Urbanization is a dynamic process and so far towns and cities have belied all predictions of their future shape and size. The growth of a city is not an instant process but a gradual and irregular one. The evolution of the physical form of the urban unit is a long, continuous and complex process of accretion and a city may never be termed as complete in the sense that an artifact may achieve final form. Urban centres emerge and develop following a largely similar pattern of layout. However, these patterns also exhibit several varieties and exceptions as the outcome of individual experiences and the play of several factors which may be broadly grouped as geographical, political and economic.¹

Morphology, a term commonly used in biological sciences, connotes the science of form and structure as distinct from the considerations of functions. The term has of late been freely used by various social sciences disciplines as well. Knowledge of the morphology of urban areas facilitates the understanding of the general characteristics of cities and their implications.²

The inner structure of the city or morphology of a city is quite different from that of a biological organism to the extent of its individuality with the functions. The processes of the formation of the city and the development of an organic form however, are almost alike. Three stages have been recognized in the developmental biology in an

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embryo - Pattern or histogenesis, process or pattern formation and functional use or morphogenesis.³

Histogenesis stage in the city formation may refer to the aspects of historical background of the city till emergence or its formation. In the development of a city, the pattern formation refers to the phases of development of the various nuclei of the urban settlement and their interactions within, ultimately providing a pattern or skeleton to the city. More precisely the development of roads and streets can be put into this heading which may be likened to the pattern formation stage. The functional character and land use of a city can be very well perceived in its morphological character. According to the concept of Davis, the theme of morphology can be developed in genography in terms of structure, process and stage. The mode of arrangement of buildings and streets represents the physical structure of an urban settlement, the social and economic character and the tradition of the urban community denotes a process which determines the structure of a city. The stage is expressed by its historical or evolutionary development.⁴

A town exists to discharge certain duties for the area around, it renders various types of services which are generally called the functions of the town. The organization of the urban life lies in the interconnections between these functions as well as the area served by the town. The distribution of these different functions and their interconnections among themselves are collectively called internal land use structure of the town and this determines its morphology.⁵

5. Survey Report on Selected town Thanesar, Census of Haryana 1971, 4. In biology, histogenesis mainly deals with the study as to which cell develops as muscle and which as nerve. It does not concern with what why but with which and where. In Biological pattern formation means skeleton of the organism. Morphogenesis is like the development of flesh on the skeleton of the body or it is rather concerned with the development of the ultimate form of the body after pattern formation mainly emphasizing the mechanism of the intercellular contact and paralysis.

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The study of urban morphology has been an essential aspect of urban geography to examine the differences between the haphazard growth of town and the town which has been founded with deliberate planning. The town plan can be regarded in some respects as a picture of human relationships both in space and time, a mosaic whose different parts, growing in successive periods, show the interplay between geographical conditions and man's ever changing activities and needs. The geographers also study the site factor, street system plot pattern and building fabric within the town. There are two broad aspects of urban morphology - external pattern i.e. external outline of the ground plan and internal pattern of the town. Along with the demographic characteristics of an urban centre, efforts have been made by urban sociologists, social ecologists and town planners to highlight the attribute of morphology in the emergence and development of towns/cities. The study of the morphology of the town is a recent field for a historian. Morphological studies have two approaches, the first being a systematic study of individual centres and the other a regional or comparative study.6

This study on morphology would include the internal structure of the towns of Punjab after partition in 1947 and also after the formation of Haryana in 1966. It would compare the morphological patterns before and after partition and the changes in the inner structures of towns of region after the formation of Haryana. Information on the shape, structure and type of town in addition to road pattern, street pattern, type of houses and functional zones in the town will be the focus of this chapter. Basically, the aim of this work is to trace the changes in the inner structures of towns of Punjab over the years and the impact of various factors like political and administrative changes, etc on the same. There are, however, limitations as far as the sources on morphology of towns

in the present area are concerned. These limitations are mainly due to the lack of information on the inner structure of the towns from 1941 to 1971, due to the political changes i.e. partition in 1947 and formation of Haryana in 1966. Number of town surveys after 1971 were carried out which provide information of towns, when some stability was established in these areas. Information on all the towns has not been forthcoming, however, details for a number of centres in both Punjab and Haryana have been focussed on in an effort to recreate the change in the internal pattern over time. This and the following chapter takes up details of individual towns in which comparison with pre-independence and later urban forms has been attempted. Some generalizations for the region on the basis of these cases studies have also been made to underlined the continuities and changes in the towns and cities of Punjab and Haryana.

The study of morphology has formulated several theories which are useful in understanding the inner patterns of the towns and cities.

In 1923, Ernest W. Burgess developed a theory in his book, *The Growth of a City*, which was known as the zonal hypothesis of urban growth. He showed that in the absence of any counteracting factors the modern American city took the form of five concentric, more or less symmetrical rings or zones of development. Burgess referred to the most internal or central ring as zone 1, the central business district, the area of most intense community activity. Outside zone 1 was what he called a transitional area, more or less concentric around the central business district. This area was assumed to be in the path of change and expansion from zone 1. Generally it was heavily populated, mostly by low income and foreign groups, frequently with high personal and social

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7. Due to these political changes, the country was busy in the rehabilitation of the refugees from west Pakistan, and not much attention was paid to the internal structure of the towns. Infact these changes have greatly influenced the morphological patterns of the towns of Punjab. Whatever, information we get on the inner patterns is after the formation of the Town and Country Planning Offices for Haryana and Punjab.
disorganization but it had relatively high land values in anticipation of the expansion of
the central business district. Zone 3 Burgess called an area of working men’s homes,
occupied primarily by such persons as clerks and factory workers. Zone 4 the residential
zone, which tended to consist of dominantly single family dwellings and local business
districts roughly 15 or 20 minutes by public transit from zone 1. Zone 5 the commuter
zone located beyond the city limits and along the radial transportation lines, some 30 to
60 minutes by transit from central business district and was the place of residence for
high income persons. It could also be the location of certain specialized districts such as
manufacturing, rail road classification areas and so on, mixed in with surviving
agricultural areas. The Burgess zonal hypothesis was however, subjected to heavy
criticism. Maurice R. Davie, criticizes this hypothesis and underlines that the central
business district, the commercial area and industrial areas as well as low grade housing
do not follow such a zonal pattern.8

In 1936-1937 Homer Hoyt developed the sector theory, another major theoretical
approach to the expansion of growth patterns of urban areas. He observed that growth
consisted of extension of pre-dominant type of land use in a particular corridor. Hoyt saw
the city as a circle, various areas as sectors radiating out from centre and similar type of
landuse, as originating near the centre and expanding outward towards the periphery. In
the mid – 1940’s geographers Chauncy D. Harris and Edward L. Ullman published what
later came to be known as the Multiple Nuclei theory of urban growth, in which it was
held that land use patterns of urban areas developed around several discrete i.e. originally
independent nuclei, not around a single centre. However, a substantial modification is
required in applying these theories to urban areas of newly developing countries. To date

8. Gerald Breeze, Urbanization in the Newly Developing Countries, Prentice Hall of India, New
Delhi, 1978, 104.
There is no one all-embracing theory that can be considered comprehensive or universally applicable, urban centres show overlapping of growth and super imposition of patterns. This is evident in the study of the colonial Punjab where the towns and cities do not follow any of these growth theories but show an overlapping of the simplistic 'rich centre, poor periphery' pattern and the multi-nuclei in parts.9

In the Punjab during the colonial period three distinct types of urban centres were identified from the view point of morphology: the 'indigenous', which under went very little visible change in its form, the anglicized, which had western additions and the new planned 'model' colony towns, which were founded by the British administrators in the Western Punjab.10

Indigenous towns were generally walled, with four to twelve gates depending on the size of the units. The towns were traversed by one, or some times two, main roads, the latter cutting across at right angles to each other. These primary roads housed the main bazars and had closely built structures, two or three storeys high. The other streets of these urban centres were a worm like system of narrow, tortuous lanes which enclosed mohallas or localities based on caste or communal groupings.

When the British established their administrative centres in Punjab they found the condition of towns unhealthy, noisy and distasteful. This prompted them to start planned independent colonies - civil lines and cantonments outside the towns. The old town and the new settlement were separated by maintaining a green belt between the two. The anglicized or 'western' town was not super-imposed on the existing unit but sprang up

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10. The Hill Stations and the port cities were also the urban forms in the colonial period however these urban forms are not applicable for our area and period of study: For details see Reeta Grewal, Urbanization in the Punjab 1849-1947. Ph.D. Thesis, G.N.D.U. 1988, 135-138.
initially as a suburb and extended in various directions to encircle the old city or town, becoming after sometime a distinct yet a connected part of the town. This type of combined east-west towns were called Anglicised towns.

The third category was the colony towns, which were laid down in the geometrical form of squares or rectangles. The mandi was a big square with shops on all sides. On the main roads were located the bazars of the towns. Residential blocks had 2 entrances and enclosed a spacious square with a wide lane around containing rows of houses. The railway station, factories and mills, garden and parks, were located in demarcated areas.11

In the study of the internal patterns and landuse of the towns in the Punjab, a variety of towns in the region have been taken. Urban areas near the international border like Batala, Amritsar, Firozpur, Muktsar and Zira; towns located on the G.T. Road example, Amritsar, Phagwara, Jalandhar, Khanna, Kartarpur and Rajpura; urban units which were previously part of princely states and later become a part of Pepsu, like Melerkotla, Dhuri, Patiala; as well as the towns located on extremes of the state, like Amritsar in the north west, Hoshiarpur in the north east, Firozpur in the west, Rajpura in east and Patiala, Dhuri and Melerkotla in the south.

The overall picture that emerges from the study is that the basic indigenous pattern of almost all the towns in Punjab has been altered by the addition of the new and

planned sectors. The degree of change however, varies from place to place. In some cases commercial and industrial areas have increased and in some cases we find increase in the residential and administrative areas. A few towns underlined a decrease in industrial area also.

On the whole, the border towns as a group show a retarded growth due to their location, example Gurdaspur, Amritsar, Firozpur etc., while those on the GT road have grown well example Jalandhar, Phagwara, though exceptions are there like Khanna and Kartarpur, which despite being on the GT road do not show much growth. The towns which were previously in Princely States have grown reasonably. Thus, the towns in Punjab do not show any regular pattern of growth.

In the Punjab of the post partition period, we can identify the indigenous and anglicized towns with four kinds of variations, as well as planned towns. Most of the urban units were part of the former category exhibiting some broad grouping on the basis of their development features. These urban centres also have some planned additions in them.

In the first type of towns, we find both railway and the main highway closely located to each other. Ribbon growth can be seen all along the highways. Industrial area is scattered yet we find concentration of the same on one side of the town. In fact we find industrial focal points also in the case of few towns. Residential area grows on both sides of the main axial. Two parts of the town are visible one is the old part having narrow roads and zig-zag streets. New town seems to be more planned and on modern lines. Public service area is scattered in the whole town. Example of these towns are Amritsar, Jalandhar, Phagwara, Khanna, Batala and Dhuri. In this first category we find the towns having considerable allocation to educational areas, example Amritsar Jalandhar and
Phagwara where as there are few towns which show limited educational land use – such as - Khanna, Batala and Dhuri.

In the second type of towns we find linear growth in one direction and that direction is towards the next major city. There is very less industry which is scattered in the whole town. We find limited commercial activity in these towns and substantial increase in the residential and educational area. These towns generally have a barrier on one side of the town which widens their growth on the other side. We find the examples of this type in the towns of Firozpur and Hoshiarpur. However, Patiala town has all these characteristics except that this town shows growth in more than one direction as it does not have any barrier on the other side. Two parts of the town can be seen in this type of towns also.

The third type of towns in Punjab reveal specific industrial areas. Demarcated commercial areas can be seen. Lot of residential areas on three sides of the town. The fourth side shows the domination of Industrial or commercial area. We hardly find any education area in this type. Public service area and administrative area seems to be scattered on all sides of the town. We find clear cut recreational area and we find growth on all roads which converge in the town. We can take the example of Mālerkotla and Muktsar. However, planned recreational area is more prominent in Mālerkotla.

The fourth type of towns show lot of residential area before partition and very less residential growth after partition. Very little industrial growth can be seen and some commercial area is noticeable. However, we find patched linear growth in this type of towns, we do not find any major morphological growth. Example of this type of towns are Zira and Kartarpur.
There is one town of Rajpura which reveals totally different growth pattern and does not fit in any of these four categories. This can be taken as the fifth type of town but with the information available to us we do not find any other example of such a town. The main features of this town are that there is no linear growth pattern in this town. There is an old town on one side and planned township on the other. An industrial estate is present in the town. Less educational area and more of recreational area can be seen. There is grid iron pattern of roads in the new township.

In order to substantiate the pattern visible in the morphology of towns and cities, we can look at some of the urban centres in details. The illustrations are from all the categories mentioned above and the variations in their features are specifically underlined to understand the internal urban pattern during the post-partition period. In the first type of towns are Batala, Amritsar, Phagwara, Jalandhar, Khanna and Dhuri.

Amritsar was a walled town with 11 gates before partition. It was categorised as an anglicized town in the colonial phase and had western additions, a civil lines and cantonment to its north. During the 1947 disturbances a major portion of the city within the old area was destroyed by fire and there was some effect outside the walls at that time. The town today has extensive new areas comparatively clean and open, which have mushroomed all around the city.

The town which had grown around the Golden Temple included the shrine of Akal Takhat, the famous tower of Baba Atal Rai, a sarai, a temple of Goddess Durga.


situated outside the Lohgarh gate and the Jallianwala Bagh. There were also a number of
kارات in the city where business of all sorts was transacted - Katra Ahluwalia, Katra
Shersingh, Katra Jaimal Singh, Katra Hari Singh, Katra Duhlo, and Katra Bhai Sant
Singh, were well known. The important ماندوس were Ghee Mandi, Namak Mandi, the
Atta Mandi and the Majith Mandi. There were a number of تشوكس in the town, the
busiest being Chowk Phawara, Chowk Baba Sahib, Chowk Prag Dass, Chowk Majith
Mandi and Chowk Chintpurni. The Bhandari bridge over the railway crossing was the
important link between the old town inside the walls and the recently developed
colonies. The entire business and commercial activity was confined to the walled city,
almost all the wholesale markets were located in this congested area and along the
major roads outside the walls. Example G.T. Road, M.M.M. Road, Queens Road, etc.

The main bazaars with wider lanes, and seemingly clean big buildings hide from
the casual visitor the deplorable housing conditions in the smaller lanes in the interiors.
These lanes get narrower and narrower as they take off from the main streets, and as they
bend and twist in all manners to provide access to residential houses. The narrowest
among them would not permit two persons to walk abreast. A number of buildings have
protruding balconies so that it is quite easy for persons living in opposite houses to shake
hands and to hand out articles to one another. Some of the lanes are so narrow that the
rays of light do not reach it at any hour. The buildings mostly on small plots are several
storeys high and their staircases are rather narrow. The buildings usually have narrow
fronts and are enclosed from three sides: the back rooms are dark and ill-ventilated. In
the old city the rich and the poor generally live in close proximity and there are no
distinguishable slums. Along the main streets there are shops and workhouses on the
ground floor and the upper floors are used for residence but in the narrow lanes the
houses are used exclusively for residence as in the earlier phase.

Before partition the residential areas were within the walled town and there was
an intermingling of business area along with the residential. Some residential areas were
on the outskirts of the town too before 1947. These were planned to an extent and more
open.

Amritsar city continued to be one of the large industrial centres inspite of the
upcoming ones in the state after 1947. A planned Industrial Focal Point was set up
Hargobindpur road. New industrial units came up along the Pathankot Road,
along the G.T. Road and on the west of Chheharta side as well. Residential areas came
up in the north of city. These areas are much more planned and open as compared to the
old congested walled towns. A small industrial estate also emerged to the west near Guru
Nanak Dev University. Most of the industries were scattered all over the city and very
little developed land is available for industrial use now.

Various Government and Semi-Government Offices and Government Land of
undetermined use, were scattered all over the town. A Central Revenue Building
Complex was located at the Junction of Mall Road and Maqbool Road, Irrigation and
Reclamation and Research Complex on Albert Road and the other Government offices
are in the new City Centre, Town Hall Complex and PWD Complex.

A number of schools and colleges were scattered all around the town. The Guru
Nanak Dev University established in 1969 is located in the west of the town on the main
Amritsar-Attari road. There are also 7 industrial and other technical training

14. Khalsa College, Government College for Women, D.A.V. College, Hindu College, Medical
College, Dental College, Khalsa Training College, Saraswati Training College for Women are the
few important colleges in the town.
institutions. Though these institutions are spread out in the whole town yet their concentration can be seen in west of the town.

Medical facilities are located in the civil lines area along Majitha Road, Circular Road, junction of Mall Road, Hukam Singh Road and Batala Road and the recently developed Guru Nanak Hospital, situated within the medical enclave has sufficient area in the north for present as well as for future expansion. Green areas can also be found here.  

There are two stadiums - Gandhi Stadium and Guru Nanak Stadium in the vicinity of the town. A number of parks and gardens in the north and south of the town can be seen outside the walled city. Though we can locate two gardens within the walled city itself. The Municipal Committee maintains the historic garden Ram Bagh, other parks are the Seth Radha Krishan Park and the Gol Bagh. The walled city is linked to the 'anglicized' areas by two bridges in the town namely Bhandari and Rego Bridges. Four Railway lines namely the Jalandhar – Amritsar – Attari, Amritsar – Khem Karan and the Amritsar – Pathankot cross the urban area. A railway workshop is located near the Amritsar station, the city is now connected by air with the airport located at a distance of 15 Km at Raja Sansi. About five miles north of the town lies the Amritsar cantonment which has been an important army centre, more so since partition due to its proximity to the Indo-Pak Border. The agricultural land surrounds the town on all the four sides especially in the west and south, where extensions are rather restricted.

Amritsar, after partition is growing mainly along the National Highway No.1 and along radial spokes in the north and north west. An effort is being made to plan the new

15. V.J. Hospital at Amritsar has a very high reputation. Government Women's Hospital, Government Medical Hospital, Ram Lal Eye Hospital, Sir Gujar Mal Kesar Devi T.B. Sanatorium and Kalumal Dersi Devi T.B Infirmary and Mental Hospital are few important hospitals in the town.
colonies which are coming up in the town. Presently, the city falls in category one identified above.

Jalandhar, another city in the same group is located on the Grand Truck Road and the main railway line between Amritsar and Delhi. The town before partition was an ‘anglicized’ one and had 12 kots, 12 gates and 12 bastis. The kots were predominantly Hindu whereas bastis were mostly Muslim. The town has a congested urban core and sporadic development on the out skirts. The broad gauge Amritsar Delhi railway line passes through the heart of the town dividing it into two parts.

Commercial areas can be seen in the core of the town mingled with residential area and also all along the Amritsar Ludhiana Road (Highway No.1) in a linear form. Various narrow and zigzag shopping lanes can be located in the old city area - Sainak Bazar, Bazar Sheiphan, Mai Hiran Gate etc. The grain market lies very close to the railway line in the north west of the town. The industrial area is spread out in the whole town yet we find concentration of industrial area in the north of the town. Many small and medium scale industries have been set up in Jalandhar. Various whole sale markets are located in the north west of the town like timber market and leather market.

The city has also grown rapidly towards south due to certain physical restrictions in the North viz. byepass and inadequate railway level crossings on Amritsar-Delhi railway line. The G.T. Road, as the spine of the city could be described as hub of the city life.

The residential areas in Jalandhar before partition were located in the centre of the town, where we find congested streets with narrow lanes. A lot of new residential colonies came up in the south of the town outside the walled city. These areas look much more open and planned. These colonies are Bhargav Camp, Model Town, Adarsh Nagar, which impart a new look to the town. There is a great disparity in the residential densities in the various areas. Railway colony lies near the railway line in the east of the town. There is however, a lack of planned residential areas, which are located on all sides of the town.

There is concentration of government administrative centres along the GT.Road, while police station lies in the south east of the town and the Cantonment 4 km east of Jalandhar. There has been a substantial increase in the educational centres in Jalandhar which are spread out in the whole town especially the west, though the Government training college lies in the south of the city. All the sides of the town have a lot of open areas.

The existing landuse is a mixture of conforming and non-conforming uses such as residential industrial and commercial located and spaced in an irregular manner. The haphazard and substandard development is going at a rapid rate in the form of ribbon development along the regional roads and within the municipal limits.

Phagwara is believed to be one of the ancient towns of the Punjab and is located on the national highway. It was an indigenous town in the colonial period and the old city served as the business cum residential areas, which concentrated in the narrow zig

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PHAGWARA
URBAN LAND USE

MUNICIPAL BOUNDARY
BROAD GAUGE RAILWAY
ROAD
CANAL/DISTRIBUTARY

BUSINESS AREA
INDUSTRIAL AREA
PUBLIC SERVICE AREA
EDUCATIONAL AREA
RESIDENTIAL AREA
RECREATIONAL AREA
ADMINISTRATIVE AREA
OPEN SPACE/ARABLE LAND

H......HOSPITAL
S/C......SCHOOL/COLLEGE
B.T......BUS TERMINAL
R.H......REST HOUSE
T......TEMPLE
G......GURDWARA
zag of lanes, like the Sarai Ranga Road. The indigenous areas also housed the wholesale fruit and vegetable market, iron market, grain market and timber market. In the south of the town were located the first rolling mills set up in 1930, followed by the Jagatjit Singh Mill in 1933 and the Sukhjit Starch and chemical mills in 1943. During the post-partition period, it became the tehsil headquarter of the sub-division of its own name and developed basically as an industrial town, with the establishment of the Jagatjit Cotton and Textile Mills in 1950, near the earlier location in the south of the town along the main highway.

Due to physical restrictions, like the Delhi-Amritsar Railway Line without any overbridge/underbridge, canals with high embankments, distributaries etc., in the west, the town shows a trend of rapid growth in the east. There is concentration of shopping areas along the G.T. Road but Phagwara has no organised commercial areas. The major business and commercial activities are confined to the old city area and along regional/major roads.

The existing industries are mostly located on either side of the G.T. Road and in the area between the G.T. Road and the Jalandhar – Delhi Railway Line. At present, there is only one planned industrial estate at Phagwara and the new residential areas which have come up after partition are somewhat planned and on modern lines.

Phagwara has a number of Government Offices, and Semi Government Offices with a total employment of about 536 persons. The biggest office is the office of the Municipal Committee, which employees about 225 persons. The Sub-divisional Magistrate’s Office is located on Model Town Road, the Tehsil Office and the Thana are located on Banga Road. All these offices are thus scattered all over the city. Various
Colleges in Phagwara are located mostly on the south western side of the railway line.\textsuperscript{18} The Civil Hospital is located on the Phagwara - Nawanshahr Road.

A Municipal Park of about 2 acres in the town hall complex is located along the G.T. Road. Apart from the Municipal Park, there are a few other small open spaces outside the old city area in Madiahad village and Model Town. The G.T. road also has the bus stand, Fire Station in the town hall and the General Post Offices. The existing telephone exchange of the town is located in the Model Town area.

In Phagwara town we find 'sub-standard' development going on at rapid rate within the Municipal Limits and in the form of ribbon development along the regional roads. The area between the Amritsar-Delhi railway line and the G.T. Road has an intense functional mixture of various land uses viz. residential, industrial, governmental, commercial and institutional. The new developments seem to be planned and westernized and the town falls in the first category described above, of the urban growth pattern of this period.

The morphology of Batala can be seen in two clear divisions - the old town and the newly extended part of the town.\textsuperscript{19} The old town was confined within a circular wall with twelve gates. All these gates can still be located though 3 out of these have crumbled leaving their remains intact.\textsuperscript{20} Before partition, Batala was a walled town having indigenous characteristics.

\textsuperscript{18} And include Ramgarhia College, Guru Nanak Bhai Lalo College, Guru Nanak College, Phagwara College for Women, Ramgarhia Training College, Ramgarhia Polytechnic, Government Industrial School for Girls and Boys, Industrial Training Centre.


\textsuperscript{20} List of Gates which surround the town: Nehru gate, Khajoori gate, Mori gate, Patari gate, Kapoori gate, Nasirulbagh gate (disintegrated), Achali gate, Hathi gate (disintegrated), Qazi gate, Thathiari gate, Bhandari gate, Johri gate (disintegrated).
The bazars were so narrow that hardly if ever sunshine is seen at the thresholds of the shops. The first segment of the bazar is known as Chakri Bazar which is followed by what is known as Tibba Bazar on account of its location on a higher level. Streets connecting the Bara Bazar and Bazar Ghumiaran terminate here. Besides many small lanes connecting the residential localities also terminate at various points in this bazar. Mohalla Kalidwara located near Bara Bazar derives its name from the temple of goddess Kali located in the vicinity. It is said that the temple was the nucleus around which the old town grew and flourished. After crossing the Hansali bridge and moving over to the left one reaches the Khajoori gate. This road further leads to chowk Qadi Hatti which is one of the terminus of Bara Bazar running southwards and almost parallel to the Tibba bazar. Along this street one comes across Gurdwara DehraSahib. Next, comes the most revered shrine of Kandh Saheb. Berian Mohalla located near Wadi Hatti chowk derives its name from the word beri meaning boat. It is said that Ravi river once used to pass through this area and the mohalla was possibly the bank on which boats were anchored.

The other important public places in the town include the civil hospital and the municipal library on the city road, maternity hospital run by the municipality is located in Qila Mandir in the heart of the old town.

The city road first leads to Nehru gate where from one branch of the circular road goes round the town in an anti-clockwise direction taking into its perimeter all the 12 gates of the town. Nehru gate can be deemed to be the nodal point of the network of small lanes and bylanes which cover the whole of the old town like a cobweb.

At present, Gandhi chowk is the point of confluence of all the important roads in the town. The Municipal town hall and the newly built bus stand are located here. Moving southward along the city road from Gandhi Chowk, one comes across the
buildings known as Zail Ghar. Important business establishments dealing in iron and steel are located along this road. Further ahead is a timber market.

Adjacent to the town hall and in front of the newly built bus stand is the main administrative complex of Government officers like Civil Courts, Tehsil Office, Police Station, B.D. office and Post and Telegraph office. The State Bank of India and office of Life Insurance Corporation of India are located on the Dera Baba Nanak Road. Few Government Offices are scattered between the G.T. Road and railway line also. Some other government offices in the town are scattered all over. Toward the north-east of the administrative complex is the camping ground. The Roe cinema hall in Guru Nanak Nagar and Krishna on the Cinema Road are two popular places of entertainment in the town. They were set up in 1950 and 1959 respectively. The old Rajinder Park near the bus stand has been replaced by water reservoir, constructed recently with grassy lawns and flower beds around.

Most of the business in foundry products is transacted along the G.T. Road which is the extension of the Loha Mandi referred to earlier with Gandhi Chowk as the pivot. Extension of business activity is more on the Amritsar side than on the Gurdaspur side of the road. The manufacturing and business establishments are spread out to Railway Road, Cinema Road, Kanhuwan road, Circular road and Faizpur road. The area on the Northwest of the railway station, bounded by Alawal road and the railway track, is developing into an industrial estate. This area is presently beyond the municipal limits but has a great potential of developing into a satellite township of Batala. About 5 kms. along the G.T. road beyond limits of the town, there is a large co-operative sugar mill. Brisk activity is witnessed here during the cane crushing season. The Dera Baba Nanak road forging in the north-westerly direction from Gandhi Chowk turns to commercial area. The
shops of the commission agents in food grains are also located here. Vegetable and fruit market is however, located on the city road. Batala-Jalandhar road takes the easterly direction from Gandhi Chowk. Workshops engaged in servicing and repairs of automobiles are located on this road.

Further north and between the G.T. road, and railway track is the Murgi Khanna Mohalla. This is a highly congested area with very poor ecological balance. The refugee camp in the neighbourhood of Simbal Mohalla towards north the post partition rehabilitation effort and of life in a typical urban slum. The open drainage with stinking black mud and stagnating water is an eye sore to the visitors and health hazards to the inhabitants. Mohalla Simbal predominantly inhabited by Ramgarhias lies within the intervening space bounded by G.T. Road towards Gurdaspur and Kanhuwana road. The people staying here are believed to have contributed substantially to the industrial of the town.

Further north-east and between G.T. Road and railway line lies the new township of Guru Nanak Nagar - the only planned residential area. The new township has come up mainly on account of the influx of migrants from Pakistan and the urgent need to resettle them.

Going ahead on this road we come across some of the educational institutions - R.R. Bawa D.A.V. College for Women, Sati Laxmi Devi Samarak and the Baring Union Christian College are located on the periphery of the town along this road. This is considered to be a very flourishing educational institution of the district. The adjoining locality, styled as Anarkali, is inhibited mainly by the Christians. The cemetery of the Christians is also located adjacent to the college campus. Just in front of the college is

21. It has a rich library and good hostel facilities. The college office is housed in Baradari once the residence of Sher Singh, son of Maharaja Ranjit Singh.
the Shamsher Khan tank, the historic remains of which are being developed by the Municipality to create a recreational spot. Towards the south of the tank is an ancient tomb said to be that of Shamsher Khan and popularly known as Hazira. An educational complex is situated on the eastern side of the town with polytechnic and industrial training institute located on the Kanhuwan road beyond the town limits.

Batala town has sprawled in the north-southern direction, than the east-western. In the last three decades its sprawling has been along, both the sides of G.T. Road particularly in the direction of Gurdaspur town. Like any other urban spread, there is a haphazard growth along side the main roads and streets of Batala.

As far as developmental aspect is concerned, Mohalla Dhakanjpir has been reported to be under developed and Guru Nanak Nagar appears to be more or less developed. Outside Khajuri gate, the area appears to be slowly coming up for development, while that near Hathigate is more or less blighted and slow. Previously, kacha houses were found more in Kacha kot near Bandari gate but during 1971 even houses were coming up.

The old, totally indigenous town with mixed land use has given way to the new town with some planned development even outside the municipal limits. Thus, we can say that Batala town after partition is growing on more planned and modern lines and falls in category one.

Khanna was also a small, indigenous town located on the G.T. road. Before partition, the old town, which emerged as a market town in the beginning of this century, formed the nucleus and lay between the G.T. Road and the railway line. The core was a mesh of zig zag streets laid out without planned pattern and originated from the main

bazar. This densely populated and congested area had two to three storeyed buildings with projected terraces. This area had separate caste mohallas, like the Dhobian Mohalla, Arain Mohalla, Mohalla Ahluwalia, Jarphana Mohalla, Mohalla Mata Rani and Gorian Mohalla. The old grain market was also located here.

After partition, the main bazar remained the commercial core. This bazar was built some 50 years ago and its entrance has the historic Rahoni Gate. Shops of various types are seen in a mixed order and are scattered all along the main bazar. With the growth of the unit, the bazar has now expanded to lanes and by lanes where small industries are also located. Subash Bazar which forks of from the main bazar is of recent origin. The shops here are comparatively well-laid and decorated, dealing with jewellery, ready made garments, tailoring, electrical appliances and cosmetics. Commercial activity has increased mainly on both sides of the G.T. Road, with some minor developments on off shoots from the G.T. road like on Samrala and Amloh Roads, Talberi and Rolu Ram Roads.

Further ahead on the G.T. road are small to medium sized industrial units dealing with machine tools, agricultural implements and other foundry products. The railway road area however, constitutes the industrial nucleus of the town and various industrial units are located here.

New residential areas came into being some times in 1955-56. The Model Town was established to accommodate the refugees from West Pakistan. This was a modern, planned colony, with broad lanes, well laid drainage and sewerage system and facilities for water and electricity. The houses here were single storeyed buildings of identical pattern and design constructed by the Government and sold to the refugees at subsidized rates. A locality called Nai Abadi came up on Amloh road and a Ramdassia Mohalla,
inhabited by scheduled castes on a fork of the G.T. road. A recent addition is the Pratab Kutch middle income residential area on the G.T. road.

Several administrative offices are located on the G.T. road. The Sub Tehsil, Police Station, Power House, Post and Telegraph Office, Improvement Trust, Municipal Committee, Municipal Library, Public Works Department Office and a Rest House. A water tower on the left and Truck Union Office also lie on the main highway. Educational areas are also seen on the G.T. road - the Arya Samaj Higher Secondary School on the east end - Saraswati Sanskrit College on Amloh Road - the Government Girls School and Arya Samaj Girls College on the Samrala Road, the Shri Guru Teg Bahadur High School and Shri Guru Gobind Singh Higher Secondary School for boys and the Arya Samaj Boys College is 4 km from Khanna. Medical facilities too are available on the G.T. road, which has the Municipal Maternity Hospital, the Civil Hospital and an Eye and General Hospital. A vet hospital is also located here.

The religious places in the town are located on the main axial - a Church, Gurdwara Kalgidhar and a Sanyas Ashram called Samadhi Triveni Puri can be seen here. A Shivala Devi Dayal, Sant Ashram Dharamshala and Gurdwara Pucca Darwaza are situated on Amloh Road, while Mata Rani Mandir and Gurdwara have also come up on the Mata Rani road.

The town has been expanding in a linear pattern largely along the main highway - the G.T. road. The bus stand and the truck terminus are also situated here. There is virtually no expansion towards the south whereas along the Khanna-Samrala road, the prospects are brighter with greater scope for development. Khanna town, has a mixed land use. After partition, few planned colonies have come up and thus, the town becomes
TOWN DHURI
(DISTRICT SANGRUR)
(SCHEMATIC MAP)

TOWN BOUNDARY
RAILWAY LINE
ROADS
CANAL

EDUCATIONAL AREA
INDUSTRIAL AREA
AGRICULTURAL AREA
RESIDENTIAL AREA (BEFORE
RESIDENTIAL AREA (AFTER
BUSINESS AREA
BURIAL GROUND
OTHER AREAS

TEMPLE
GURUDWARA
HOSPITAL
OFFICE/OFFICE COMPLEX
BUS TERMINUS
a mixture of haphazard growth and planned areas in a form of ribbon growth along the main highway reflecting a category one kind of development.

Dhuri was small indigenous town before partition with hardly any development. In the town railway line passing horizontally through the town and the main Melekotla road cuts this railway line vertically. As a result one finds four triangles one on each side defining the town. Before partition, there was very little residential area south of the railway line.

It is after partition that the town has grown and residential areas have come up on all sides of the town. Residential areas are also growing on both sides of the main highway and along the railway line. Administrative area is scattered in the town yet, we find the concentration of the same on one side of the town. The religious centres are scattered all over the town. Railway station lies in the south of railway line. Bus terminus is located in the south-west of the town. Post Office lies near the railway line. Gaushala lies in the north east of the town. Two burial grounds can be located, one in the west of the town near the residential area and one completely out side the Municipal limits in the south west. In Dhuri town the business area has developed all along the main highway though we do find some business area, on other smaller roads. The industrial area is scattered in the whole town. Malwa Sugar Mill lies in the north east of the town. A hospital is located in the north, one in the east and two in the south of the town. Educational centres are mainly in the centre. Agricultural area surrounds three sides of the town i.e. north-west, north east and south west. Very small patch of agricultural area is present on the south east of the town.

The town now shows a non-specified ribbon growth along the main highway with few planned area.

FIROZPUR
URBAN LAND USE

MUNICIPAL BOUNDARY
BROAD GAUGE RAILWAY
METRE GAUGE RAILWAY
ROAD

BUSINESS AREA
INDUSTRIAL AREA
PUBLIC SERVICE AREA
EDUCATIONAL AREA
RESIDENTIAL AREA
RECREATIONAL AREA
ADMINISTRATIVE AREA
OPEN SPACE/ARABLE LAND
In a slight variation from the first group, is the second category of towns exhibiting a growth in mainly one direction, as illustrated by Firozpur and Hoshiarpur. Firozpur before partition was a walled town. It was surrounded by a katcha wall with 10 gates and a ditch. A metalled road girdled the wall around the town. Two miles south of the town lay the cantonment, which was established in 1839 by the British. The town gave an 'Anglicized' look because of the presence of the cantonment and canal colony.

The commercial activities took place on either side of main roads. The main shopping areas in the town are main bazar starting from Delhi gate to Dhobi Bazar, Ban Bazar, Bansan Bazar, Gobar Mandi, Namak Mandi and Sabzi Mandi. In the cantonment Sadar Bazar is the principal shopping cum business area. These shopping areas are quite narrow and lack parking facilities.

At present, the old town is divided into two parts by the main bazar which runs from Delhi gate to Bansanwala gate. The city and cantonment are located quite apart and the two are connected by one road known as Mall Road. Large chunks of land can be seen on both sides of mall road and Ludhiana-Firozpur border road, which are potential for urban development and as owned/occupied by military authorities are generally utilized for agricultural purposes only, resulting in a non-contiguous urban built up area of cantonment and city. The cantonment is an important railway junction. In the cant area the Cantonment Board does not permit any construction thus, increasing the pressure on the existing structures, the exception being some co-operative, building societies which have recently sprung up in the town. There is complete absence of residential plots in properly developed areas/colonies with the result people are forced to purchase plots in

unauthorised colonies. The pattern of existing built up areas of the town is mainly guided by zigzag and narrow streets and many of them terminate into blind ends. Most of the houses lie within the circular road of the town, civil area of the cantonment and Basti Tankanwali and are double storeyed though a few buildings are three storeyed. Towards the south west of the cantonment is the canal colony where canal offices, a rest house, bungalows of officers and residential quarters of the employees of the Canal Department are located. This area looks planned and modern.

Most of the government offices are located in the cantonment. The office of the Divisional Superintendent of Railways, District Session Courts and most of other district offices are located here.

The number of industrial units which are located at Firozpur town are very less showing that Firozpur town is not expanding industrially.

Educational facilities in the town are quite good. There are 3 degree college, I.T.I., Higher and Primary Schools both in the city and cantonment Besides it, Central School run by the government and a convent school by Christian missionaries are working in the town. There is one Government Civil Hospital and the Fancis Newton hospital. There is also a veterinary hospital. For recreation there are 4 cinema’s in the whole area (city and cantonment). The town however lacks in organised open spaces and parks. Except for the Gol-Bagh and Nehru Park in the city and Gandhi garden in the cantonment, there is no other open space. The conversion of Nehru park into a sports stadium was started some year back but due to lack of funds the stadium has not been completed. There is a historical Gurdwara on Mall Road known as Sara Garhi. The Sara Garhi memorial which is in the shape of a gurdwara lies in the north west of the
HOSHIARPUR
URBAN LAND USE

MUNICIPAL BOUNDARY
BROAD GAUGE RAILWAY
ROAD
RIVER

BUSINESS AREA
INDUSTRIAL AREA
PUBLIC SERVICE AREA
EDUCATIONAL AREA
RESIDENTIAL AREA
RECREATIONAL AREA
ADMINISTRATIVE AREA
OPEN SPACE/ARABLE LAND
town. There are 2 grid stations separately for town and cantonment. To its east there is a military dairy farm. There is an air field near the cantonment.

Firozpur city and cantonment stands in disarray today. Being a border town, there is hardly any new construction and if at all there is any it is generally unplanned. Thus, while concluding we can say that the town has experienced growth along Mall road and the direction of north east. Most of the potential areas around it are lying vacant.

Hoshiarpur located in the north east of Punjab state was morphologically indigenous in its characteristics. Before partition, the town made notable extension towards the east and west, its extension towards the north however was checked by a cho.

Most of the administrative areas are located on the eastern side of the town, though some of the offices are scattered in the whole town. Lot of residential areas can be seen in the town. These residential areas can be located on all sides of the town. Few important industrial units have also come up, namely, Vardhman spinning mills, Universal appliances, and a milk plant located mainly in the south west. Reasonably well educational growth can also be seen in the town. One of the most important college is located on Jalandhar-Dasuya road in the south west of the town. Lot of open space is available on all the sides of the town. The present town shows mixed land use. The business area of Hoshiarpur is mingled with the residential area in the centre of the town.

Hoshiarpur was an indigenous town before partition and remains an indigenous town even after partition, though we can see the new growth on western lines and some planned activity has emerged in the south west direction in the post partition phase.

Patiala town lies on the western banks of Patiala Nadi and since 1763 used to be the capital of a Princely State of the same name.26 It continued to be the capital of Patiala and East Punjab State Union (PEPSU) which came into being after partition in 1948. When Pepsu was dissolved in 1956, Patiala became a headquarter of the Division and the district of that name.

The residential areas before partition were mainly in the walled town and formed the core of the town. The pucca fort of Baba Ala Singh with its burj is the principal place of historical interest. The main town and its bazars have sprung up around it. The mud wall surrounding the town was demolished in 1935, however, quite a number of gates with various names stand still. Another place of historical interest is Gurdwara Dukh Niwaran which is associated with the 9th Guru is also located here. The administrative offices are located in fort. The office of Treasury State Archives and State Museum can also be seen here. The Court area lies in the core of the town near the railway line. Police lines lie in the north of the town.

The business area in Patiala is completely mingled with the residential area. A small strip of commercial area can be seen in west of the town showing hardly any planned commercial area. The town has a good grain market and also a fruit and vegetable market.

However, lot of residential areas came up after partition. These new localities namely Model Town, Ajit Nagar, Sant Nagar, Yadvindra Colony and Tripuri can be located in the northern side of the town. The streets are tarred or brick laid. The Mall is a good specimen of concrete work in the town.

Patiala is an important educational centre with the coming into existence of the Punjabi University since June 1962 and is located at Patiala-Rajpura road. Number of schools and colleges are scattered in the whole town. The magnificent building of the new Rajendra Hospital, the Government Medical College, the Government College for women, the State College of Education, Thapar Institute of Engineering and Technology and the Central Public Library are products of post independence period. Rajendra Hospital lies in the west of the town. There is a small cantonment to the south west of the town where there is a small air strip being used by a Civil Aviation Club.

Industrial area in Patiala is scattered, yet we find more concentration of industries in the north east of the town. There is an old roller flour mill in the town but its main industries are located outside in the Industrial Area and the Industrial Estate across the railway station.

Patiala is a town of gardens, palaces and magnificent buildings. The spacious Baradari Garden, the Bardari Palace, the Rajendra Gymkhana club, the Mahendra Maharani Club and a rest house are important buildings situated within the Baradari Garden. Other buildings worth note in the city are the Yadvindra Olympic Stadium, the Army Headquarter and the old Moti Bagh palace which now houses the National Institute of Sports. The Moti Palace lies in the south of the town.

Today, the town also has 3 cinema halls. There is a committee which maintains a Public Library with a reading room in the heart of the town. There is a pond on the east of the town. Large agricultural land still lie in the east and south of the town.

27. All the University Colleges located in the town have come under its aegis. The colleges are Mahendra College, Government College for Women Government Medical College, Dental College, Thapar Institute of Engineering and Technology, Government Bikram College a Commerce, Government college of Physical Education, State College of Education, The Khalsa College and the Yadvindra College.
Patiala was an anglicized town due to the presence of a cantonment before partition. However, the town now has planned growth on the outskirts showing an east-west combination in its layout. Though Patiala does not completely fit into any specific category and has largely single directional growth towards Chandigarh, which makes it a suitable part of group II towns.

Some towns of the Punjab show the specific development of an industrial sector, clearly demarcated in the urban unit, as in Malerkotla and Muktsar forming category three in the inner pattern of towns.

Malerkotla was the headquarters of the erstwhile princely Malerkotla state. The town was divided into two parts Maler and Kotla which were united in 1901-1902 by the construction of Moti-Bazar. A protective wall was constructed and built around Kotla by its founder. It was an indigenous town before partition. The old town is having narrow streets and mixing of business and residential areas can be seen in the core of the town. Moti Bazar consists of two storeyed shops on either side and is made of red bricks and is one furlong long. The grain market is located here.

The commercial area has spread out in the core of the town along the residential area and organized commercial areas of the town in the north and south of the town have developed. Another large portion of the land in west out side the municipal limits is used for commercial purposes. A new grain market has come up which can be called an organised centre.

There seems to be no well defined residential area in the town we find residential areas spread out in the whole town. In the north we find some kind of planned residential

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area with lot of open space/arable land and well defined recreational area all along the residential area. Offices and office complexes are mainly seen in the north of the town though we do find some administrative area in the south of the town also.

Molerkotla is fast developing as an industrial centre, as it is located on Ludhiana Dhuri broad gauge railway line. It has 480 units of light and service industries. It has large industries like street rolling mills and cotton ginning and pressing factory. The map reveals that there is a clear cut industrial area located in the south west of the town along the municipal boundary.

As regards to other functions, not much of the educational area can be located in Molerkotla. The town has got only two colleges. The Ramji Dass Jain College is located inside the town. The Government College is well planned and has sufficient space. Public service area is spread out in the whole town, while recreational area can be seen on all four sides of the town. Presently, these are three small organised parks in the town, two cinema halls and a club known as Molerkotla Rotary club, and a Municipal library. The two cremation grounds are located on Khanna road and Medhevi road. The burial grounds are scattered in the town in all directions. We find open spaces arable land in the west north west, east, north east and in the south east of the town. There is no open space in the south west where we find domination of an industrial area of the town.

Even today Molerkotla remains an indigenous town. Though efforts are being made to plan the new areas which are coming up. However, some organised and planned development has come up in the north of the town and well defined areas specifically for industrial and commercial purposes is clearly evident.
Like Malerkotla, Muktsar town also has planned and clear cut demarcations of industrial and commercial areas which shows that Muktsar town is trying to grow on modern and planned lines.29

From its humble origin as a sleepy pastoral settlement, Muktsar has emerged as an important urban centre. All the roads which coverage at Muktsar are like spokes of a wheel. The growth is taking place on all the roads which are converging in Muktsar. The commercial area is located in the core of the town totally mingled with the residential area. We do find demarcated commercial areas in the south and south west of the town. The industrial area is mainly located in the west of the town. Residential areas can be seen on all sides of the town with the exception of south west. We find concentration of industrial and commercial area in the south east of the town.

Administrative areas and public service areas are scattered all over but hardly any education area can be located in Muktsar town. Recreational areas can be located in the form of small pockets in the centre, north east and south east of the town. Lot of open space/arable land is lying on all the sides of the town. The post 1947 development places the town in category three identified above.

Kartarpur, an indigenous town of pre-partition time, lies on the Grand Trunk road and the main railway line between Delhi and Amritsar.30 On the congested streets of the old town were located the limited commercial areas. A major portion of the residential areas also lay here and is mingled with the commercial area. The railway line passes through the south of the town. On the south west of the town was the leather market and

30. The details are based on Schematic Map of Town Kartarpur from the Town Directory of Punjab 1971.
the grain market while the timber market was in the north west of the urban unit. Few patches of commercial area can also be located on the G.T. road.

In the post 1947 period the industrial area is mainly located in the east of the town near G.T. Road, on the north of the G.T. Road lies the Timber market, saw mills etc. Few saw mills are also located in the south west of the town. A strip of new residential area which has come after partition can also be seen in the extreme north of the town. There is little space allocated to education and is located in the centre of the town, the rest of the town does not have any demarcated educational area. There is one college located near the camping ground, in the west of the town along the G.T. Road. A large portion in the north west has been covered as the camping ground.

Thus, in Kartarpur town we find very little new residential areas which had come up after partition, some industrial growth has taken place in the south east of the town. There is patched linear commercial growth along the G.T. Road. Over the period no morphological change can be identified in the town but a limited development and mixed landuse is seen, placing it in category four.

Zira was a small, indigenous town before partition, a pattern that it seems to maintain in the post 1947 phase as well. The residential area of Zira before partition was mainly in the south on the Firozpur-Moga Road. Offices and office complexes were also located here. The court area was located in the east of the town and the Police Station was placed near the courts.

Very little new residential areas have come up after partition. A planned colony, with an open space around it, lies in the north east of Firozpur-Moga road. Business area is mainly located on both sides of the Moga-Firozpur road and also in the south of this

road. Very little industrial area can be seen on the map which is scattered in different parts of the town. Some educational areas are present in the town on Firozpur-Moga road in the south, the Government High School for boys is on Talwandi-Haknu road which cuts the Firozpur-Moga road. The public service area and religious places are scattered in the whole town. A park lies in the north east of the town. The telephone exchange and rest house are located in the east of the town. Bus Stand is located in the west. Little agricultural land can be seen on the north, west and south of the town. No agricultural land is present in the east of the town. A Gaushala lies on the north east of the town.

The town is largely unchanged with limited growth after independence and is of group four type.

Not all urban centres can be easily slotted into a defined group and some defy the simplistic exercise of categorization, as in the case of Rajpura.

The town is divided into two parts i.e. old city and Rajpura township which was developed to rehabilitate the refugee population at the time of the partition of the country. An old qabadi located in the west of the town shows circular roads and a congested core and a new residential township has emerged in the east of the town The offices and courts are located in an old sarai which is of archeological interest. There was not much commercial activity in the town, only one major road namely Rajpura town main chowk to Kasturba Sewa Mandir was dominated by commercial and business activity with fruits and vegetable markets and 2 grain markets of the town, new grain market lies in the north east of the town.

33. The out dimension of the sarai are 450x450 and has a small tower on each corner and two big towns in front and on the back gate.
Owing to its strategic location on G.T. Road and on the main railway line, it has been developed as major industrial town of the Patiala district. An industrial estate has been set up in the north of the town and a number of factories are located here namely B.C. Factory, Cable Factory, Window House, Biscuit factory etc. A number of industrial units are located in the west of the town viz. I.O.C. Depot, Amrit Vanaspati Company, Stepan Chemicals, Cable Factory, R.M.I. Cycle Industry, on Chandigarh-Rajpura Road, a state highway which is one of the most important roads passing through the town. F.C.I. Godowns are located in the extreme south of the town. Thus, we find that the industrial area is spread out in the north and west of the town. A new residential township has emerged in the east of the town, which is fully planned with open spaces and grid iron pattern of roads. Pratab Colony and Bikram Colony are all planned colonies of the new township. The Tehsil complex, M.C. Office and rest house lies in the centre along the highway of the town. The Bus Stand also lies here.

Educational areas are largely in the south of the township. There is one industrial training institute and Rajpura work centre in the town, while Medical and recreational facilities are available all over the town. A Gurdwara is located at the south east end of the new township. We find green belts all along the major roads of the town. There are five fruit gardens, Municipal Committee Park is located in the south along the Patiala, Rajpura road. With the technological advancement and industrial development increased mobility of people and goods can be seen. It has also increased the number of both light and heavy vehicles at a very fast rate.

Rajpura is a sub-divisional Head quarter and fast developing Industrial town of Patiala district, located on National Highway No.1 on Amritsar – Delhi Railway line.
junctions at a distance at 41 K.M. from Chandigarh. It is also connected by surrounding towns by Roads.

In Rajpura town we find planned developed in the new township which came up after partition. There is a demarcated industrial estate, pucca roads, and paved streets, underground sewerage, lighted streets etc. giving a modern and planned look to the town. Combined with the old abadi, it gives an east west look, from the morphological point of view. However, despite of being on the G.T. Road the towns does not show any significant trend of linear growth along the highway, much unlike other towns on the same axial elsewhere in the state.

Thus, while concluding it is indicated that the towns and cities of the Punjab can be classified into five types on the basis of their morphological development from the partition to the last census year. Punjab exhibits three kinds of linear growth towns, ribbon, unidirectional and patched; units with demarcated industry and planned additions to towns.\(^{34}\)

In a comparison of the morphological elements of the pre 1947 and post partition periods in Punjab we can identify both continuity and change. In the colonial phase new urban forms had emerged – the ‘western’ additions and the new planned urban units. The former were introduced as suburbs to existing old towns and eventually grew to encircle the core and create a new east-west contrasting pattern. The second were modern towns laid out in grid or radial pattern with demarcated land use and open spaces. In the post 1947 decades, this process continued in the state. The functional zones of the towns also reflect a continuity of mixed land use or in some cases partially specified land use as in the previous time. The components of the town had, however, increased with time. The

\(^{34}\) We also find fully planned towns in Punjab. In this case we can take up the example of SAS Nagar which is a planned town of Punjab and came up in 1981 in class II. However, the study of this town has not been taken up in any detail since much of its development is seen in the last decade i.e. 1991 onwards.
pre 1947 urban centres had an old core, civil lines or cantonments in a few units and at
times residential colonies and railway suburbs as well. In the post partition phase new
component were added in a much larger number of centres – like the bastis, village
enclaves, government areas, and extensive colonies. The limited trend initiated in the
earlier colonial phase thus, not only continued after the partition but widened in its scope
and extent to cover a greater number of towns and cities.