the municipality. Complete conversion of the service privy to sanitary type of

latrine is the remarkable change during the years 1971, 1981 and 1998 due to consciousness of the people and the authorities.

In 1971 the methods of disposal of night soil were wheel barrows but from 1981 septic tanks and wheel barrows came to be used side by side. Then dig pit and water brone latrins disappeared in the town due to peoples awareness about hygiene. The septic tank latrins have been made obligatory for the sanction of house planning in any municipal area in West Bengal for presenting environmental stability in civic areas. The town has two burning ghats (plate- 36) and one burial ground and one trenching ground.

5.5.3 Electricity:

Regular supply of electricity in any town is important for industrial and infrastructural development. Barasat town gets its supply from various sources and number of connection for different purposes can be revealed from Table 5.7.

**TABLE- 5.7 NUMBER OF ELECTRIC CONNECTIONS FOR
DIFFERENT TYPES OF USES**

| Year | Domestic | Industrial | Commercial | Road Lighting Points |
|------|----------|------------|------------|----------------------|
| 1971 | 1652 | 104 | 298 | 468 |
| 1981 | 2383 | 175 | 1104 | 695 |
| 1999 | 19216 | 644 | 3259 | 4578 |

Source : Census 1971, and W.B.S.E.B. 1999

From Table 5.7 indicates that the rate of growth between 1971 and 1981 was slow. But in 1999 there was an upswing. Schemes under Lok-



Plate - 33. State Electricity Board Office



Plate - 34. Barasat Fire Station

Deep/KutirJyoti are also implemented for electrification in low income group families. The State Electricity Board has supplied 19216 domestic, 644 industrial and 3259 commercial lines to the town. Compared to 1971 data, the number of domestic lines has increased to 19216 from 1652. Industrial lines grew to 644 from 104 and commercial lines have increased to 3259 from 298. Regarding road lighting points, remarkable change of data has been noticed during 1971-99. However, the consumption of electricity is another sign of growing urbanisation.

5.5.4 Entertainment Facilities:

Recreation and entertainment is one part of human life. As most of the urban dwellers are busy for most of the time in many activities, so they urgently need some mode of entertainment during the day after their hard work. The entertainment facilities in Barasat town are as follows (Table 5.8).

TABLE- 5.8 ENTERTAINMENT FACILITIES IN BARASAT TOWN:

| Year | Play Ground | Park | Community Hall | Cinema Hall | |
|------|-------------|------|----------------|-------------|------------------|
| | | | | Number | Seating Capacity |
| 1986 | 08 | 10 | NIL | 03 | 2974 |
| 1999 | 12 | 37 | 01 | 04 | 4081 |

Source – Barasat (M), 1999

As regards entertainment, the table 5.8 reveals that the citizens can enjoy services of 4 cinema halls (plate-35), 1 community hall, 37 parks and 12 play grounds. Till 1999, seating capacity of the cinema hall is 4081. Compared to the 1986 data, 1107 seats are added during the last 13 years. Besides, the following facilities are also available in the town (Table 5.9).



Plate - 35. Cinema hall



Plate - 36. Burning Ghat

TABLE- 5.9. OTHER URBAN FACILITIES IN BARASAT TOWN, 1999.

| Year | Bus Depot | Market | Veterinary Centre | Bank | Milk Depot | Road Roller | Tractor Trailer |
|------|-----------|--------|-------------------|------|------------|-------------|-----------------|
| 1986 | 01 | 06 | 01 | N.A. | N.A. | 01 | 10 |
| 1999 | 02 | 14 | 01 | 13 | 22 | 02 | 12 |

Source – Barasat (M), 1999

The table 5.9 reveals that 14 daily markets are operating within the study area. One wholesale fish market functions in the junction of Jessore road and Taki road (*Champadalir More*). Compared to 1986 data, 8 more markets have come out during the last 12 years (plate 62). Inclusion of added areas must be taken into account in this respect. Till the year 1999, the municipal authority has the service of 12 tractors and trailers, 2 road rollers operate for construction of roads and removal of garbage from the town. The town also possesses 13 banks for financial transaction of the city dwellers, 1 veterinary hospital for the treatment of the animals and 22 milk depots for distribution of milk.

5.5.5 Petrol Pump and Fuel:

Till the year 1999, Barasat town possesses 7 petrol pumps. Ward IX, which contains 3, other wards such as V, VI, XXI and XV enjoy one each. Two L.P.G. cooking gas distributing centres are situated at the heart of the town. One is located in ward IV on the side of the N.H. 34 (Krishnagar Road) and the other is situated in ward XII on the side of the Taki road. So far as



Plate - 37. Barasat Stadium (Under Construction)



Plate - 38. The Rama Krishna Math at Barasat

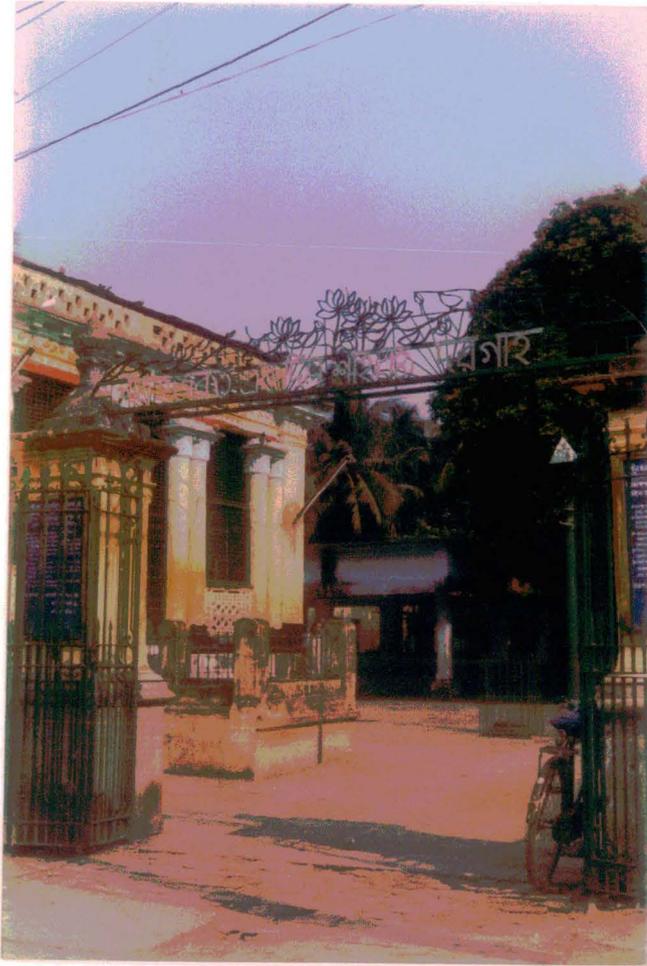


Plate - 39. The entrance of the Mosque, Pir-Ek-Dil Shah



Plate - 40. The Mosque of Pir-Ek-Dil Shah

kerosene distribution is concerned, there are 3 depots. Those are situated in ward V, VIII and XXVI.

CONCLUSION:

An urban settlement is an ever-growing phenomenon. Though over growing, it does not mean that it is complete. Hence, demands for civic facilities accumulate- the municipalities grapple for the situations. But these situations are not easy to find. The town is an important urban centre since 1869, but partition effect shot it into prominence. The huge refugee concentration is an evidence. Naturally, the urbanisation process is painful in nature. The new population wanted a roof overhead and just some means to earn a few sacks of food. The quality of urban life is not expected of them. Moreover, the urban base in rural area is sub-standard and the intermediary link through the market town is weak.

Again the town is growing more on the basis of tertiary sector rather than on the basis of secondary sector. With the declaration of district administrative centre since 1986, this trend is more manifested. Naturally, demands are more on consumption than on production. Demands are more on spaces for education, recreation, amusement, sanitation, water supply, health facilities etc. One can create needs but can not create space. Whatever one has, he has to use it. Hence, effective land use is of primary importance. The next chapter will deal with the review of the existing urban amenities.