CHAPTER III

A COMPARATIVE ANALYSIS OF SECONDARY DATA
(1971-1991)

3.1 Hypotheses to be tested

1. There is a dichotomy between rural and urban settlements.

2. With distance from the CBD (Central Business District) sectoral diversification is taking place.

3. There will be tertiarisation of villages away from the CBD along the main arterial road.

3.2 Discussion of Findings

According to the Indian Census classification there is a dichotomy between rural and urban settlements.

But there is no rural-urban dichotomy. If there was any rural-urban dichotomy then rural areas would have to be homogeneous and urban areas also would have to be homogeneous. Moreover there will have to be a sudden break in the distance decay curve.

If that be the case then villages near Calcutta in Bishnupur P.S. would be homogeneous with villages near Diamond Harbour municipality in Diamond Harbour P.S. But as seen from Table-3.1 and Table-3.4, diversification in villages near Calcutta and villages near
Diamond Harbour is different and therefore the element of heterogeneity among villages comes out from the above argument.

Moreover, it is not easy to measure distance, which operates to discourage movement because economic rather than geographical distance governs interaction between regions. Nevertheless, attempts have been made to identify the nature of the relationship between distance and interaction and this has resulted in the establishment of the general principle of distance decay. This states that the amount of interaction between two places decreases as the distance between them increases, so that the amount of contact between people living in two towns of similar size five kilometers apart will be much greater than between two towns fifty kilometers apart. Attempts to measure this relationship have shown that it is difficult to be precise about the way in which contacts decrease with distance except that the general pattern is that contacts fall off rapidly over a short distance and then decline much more slowly over longer distances (Knowled, R., Wareing, J., 1992, p. 111).

In reality there can not be a sudden break in the distance-decay curve. There is a slow but gradual decay in distance. There is always a graduation and a hierarchical arrangement. As there is an effect of a large city, (Calcutta) there will be an effect of a medium town, in this case Diamond Harbour municipality also.

The second hypothesis was that with distance from the Central Business District, sectoral diversification is taking place.
It is through diversification that a continuum proceeds. Here Diamond Harbour road which is the major transport linkage of the study area has become the resource base. Villages have been selected from Bishnupur P.S., Mograhat P.S., Falta P.S., Diamond Harbour P.S., Kulpi P.S., Kakdwip P.S., Namkhana P.S. (Figure 1.1). They have been categorized into two groups namely,

a. along Diamond Harbour road, and
b. a few kilometres (ranging from 1 to 6 km.) away from Diamond Harbour road.

Work Participation Rate of the primary, secondary and tertiary sectors of each village has been calculated and classified into four classes, viz. (a) less than 25%, (b) 25%-50%, (c) 50%-75% and (d) more than 75%.

Work participation rate which shows sectoral diversification is a powerful indicator in explaining a continuum.

Here sectoral diversification in relation to the spatial dimension i.e. distance from the Central Business District has been taken into consideration in explaining the continuum.

Villages which have been selected in 1971 have also been selected in 1991 to see the swing in sectoral diversification. 1981 data could not be incorporated as the data was truncated. An important factor, infrastructure in the form of Diamond Harbour road has been
introduced. Villages along Diamond Harbour road have better accessibility to urban facilities and connectivity with other villages than villages away from Diamond Harbour road.

In Bishnupur P.S. as seen from Table-3.1 (Figures 3.1A and 3.1B) diversification at the sectoral level has been faster among villages along Diamond Harbour road (whose distance range from the CBD is from 16.54 km. to 27.5 km.) than villages which are 3 km. to 4.5 km. away from the road (whose distance range from the CBD is from 16.96 km. to 28.76 km.). This is due to the direct transportational linkage of the first group of villages along Diamond Harbour Road with the CBD.

Diversification along Diamond Harbour road in this case has been rapid due to the impact of metropolitan centre on the villages surrounding it. Villages which are close to the city and located on highways have experienced reduction of land for agricultural purposes. In other villages the rate of reduction is less compared to the previous ones because of their remoteness and inaccessibility (Bore Gowda P. and Mahadev, P.D., 1986, pp. 135, 139).

Distances away from the CBD determines the impact of the city centre on sectoral diversification. If the area is nearer to the CBD, with good transportational linkage, linking the area directly to the CBD then there will be greater sectoral diversification. Villages away from Diamond Harbour Road but at a same distance away from the CBD does not show concomitant sectoral diversification due to the lack of direct transportational linkage with the CBD.
**TABLE – 3.1**

**BISHNUPUR P.S.**

*Participation rate in different sectors*

<table>
<thead>
<tr>
<th>Group</th>
<th>Year</th>
<th>No. of villages</th>
<th>Range of primary participation rate in percentage (%)</th>
<th>Range of secondary participation rate in percentage (%)</th>
<th>Range of tertiary participation rate in percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>No. of villages</td>
<td>No. of villages</td>
<td>No. of villages</td>
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<tr>
<td>------------------------------</td>
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<td>------------------------------------------------------</td>
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<td>-------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>1991</td>
<td>12</td>
<td>0 2 4 6</td>
<td>9 3 - -</td>
<td>8 4 0 -</td>
</tr>
<tr>
<td>B 3 km. to 4.5 km. away from</td>
<td>1971</td>
<td>8</td>
<td>- 2 4 2</td>
<td>4 4 - -</td>
<td>7 1 - -</td>
</tr>
<tr>
<td>Diamond Harbour Road</td>
<td>1991</td>
<td>8</td>
<td>- 3 5 -</td>
<td>3 5 - -</td>
<td>6 2 - -</td>
</tr>
</tbody>
</table>

Range of participation rate in different sectors 
(Bishnupur P.S., South 24-Parganas) along 
Diamond Harbour Road

<table>
<thead>
<tr>
<th>Range of participation rate (%)</th>
<th>Primary</th>
<th>Secondary</th>
<th>Tertiary</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;25 25-50</td>
<td>75</td>
<td>75&gt;</td>
<td>75&gt;</td>
</tr>
<tr>
<td>25-50 50-75</td>
<td>75</td>
<td>75&gt;</td>
<td></td>
</tr>
<tr>
<td>50-75 75&gt;</td>
<td>75</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Figure 3.1A

Source: District Census Hand Book, 24-Parganas District, 1971
District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.1
Range of participation rate in different sectors
(Bishnupur P.S., South 24-Parganas) 3 km. to 4.5
km. away from Diamond Harbour Road

No. of
villages

Primary
Secondary
Tertiary

Range of participation rate (%)

Source: District Census Hand Book, 24-Parganas District, 1971
District Census Hand Book, South 24-Parganas District, 1991
Reference: Table 3.1
Therefore, in the organization of space, connectivity and accessibility is of utmost importance. Here transportational linkage (i.e. Diamond Harbour road) has become the main resource base. It not only acts as a conduit for the passage of growth impulses but also facilitates interaction (Figure 1.1).

In Mograhat P.S. as seen from Table-3.2 (Figures 3.2A and 3.2B), sectoral diversification has been among villages along Diamond Harbour road (whose distance range from the CBD is from 29.06 km. to 36.28 km.) but at a slower rate compared to Bishnupur P.S. between 1971 and 1991. Villages 4 km. to 6 km. away from Diamond Harbour road (whose distance range from the CBD is from 30.46 km. to 39.45 km.) has had little or no change in the occupational structure.

It is clear that a section of the workforce, pushed out of the rural economy, has sought reabsorption in the villages around the large cities as it has become increasingly difficult for them to find shelter within the large cities. This development dynamics, has unfortunately remained confined to the neighbourhoods of a few large cities (Kundu, A., 1992).

This may be one of the reasons for the poor pace of sectoral diversification.

The process of rural-urban transformation is, thus, weak beyond certain distances from the city or the urban agglomeration corridor (Kundu, A., 1992, p. 15).
<table>
<thead>
<tr>
<th>Group</th>
<th>Year</th>
<th>No. of villages</th>
<th>No. of villages</th>
<th>No. of villages</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Range of primary participation rate in percentage (%)</td>
<td>Range of secondary participation rate in percentage (%)</td>
<td>Range of tertiary participation rate in percentage (%)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>25-50</td>
<td>50-75</td>
<td>75&gt;</td>
</tr>
<tr>
<td>A Along Diamond Harbour Road</td>
<td>1971</td>
<td>9</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1991</td>
<td>9</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>B 4 km. to 6 km. away from Diamond Harbour Road</td>
<td>1971</td>
<td>9</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>1991</td>
<td>9</td>
<td>-</td>
<td>1</td>
</tr>
</tbody>
</table>

Sources:
Figure 3.2A

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.2
Range of participation rate in different sectors (Mograhat P.S., South 24-Parganas) 4 km. to 6 km. away from Diamond Harbour Road

Figure 3.2B

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.2
In Falta P.S. as seen from Table-3.3 (Figures 3.3A and 3.3B), the diversification of the occupational structure is again rapid among villages along Diamond Harbour road (whose distance range from the CBD is from 34.18 km. to 43.28 km.) compared to Mograhat P.S.

Villages 2 km. to 6 km. away from Diamond Harbour road (ranging from 39.82 km. to 43.22 km. from the CBD) has experienced diversification better than the villages in Mograhat P.S. This is due to the twin impact of Diamond Harbour Municipality and an Export Processing Zone at Falta which is linked to Diamond Harbour road.

The road from Falta which is now under the Export Processing Zone (EPZ) joining Diamond Harbour road (whose distance range from the CBD is 42.72 km.) has had an impact on the occupational structure of the villages selected along that road. This is due to the presence of the Export Processing Zone (Figure 1.1).

Villages along Diamond Harbour Road has had an impact of Diamond Harbour municipality itself, which is 10 km. to 16 km. away.

This shows a classic feature of how a continuum is affected not only by a city but there is also an impact of a medium town.

A study by Bhalla and Kundu (1984) emphasized that small and medium towns do not survive by themselves and their growth depends on that of regional economy, while the growth of larger cities are influenced by factors that are external to the city itself.
TABLE – 3.3

FALTA P.S.

*Participation rate in different sectors*

<table>
<thead>
<tr>
<th>Group</th>
<th>Year</th>
<th>No. of villages</th>
<th>Range of primary participation rate in percentage (%)</th>
<th>No. of villages</th>
<th>Range of secondary participation rate in percentage (%)</th>
<th>No. of villages</th>
<th>Range of tertiary participation rate in percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>&lt;25</td>
<td>25-50</td>
<td>50-75</td>
<td>75&gt;</td>
<td>&lt;25</td>
</tr>
<tr>
<td>A</td>
<td>1971</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>1991</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td>9</td>
<td>-</td>
</tr>
<tr>
<td>B</td>
<td>1971</td>
<td>5</td>
<td></td>
<td></td>
<td>1</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>1991</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>1971</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1991</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td>10</td>
<td>4</td>
</tr>
</tbody>
</table>

### Range of participation rate in different sectors (Falta P.S., South 24-Parganas) along Diamond Harbour Road

<table>
<thead>
<tr>
<th>No of villages</th>
<th>Primary</th>
<th>Secondary</th>
<th>Tertiary</th>
</tr>
</thead>
<tbody>
<tr>
<td>1971</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1991</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.3

---

**Figure 3.3A**

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.3
Range of participation rate in different sectors (Falta P.S., South 24-Parganas) 2 km. to 6 km. away from Diamond Harbour Road

Figure 3.3B

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.3
Therefore, rural-urban interactions occur on a continuum of settlement hierarchies and take place at different economic levels. The development of rural-urban interlinkages needs infrastructure such as road networks, communication. (Gyawali, D., Schwank, O., Thappa, I. and Zurcher, D., 1993, pp. 1-3).

In Diamond Harbour P.S. as seen in Table-3.4 (Figures 3.4A and 3.4B), villages along Diamond Harbour road (43.98 km. to 49.62 km. away from the CBD) as well as villages 5 km. away from Diamond Harbour road (44.22 km. to 51.56 km. away from the CBD) shows an impressive diversification of occupational structure though the rate of diversification of villages along Diamond Harbour road is much faster than villages away from it. This is due to the impact of Diamond Harbour municipality itself.

According to Rondinelli, D.A., 1983, small and medium towns can play a very important role in strengthening rural-urban linkage. They generate employment opportunities for surplus rural population on the one hand and would become the channels for purchasing, sale, distribution and trading of rural products on the other hand. These towns can be the distribution points for urban manufactured goods within the regional economy. They can change migration to a stepwise pattern. These towns can be conduits for the diffusion of innovation and change and spread the benefits of urban development to surrounding rural areas. In this manner small and medium towns can integrate urban centers with rural settlements.
<table>
<thead>
<tr>
<th>Year</th>
<th>No. of villages</th>
<th>Range of primary participation rate in percentage (%)</th>
<th>No. of villages</th>
<th>Range of secondary participation rate in percentage (%)</th>
<th>No. of villages</th>
<th>Range of tertiary participation rate in percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of villages</td>
<td>&lt;25</td>
<td>25-50</td>
<td>50-75</td>
<td>75+</td>
<td>No. of villages</td>
</tr>
<tr>
<td>1971</td>
<td>9</td>
<td>3</td>
<td>5</td>
<td>7</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>1991</td>
<td>11</td>
<td>1</td>
<td>7</td>
<td>6</td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>

Group A: Along Diamond Harbour Road
Group B: 5 km away from Diamond Harbour Road

Range of participation rate in different sectors (Diamond Harbour P.S., South 24-Parganas) along Diamond Harbour Road

Figure 3.4A

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.4
Range of participation rate in different sectors (Diamond Harbour P.S., South 24-Parganas) 5 km. away from Diamond Harbour Road

Figure 3.4B

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.4
In Kulpi P.S. as seen from Table-3.5 (Figures 3.5A and 3.5B) there has been a marked tertiarisation among the villages along Diamond Harbour road (55.16 km. to 72.54 km. away from the CBD). But villages 4 km. to 5 km. away from Diamond Harbour road (52.56 km. to 64.46 km. away from the CBD) have diversified only marginally. This indicates that the impact of Diamond Harbour municipality has been along Diamond Harbour road. Therefore, the growth impulse comes directly from the nearness to infrastructure i.e. transport linkage and urban services dispersed by Diamond Harbour municipality (whose distance range is from 4.84 km to 22.22 km).

According to a study conducted by Gyawali, D., Schwank, O., Thappa, I., Zurcher, D. (1993), it was outlined that from a traditional economic point of view the development of rural-urban interlinkages needs infrastructure as a precondition, especially if development is seen as a result of improved market access. However, physical infrastructure like a road is something that is necessary but not in itself sufficient. To trigger broader development impulses, education and the ability to take advantage of information, for instance must be present in a region or society if it is not to be bypassed by development or taken advantage of by those who are already more developed.

The manner in which infrastructure induces social changes, social perception and behaviour patterns can be positive and favourable for overall development, if, software such as education and skills are promoted at the same time. Otherwise there can be severe marginalization or exploitation by urban area.
TABLE – 3.5

KULPI P.S.

Participation rate in different sectors

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Year</td>
<td>Village</td>
<td>&gt;25</td>
<td>25-50</td>
<td>50-75</td>
<td>75+</td>
<td>Village</td>
<td>&gt;25</td>
<td>25-50</td>
<td>50-75</td>
<td>75+</td>
<td>Village</td>
</tr>
<tr>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Along Diamond Harbour Road</td>
<td>1971</td>
<td>21</td>
<td>-</td>
<td>2</td>
<td>5</td>
<td>14</td>
<td>21</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>17</td>
</tr>
<tr>
<td>B</td>
<td>1991</td>
<td>21</td>
<td>-</td>
<td>6</td>
<td>11</td>
<td>4</td>
<td>21</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>10</td>
</tr>
<tr>
<td>4 km. to 5 km. away from Diamond Harbour Road</td>
<td>1971</td>
<td>13</td>
<td>-</td>
<td>1</td>
<td>1</td>
<td>11</td>
<td>13</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>1991</td>
<td>13</td>
<td>1</td>
<td>1</td>
<td>6</td>
<td>5</td>
<td>11</td>
<td>2</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>11</td>
</tr>
</tbody>
</table>

Range of participation rate in different sectors (Kulpi P.S.) along Diamond Harbour Road

No. of villages

Range of participation rate (%)

Figure 3.5A

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.5
Range of participation rate in different sectors (Kulpi P.S.) 4 km. to 5 km. away from Diamond Harbour Road

Figure 3.5B

Source: District Census Hand Book, 24-Parganas District, 1971
District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.5.
Most innovations originate in urban areas and there is a time lag till they reach smaller towns and rural areas. Rural development depends, on the ability to absorb technology diffusion and urban values and the process of adaptation is a social one. Its sustainability is dependent on the quality and health of the rural social system as well as the quality of linkages with the urban environment (transport, telecommunication).

They also specified that small towns are the catalysts in economic and social change between villages and big cities. Therefore, development cooperation must foster the role of small towns in rural-urban interlinkages and the sustainability of development intervention in rural and urban areas is a function of the strength of social institutions (Gyawali, D., Schwank, O., Thappa, I., Zurcher, D., 1993, pp. 2-146).

In Kakdwip P.S. as seen from Table-3.6 (Figures 3.6A and 3.6B), diversification has been nominal among villages along Diamond Harbour road (74.38 km. to 93.88 km. away from the CBD) and among villages 2 km. to 5 km. away from the road (75.60 km. to 87.26 km. away from the CBD).
### TABLE - 3.6

**KAKDWIP P.S.**

*Participation rate in different sectors*

<table>
<thead>
<tr>
<th>Group</th>
<th>Year</th>
<th>No. of villages</th>
<th>Range of primary participation rate in percentage (%)</th>
<th>No. of villages</th>
<th>Range of secondary participation rate in percentage (%)</th>
<th>No. of villages</th>
<th>Range of tertiary participation rate in percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Along Diamond Harbour Road</td>
<td>1971</td>
<td>10</td>
<td>25-50, 50-75, 75&gt;</td>
<td>9</td>
<td>25-50, 50-75, 75&gt;</td>
<td>1</td>
<td>25-50, 50-75, 75&gt;</td>
</tr>
<tr>
<td>B 2 km. to 5 km. away from Diamond Harbour Road</td>
<td>1971</td>
<td>6</td>
<td>25-50, 50-75, 75&gt;</td>
<td>6</td>
<td>25-50, 50-75, 75&gt;</td>
<td>6</td>
<td>25-50, 50-75, 75&gt;</td>
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<td></td>
<td>1991</td>
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<td>6</td>
<td>25-50, 50-75, 75&gt;</td>
<td>6</td>
<td>25-50, 50-75, 75&gt;</td>
</tr>
</tbody>
</table>

Sources:
Range of participation rate in different sectors (Kakdwip P.S., South 24-Parganas) along Diamond Harbour Road

Figure 3.6A

Source: District Census Hand Book, 24-Parganas District, 1971
District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.6
Range of participation rate in different sectors (Kakdwip P.S., South 24-Parganas)
2 km. to 5 km. away from Diamond Harbour Road

Figure 3.6B

Source: District Census Hand Book, 24-Parganas District, 1971
District Census Hand Book, South 24-Parganas District, 1991
Reference Table 3.6.
In Namkhana P.S. as seen from Table-3.7 (*Figures 3.7A and 3.7B*), villages along Diamond Harbour road (95.44 km. to 110.06 km. away from the CBD) from the road (90.54 km. to 99.36 km. away from the CBD) shows minimum improvement over the years among the three sectors.

The findings indicate that Diamond Harbour road is in itself the resource base of the region. This indicates the pivotal role played by infrastructure.

There has been marked tertiarisation which is unhealthy as there has been a quantum shift of workers from the primary sector to the tertiary sector. The secondary sector has not grown substantially and in parts have stagnated. the excess labour has been absorbed by the tertiary sector which includes mainly opening retail shops, grocery outlets, pan shops, etc. etc.

It is, therefore, not possible to hold that the decline in the dependence on agriculture is a healthy symptom, reflecting a movement away from low productive agriculture (*Kundu, A., 1992*), to equally low paying tertiary activities like opening of pan shops, grocery outlets etc. Industrial growth is marginal and in certain cases stagnated altogether.
### TABLE - 3.7

**NAMKHANA P.S.**

*Participation rate in different sectors*

<table>
<thead>
<tr>
<th>Year</th>
<th>Group</th>
<th>No. of villages</th>
<th>Range of primary participation rate in percentage (%)</th>
<th>No. of villages</th>
<th>Range of secondary participation rate in percentage (%)</th>
<th>No. of villages</th>
<th>Range of tertiary participation rate in percentage (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>&lt;25</td>
<td>25-50</td>
<td>50-75</td>
<td>75&gt;</td>
<td>&lt;25</td>
</tr>
<tr>
<td>1971</td>
<td>A</td>
<td></td>
<td>9</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>1991</td>
<td>A</td>
<td></td>
<td>9</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>1971</td>
<td>B</td>
<td></td>
<td>5</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>1991</td>
<td>B</td>
<td></td>
<td>5</td>
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</tr>
</tbody>
</table>

**Sources:**
Range of participation rate in different sectors (Namkhana P.S., South 24-Parganas) along Diamond Harbour Road

Figure 3.7A

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.7
Range of participation rate in different sectors (Namkhana P.S., South 24-Parganas) 1 km. to 4 km. away from Diamond Harbour Road

Figure 3.7B

Source: District Census Hand Book, 24-Parganas District, 1971

District Census Hand Book, South 24-Parganas District, 1991

Reference: Table 3.7
On the other hand, the continuum aspect, largely depends on how the space is organized through the transportational network, the hierarchy of urban centres, etc. (Kundu, A., 1980).

A continuum is affected not only by a metropolitan centre, but also by a medium town in this case Diamond Harbour municipality.

As regards the third hypothesis it has already been discussed from the various tables that a marked tertiarisation has occurred along the main arterial road. Therefore, further discussion and explanation are not necessary.

References


