

## **CHAPTER – VIII**

### **SUGGESTIONS FOR FUTURE DEVELOPMENT**

Urbanisation pressure in the study area needs to accommodate in view of the location of the District Head quarter of Uttar 24 Parganas. The concept for development of the study area emerges from the analysis of the several factors as made here in several chapters which suggest to consider the major issues that would guide to future development concept and several other development projects likely to be taken up in and around the study area. The planning is an active modern force-consciousness and probably a discipline of many professional groups. Singh, R.L. (1964) suggests that planning of a city needs not only the skill of assistance of engineers and architects, but also the help of geographers. The town along with its influence zone is highly prosperous in agriculture and the areas support agricultural products to the different markets of the metro core. Growth of urbanisation in the town is very rapid. The function of the town as District Headquarter will gradually increase its importance. So infrastructural and transport linkage facilities are necessary not only for the dwellers of the city area but also for requirements of the people of the whole district.

The developments of the surrounding areas indicate the urbanisation process all around. Once urbanisation starts then it is an on going process, from where the challenges and responses appear. All those responses are for the betterment of civic life. The investigator has explored the history, socio-economic situations, the health, sanitation, water supply positions, the town planning, transport and communication problems and has arrived at a conclusion that very soon the town will reach its optimum capacity. From the

pool of information, the investigator suggests some measures for the future development.

Any developing area needs some locational advantage. Otherwise all areas could have been developed equally. The advantages may be in terms of river side area or in terms of its existence of nodal point. It must respond to the needs of the surrounding area. A study of these can explain the demographic picture and the probable course of events. The location of the town towards the western margin of the district (Fig- 1) shows that most of the municipal areas are huddled together, i.e. Barrackpore, Titagarh, Khardaha, Kamarhati, Baranagar, North Dum Dum New Barrackpore, Panihati. These urban settlements are all within 20 kms. of Barasat town. Whereas between Ashoknagar, Habra and Barasat, a vast stretch of rural area is situated. Towards east Taki and Basirhat municipalities existed. All these areas are connected to Barasat either by rail or by roads. Therefore in future people from the rural areas will flock to Barasat. The town cannot hold more people. Towards west and north two important roads (N.H. 34 and Barrackpore Road) stretch in different directions.

It is not within the industrial belt of the district, yet it behaves like a magnet. A town without a self-sustaining economy, cannot but stagnate, Barasat should generate employment, create wealth, absorb shocks of crop and industrial failure. For its future the study area should address i) Expansion along with infrastructural development. ii) The civic problems (Health, Education, Sanitation, Water supply, Housing etc.) and iii) Employment generation programmes. All the above, neither fully or partially, can be solved by the town alone – a total approach with all the municipalities of the surrounding areas is necessary. Moreover, any upheaval in Metro-

core area is bound to affect these areas. A co-ordination between the Metro and Uttar 24 Parganas municipal areas is of utmost importance.

While the investigation is in progress the Ministry of urban affairs has published a blue print of Rajarhat township project. The said township incorporates the rural areas to the north of Salt-Lake, north east of LakeTown, east of Dum Dum municipality and the south of Barasat municipal areas. This proposed township, since it is a planned one will absorb the spill over population of metro area, and the urban moving people of rural areas. Surely, this will lesson the immigration problem of Barasat.

## **8.1 INFRASTRUCTURAL DEVELOPMENT:**

### **8.1.1 Education:**

So far as educational facilities are concerned, the town is not much fortunate at all levels. Bad infrastructural facilities of the primary schools are one of the major causes of low enrolment. The interior wards are populated. Domestic houses , commercial complexes, administrative blocks have already occupied the greater part of the town. Hence, no new schools or college building can easily be constructed for lack of space. High/Higher secondary schools or colleges can be established in the outer wards. The town immediately requires four high/higher secondary schools in wards XXVI, XXVII, XXVIII & XXX etc. Likewise XVI, XVII, XVIII wards can have schools. The already congested areas can not afford separate schools for boys and girls. The same building should be used in shifts. Co-educational, Bengali medium schools, like English medium schools can be encouraged.

The Government of West Bengal, Department of Technical Education has decided to set up a polytechnic in each district. Besides this an I.T.I. should also be established. The polytechnic and I.T.I. will serve the whole district, they may not be located in this municipal area. The administrators of the town should talk to adjoining municipalities and look for suitable location. Nilgunge may be one such location.

### **8.1.2 Medical Service:**

The existing medical services in the town are insufficient with the existing hospital. Before the commencement as District Headquarter, this hospital acts as a sub divisional hospital. So far as total population and extension of added areas are concerned, this hospital is not properly equipped for the service to the people. There are also needs for sufficient medical services by establishing new buildings and sanatoriums in the vacant land of the hospital premises. Care has to be taken in the selection of site for venereal disease hospital in the outskirts of the town. The proposal has been made by Ramakrishna Mission authority that one specialised, sophisticated and modern hospital will be established on the side of the Jessore road within two or three years.

### **8.1.3 Water Supply:**

Water supply by the civic bodies is one of the most important criteria among other factors which determine the provision of sanitation in any settlement. The town falls within the Palta service district but water from the service station has not yet reached till present day. It is proposed that piped water supply from ground water source may be continued until surface water could be supplied for proper maintaining of the tanks in the city, bathing of

the domestic animals and open sky toilets should be checked. In other words wastage and misuse of pipe water which is the common feature of the town must be stopped through proper maintaining.

The town enjoy abundance of tanks but some of the tanks might have been filled up by now. These tanks must be retained and re-excavated. The under ground store of water is fixed. Its use for all purposes will lower the water table.

These tanks will serve other areas (not drinking) i.e. pisciculture. The neighbouring centre for fisheries (located at Barrackpore) should be approached for expert assistance. These tanks will help for small irrigation. If necessary small pucca drains leading straight to the nearby agricultural lands should be constructed. The cost may be borne by the beneficiaries or long term loans can be recommended. Then agricultural lands should be cultivate such cereals which donot require bulk quantity of water at a time. Vegetable cultivation should be the goal-because they do not need much water at a time. These tanks should not be filled up for this the municipality should prepare, right now, a detailed land utilisation map and should not allow the changing character of land unless otherwise under compulsion.

School of environmental studies (Jadabpur University, Calcutta) reported of Arsenic pollution (referred elsewhere in this study. Page- 99) beyond the tolerable limits. Therefore, the continued use of underground water for all purposes is discouraged-these renovated or excavated tanks will supplement the use.

#### **8.1.4 Sanitation:**

Stagnation of water creates major problem in some parts of the town during rainy season. To cope with the situation re-excavation of Sunti river and improvement of Banikanta khal is necessary. A part from these sewage system road side kutchra drain should be re-excavated according to the slope of the town. In this regard road side drain along the Badu road may be connected with the Sunti river. Open places for defecation should be abolished, Community latrine (sanitary types) should be established at *Duck Banglow more, Champadalir more, Colony more, Haritala more* etc. Municipality or C.M.D.A. should subsidise the cost of constructing sanitary latrines for the poor people. The following steps are needed for improvement of existing drainage situation in the town. a) Automatic shutter with sluice gate may be installed at the junction of Banikanta khal and Sunti river. b) Re-construction of calverts at the point of Champadalir more and Jessore road. c) Collection of garbage of solid wastes by the municipality after regular intervals. d) Encroachment of drains in the different parts of the town should be prevented immediately. e) Construction of road side drains are necessary to carry excess water during rainy seasons.

#### **8.1.5 Roads/Transport:**

Though Barasat is well connected through rail and road, keeping in view of the future development some new arrangements are to be taken. Centres of economic activities should be accessible to the people engaged in those activities. Either they can walk all the distance from their living places or they can use transports of different types. For centres like administrative units (court, schools and colleges, Government offices etc.), the trouble is not much because they do not carry merchandises; but centres of commercial

activities have different problems, materials both heavy and light are carried through lorries; loading and unloading activities take much time. Hence, roads are to be wider. According to the norms made by C.M.D.A. (1986), width of the national highway should be 46 m. sub arterial roads 30 m., sub arterial roads 18 m., streets 14 m., local streets 9 m., pedestrian pathway 7 m., people from the surrounding mouzas move to the town and a system of the bye-pass should be developed in future to provide appropriate services. Some of the rural mouzas do not have any better accessibility. Roads need to be developed in the core areas. This will do with minimum land acquisition and minimum demolition works. Only the existing roads can be widened. Encroachers must be evicted. Carrying repairing works on road surface must be stopped. Adhering strictly to the figure of one kilometer from the commercial centre to the dwelling places sometimes appear to be unpractical. The traffic congestion is due to narrow road surface with transport density and the point of inter-section of the inter-connecting roads. For the former the investigator has suggested the widening of roads and for the later the investigator has other suggestions.

All traffic through N.H. 34 and N.H. 35 are not always Barasat bound; they go beyond Barasat. These vehicles need not go deep into the town. The investigator spells out his suggestion. 1) An inner ring road (semi) – A little beyond the intersection of N.H. 34 and N.H. 35 near the southern point of ward no V. This road will cross the Sealdah. – Bongaon rail line. After passing through wards XXVII & XXVIII it will cut Barasat – Barrackpore road – will pass through ward XXVI after cutting N.H. 34 will cross the same rail route and will merge with N.H. 35. For this two fly-overs are necessary.

The semi-ring road will not pass through any of the centrally located wards. Trucks and other modes of transport can pass through N.H. 34 and N.H. 35 to the inner wards and other transport take the circuitous routes.

Another semi-circular road may be constructed towards the eastern side of N.H. 35. This road will start from the highway for Calcutta, for few kilometers it will be same with Sodepur road – pass through the lower edge of ward VII and then take a round curve at wards XVII and XVIII, will cross the Taki road and Barasat -Hasnabad rail route but through the out side of the boundary limit of the municipality. The principal purpose of this road will be not over burden the core area but serves the periphery of the municipal boundary. It will cross all the roads N.H. 34, N.H. 35 and Sealdah – Bangaon rail route. This road will form the outer-ring. Another small ring road is proposed. It will connect N.H. 34 and Taki road, this will pass through wards X and XII. The bye-pass routes of the N.H. 34 and N.H. 35 are needed to avoid maximum demolition in the road side buildings and shops.

In the remote area of the town accessibility is proposed to be improved for constructing metalled road in such a manner that market centres would be of one kilometer distance from such roads. The two national highways i.e. N.H. 34 & N.H. 35 pass through the western and eastern point of the busy area of the town. All important civic centres are between these two highways. Hence, the arterial roads suffer from encroachment on both sides. The encroached areas should be cleared . Make-shifts stalls must be demolished. The linkages with the neighbouring influence area should be developed for the betterment of the economic life style of the town and open a new transit route through the different roads, so that people from remote areas of the town avail the facilities of district function.

Beside the national highways, there are two important link roads-one in the western side of the N.H. 34. This road is linked between Barrackpore Trunk Road and Krishnanagar Road (N.H. 34), part of the road passes through wards XXI, XXII and XXVI, of which ward XXI is mostly covered by agricultural land. So far as greater importance is concerned this road should be widened.

Electrically operated road signaling system should be provided at the *Duck Banglow* and the *Champadalir mores* to prevent road accidents and smooth passing of the traffic flow. As regards beautification and protection against environmental pollution, road side plantations are suggested for taking up immediately. The greater part of the road passes outside the municipal area, these out lying areas are within the influence zone of Barasat. These areas can be utilized for residential purposes. The orchard and agricultural sector within municipal limits should be least disturbed.

The railway level crossing beside the Barasat evening college is the zone of constant traffic jam. For the betterment of the city traffic system one fly over should be made up at the crossing of Krishnanagar road (N.H. 34) and Sealdaha – Bangaon rail route to eliminate the problem of congestion at the crossing. Another important road leads to Taki of Barasat subdivision. It meets Jessore road (N.H. 35) at Champadalir more. It is at the meeting point of wards I, II, V and XII. So far as better accessibility among the wards and the rural mouzas are concerned, the road should be widened.

In view of future importance of the town, slow moving traffic i.e. open air vans, byecycle rickshaws etc. should be controlled. Moreover, Central business area of the town should be kept free from slow moving vehicles. The accessibility of the residential areas in the town is not satisfactory,

narrow lanes, unmetalled and broken roads are the regular view, improvement of these roads could be ensured by the municipal authority. Steps are to be taken for removing water on the road during rainy season. In future, the town will witness a greater volume of traffic, more mobility of people to avail themselves of the district town facilities. To avoid such congestion of traffic, a flyover should be constructed on the Champadalir more (junction of N.H. 35 and Taki road).

So far as railway is concerned Barasat – Hasnabad branch single line is neglected since inception. The first station after Barasat is at a six kilometer distance. Railway authority has already proposed a plan to set up a double line during the financial year 2000 to 2001 but another rail station is needed within municipal limit.

#### **8.1.6 Open Space and Parks:**

As regards children's recreational centre, "mini parks" may be constructed within the residential areas. At present, only 37 parks and 12 play grounds are enjoyed by the people of this town. So far as the total population is concerned, these figures are not enough.

Appropriate efforts should be made for increase of vacant space by the civic authority. Some developers filled tanks and low lands for making high rises. It should be checked otherwise ecological balance of the town will be disturbed. Some parts of the town is covered with green belts. Preservation of these green fields are necessary for maintaining environmental balance. Administrative authority should be more vigilant to avoid encroachment of the green fields.

### **8.1.7 Planning of Markets:**

All the retail markets which are located in different parts of the town are unplanned in manner. Specially fish and vegetable markets are mostly covered with unhygienic condition and temporary sellers sell their articles hapazardly. New market centers should be constructed at the place of present site in planned manner and to restrict sale of articles outside the market area.

For employment generation in the self-employment sector, the following areas of work are isolated. Whole sale and retail trade of agricultural and grocery articles, repairing shops for transport – vechiles, pump-sets, generators, construction works, poultry, pisciculture, fruit-processing, repair works, dairy etc. Some of these required no specialised training or a minimum period of organised training. Expertise of work is attained through apprenticeship or through work-experience.

For agriculture and grocery articles-rented floor areas with covered sheds can be established in near by localities. Under no circumstances open air access will be permitted. Municipality can earn rent from these shops; and the people need not go outside the areas for procuring articles of daily necessity. For vegetable products moveable “kiosks” should be encouraged. They will move from wards to wards along with articles. Path breakers are the Delhi refugees who first started this novel way of self employment and this type of work rapidly spread through Indian cities.

### **8.1.8 Repairing Shops For Transport Vehicles:**

Two types of shops are mentioned here-one, repair shops for heavy vehicles like trucks, buses, mini buses etc, next, by-cycles, two wheelers, trakers, refrigeration machines, welding etc. These required small areas and do not need trained expertise. For repairing of heavy vehicles greater floor areas are necessary for machines to be used. These should be located along side the high-ways and outside the municipal areas. For these lands should be acquisitioned. Thus C.S.T.C. has established its depot at Nilgunge. The investigator proposes a workshop along Jessore road outside ward V, another at ward XXII along Krishnagar road. Since these repairing work shops are to be opened by private enterprise, none can control their independent growth. Care should be taken that they should not contribute to congestion of trucks/buses waiting in a row, for servicing.

For lighter vechiles work can be established by way-side within municipal limits. Pumps sets, generator repairs can be done here.

With the emergence of a class of a new rich, refrigerators, television, washing machine, air-coolers are in high demands; many people can be employed here. For these, a few months training at I.T.I. is needed since these are emerging occupations.

These will serve another purpose, a number of students who are otherwise unable or reluctant to continue along general education courses may switch over to this type of training. A simple survey is advised to be done by the social scientists to assess how many heads can be employed in this sector.

### **8.1.9 Storage/Ware House:**

Whole sale and retail fish markets are situated at the heart of the town. But the town suffered improper arrangement of chilling and storing facilities. A complete whole sale fish market may be developed within the present market area (Champadalir more), Where upper stories are preserved for storing and chilling purposes and lower stories would be kept for fish and vegetable shops. On the other hand, green vegetables which mainly come from the outerparts of the municipal limit should be stored near the whole sale market. So modernized ware house should be established near the market centre for storing agricultural products.