INNER PATTERNS: HARYANA

The state of Haryana created in 1966, reflects an almost similar urbanscape in its internal lay-out upto 1991 as in the Punjab. The new urban forms initiated under colonial rule continued to filter down to a larger number of urban units by way of semi-planned additions and planned new towns. However, Haryana was less urbanized than Punjab at the time of partition. With the formation of Haryana in 1966 a sudden spurt of urban growth is identified in the towns of the state, which tended to have some planned urban estates, industrial focal points, and tourist resorts especially developed by the state government in the 1970’s and 1980’s. Consequently, Haryana exhibits distinct forms of urban growth in comparison to Punjab.

In the morphological study of the towns of Haryana various types of urban centres have been studied. Towns located on the National Highway 1 - Ambala, Thanesar, Nilokheri, Karnal and Panipat, those located near the National Capital Delhi, like Sonipat, Bhadaurghar, Rohtak and Gurgaon; the foothill town of Kalka town in the extreme northern corner of the state; towns located in the extremes example Rewari in the south and Sirsa in the west; in addition to these some urban units which do not have any typicality like Kaithal, Bhiwani, Jakhalmandi and Ateli and the cantonment area of Ambala has also been included.

The towns of Haryana basically reveal a limited development before partition and have changed considerably after partition and after the formation of Haryana in 1966.

1. In the category of planned towns the example of Panchkula town can also be taken however, the study of the town has not been included in the study as the town came into being in 1981 in class II. The town is of recent origion and much of its development has come up after 1991.
The towns on the G.T. Road and in close proximity of Delhi have grown very well when compared to the towns located in other parts of the town. Towns in the extreme corners of the state reflect restricted development of its morphology. Some towns even show retarded growth when compared to the previous situation.

A study of morphology of the towns of Haryana brings out four types of towns in the state. The first category of town are those which show linear growth all along the main axial example Thanesar, Karnal, Panipat, Sonipat, Gurgaon, Rohtak, Bahadurgarh and Maham. Commercial areas are mainly in the core of old towns and all along the main road. Generally, all the towns in this category have well defined industrial areas and concentration of industry on more than one side, example Karnal, Panipat, Sonipat, Gurgaon, Bhadaurgarh, Maham. However, in this category only few towns show little scattered industry and they are Thanesar, Rohtak and Maham. Residential areas can be seen on both sides of the main highway. The concentration of administrative area is on one side, though we do find scattering of this area on other sides also. Public service area is scattered on all sides. Regarding education all these towns show limited growth areas with time; Thanesar and Rohtak however remain exceptions.

The second category of towns are those, which show growth on all the link roads which connect the centre to the vicinity, like Ambala, Kaithal, Jind, Bhiwani and Rewari. Commercial area lies in the core of the old town mingled with residential area and also well defined commercial area in a patched form can be seen. Industry is located on one side of the town and is limited in nature. New residential areas have emerged though very little educational area has developed in the towns. Administrative and public service areas are scattered all over the unit.
In the third category of towns are partially planned towns like Kalka, Yamunanagar, and Sirsa. These towns show more or less well defined residential and commercial and industrial areas. However, mixed land use is identified in few areas of the town. Indigenous characteristics like the walled towns are missing in these instances. However, the typicality of these towns is that these towns developed in a planned manner in the beginning but went on to become unplanned due to unauthorized constructions. We can call these towns as semi-planned towns.

The fourth category of towns are of completely planned towns like Ambala Cantonment, Nilokheri, Jakhalmandi and Ateli. All these towns have well defined functional zones in the town with grid iron or radial pattern of roads.

The town of Thanesar or Kurukshetra possessed all the characteristics of an indigenous town.² Before partition the population was concentrated around the mandirs and the makbara and growth of town was confined only to this enclosed campus. The general lay out of the town was a chowk area – Moti Chowk-located in the heart of the town which was the predominant commercial area of the town. The shop-cum-residential area was composed of narrow and crooked streets starting from the bazar and leading to residential mohallas. The hinter land was mainly agricultural and there was not much industry. As far as the residential area is concerned the basis for residential segregation before partition was caste. Houses were built on both sides of the street and were generally double or triple storeyed. The houses were built of small bricks and had generally kucha roofs. The structures were commodious and unplanned. Usually no

² Information has been collected from Town Survey Report on Selected Town of Thanesar, Census of India 1961, Haryana Series 6, 2-7, 13, 14 and Map of Thanesar Urban Landuse from the Town Directory of India 1991, Series 8, Town Directory, Director of Census Operation Haryana.
scientific provision was made for kitchen, bathroom and lavatory. Before partition the educational facilities were only up to high school level.

The partition of the country in 1947 has facilitated the growth of this town. The availability of land at reasonable rates, influx of refugee migrants and increased demand to accommodate district offices and their staff have initiated the development of this urban area. The growth of the town towards the south has been checked by the location of religious tanks and temples, while towards north and north west the low lying areas and Saraswati River acted as a natural barrier. The town has therefore, grown mainly towards the east, along the Pipli road. After the formation of Haryana the town is growing at a much faster pace due to its situation on the G.T. Road, and elevation of the town as a district headquarter in 1973.

Even today Moti chowk remains the main commercial hub of the town and its proximity to temples has boosted its trade and development around this chowk and the Gushala road took place rapidly. However, number of other bazars have also come up to cater to different needs of the growing population of this town. This chowk radiates four streets viz. main bazar which starts from Moti chowk and terminates near Gaushala road. The shops are located on both sides. This bazar performs residential-cum-business functions. Chhota Bazar starts from Moti chowk and leads a few meters south of adawarti howk. Vegetable market is also located near Moti chowk in this bazar, followed by Phuwara Market. Krishna gate bazar starts from Moti chowk and terminates at railway crossing, little beyond the municipal committee office. Naya Bazar starts from Moti chowk and goes upto occhi post. This bazar has been built recently and has the arrangement of window displaying, unlike other bazars. Railway road shopping centre
covers the railway and Pipli-Pehowa roads on which a ribbon like development can be seen. A new complex of shops is coming up along the Gita High School.

Six important business centres can be accounted for their independent existence. They are University Market, Subhash Mandi, Sadhu Mandi, Sadawarti Chowk Bazar and Birla Mandir Market. These markets have come up after partition and the formation of Haryana in 1966. The market in university and around Birla Mandir are some what modern. Two wholesale mandis are part of the town - Subzi Mandi and Subhash Mandi, while a small Ghasmandi is located near Ambedkar Chowk on vacant open land.

The industrial units are spread over in different localities of the town. The refugee immigrants established small sized manufacturing units in the town. Most of the industries are located on Pehowa road and on G.T. Road. Few of the industries can also be seen at Ladwa Road Railway Road and near Neelam cinema. Rice shellers are located near railway station on the Pipli road, Samana road and also on G.T. road.

Now the process of replacement of dilapidated houses is going on in the heart of the town. Many new residential colonies like Rajendra Nagar, Layalpur, Basti Subhash Mandi etc. have now developed in a linear pattern after 1947. Guru Nanak Pura, Sadawarti Mohalla, Dhobi Mohalla are blighted areas of the town and are located near the Gaushala road and railway line. Predominant residential areas lie at the back of commercial area i.e. Naya Bazar, Main Bazar and Chota Bazar. No parks and open space can be seen in these area. A new addition of sector 13 of urban estate has been developed as a planned area by the Haryana Urban Development Authority (HUDA). New urban estates on the main road are modern and provide park facilities.

Most of the administrative area lies in the east of the town. The Municipal Committee Office is located near Moti chowk. Some government offices are near the
police chowk. Executive Engineer Office (P.W.D.) is located in university area, while other offices are located in Mini Secretariat and Urban Estate Office. The banks are also functioning on the Pipli Pehowa Road in this zone. Kurukshetra Railway Station is located in the east of railway road. The bus stop is located in the south-east of railway road.

In the field of education, Kurukshetra University was established in 1956 and Regional Engineering College was established in 1965. Both these institutions came up on the south west of Kurukshetra. After the formation of Haryana in 1966 some new educational institutions, like Shri Krishna Government Ayurvedic College, University college of Education have come up and have made this town an important educational centre.

A theatre, Mohan Cinema, has recently come up in the Naya Bazar to provide recreational facilities. Kurukshetra club is located near double crossing on Pipli Road. Important parks are Kuruvan Park, Hashavardhana Park and Gandhi Park. A tourist complex has recently come up on the G.T. Road in Thanesar town.

Thanesar was an indigenous town before partition but after partition and 1966, it is blended with indigenous and western pattern which shows western influences and additions on modern and planned lines. It can now be classified as a category one town as described above.

Karnal can also be placed in the same category on the basis of its inner growth pattern. Before partition the town of Karnal was enclosed by a masonry wall with 10 gates, of which Nawab Kalandar and Gazni gates to the east, Jundla gate to the west were the
KARNAL
URBAN AGGLOMERATION

URBAN AGGLOMERATION BOUNDARY
CONSTITUENT TOWN BOUNDARY
RAILWAY LINE WITH STATION
NATIONAL HIGHWAY
STATE HIGHWAY
ROAD
NALA

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

FSO......FOOD AND SUPPLY OFFICE
EO......EDUCATIONAL OFFICE
KV......KENDRIYA VIDYALAYA
DCO......DC OFFICE
IO......IRRIGATION OFFICE
ITO......INCOME TAX OFFICE
BS......BUS STAND
principal ones. It was an indigenous town. The commercial area of the town is mixed with residential area in the old town. The public offices are situated in the civil station about a mile from the old town. Administrative area is located mainly in the northern central part of the town. Some of these offices are housed in some old construction like the Bharamals Sarai is being used as an office of Department Assistant Director General (Medical Stores) Government of India. Old fort now is a residence and Office of Tahsildars. Food and supply office, educational office, D.C. Office, Irrigational Office, Income Tax Office are located in the northern central part of the town on the Karnal-Pehowa road. Few old constructions in the town are Karna Tank, Miran Sahib’s Tomb situated in the extreme south of the town and along side it stand a small mosque and a cemetery. Ali Shah’s Qalander Tomb is located in the east of the town. St. James Church, with its tower stands alongside the G.T. Road. Tomb of Nan-gaza an old shrine, can be located near the police station and Gurdwara Manji Sahib is also located in the town.

The town has made progress after partition and the formation of Haryana has further accelerated the growth of this town. In Karnal town we find rapid growth all along the main highway. The new commercial areas are mainly on important roads of the town, Sadar Bazar is the main shopping centre. The industrial area is mainly located in the south of the town and along the National Highway No. 1. These units have come up mainly after partition and formation of Haryana. Many new residential areas have mushroomed in the town, on the west and east. Some new colonies have sprung up after partition, these are Model Town towards the north east and Prem Nagar in the west.

3. These gates are now in complete decay some of them still exist and serve as exits for the old town.
The other such colonies are Kishan Nagar and Ramnagar. An urban estate in the southeast of G.T. Road has been developed by Haryana Urban Development Authority. This area is totally planned and gives a new look to the town.

A large portion of land in the north of the town is marked as an educational area which is mainly the National Dairy and Research Institute. There is also the National Institute of Animal Genetics housed in a campus of NDRI at Makrampur on the G.T. Road bye pass and another for the WPO wheat project on Kunjpura Road. Central Soil Salinity Research Institute is located on the periphery of Karnal while the Indian Agricultural Research Institute is located just opposite the National Dairy Research Institute.

Police station, civil hospital, are located near the National Dairy Institute. Post office and Bus Stand are located in the core of the town. A tourist complex has also come up on the G.T. Road in Karnal town. Open areas are available on the south and north of the town.

Over all, it is an east-west town showing a lot of new growth on the outskirts in the form of a linear or ribbon like development along the main highway.

The town of Panipat before partition was a fortified town possessing all the characteristics of an indigenous urban area. Now the wall is absent and only few gates exist at various sites. It was always an important town due to its strategic position near Delhi. The commercial area was mainly concentrated along main roads within the old town and along G.T. Road

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After partition in 1947 its importance increased and new colonies sprang up in order to adjust the refugees from West Pakistan. In the west of the town across the railway line Model Town and industrial area were developed after the partition of the country. The town became famous for its wool market and manufacturing industries. After the formation of Haryana in 1966, Panipat become one of the eight 'Priority towns' recognized in the regional plan of the National Capital Region which initiated its growth further.

The present town of Panipat is developed on both sides of the G.T. road. The Delhi-Ambala railway line runs parallel to the G.T. Road and divides the town in two parts. Another railway line constructed recently between Gohana and Rohtak connects this town with them.

There is no organised centre of commercial activity within the town. The wholesale grain market lies near Gaushala Mandi and Gandhi Mandi and both are situated on G.T. Road towards Delhi. A temporary wholesale vegetable and fruit market is situated on Sanauli Road whereas a new vegetable market has already been constructed by the Improvement Trust, Panipat on the same road to meet with the present and future needs. An industrial area under the town planning scheme is situated on the west of G.T. Road across the railway lines. The National Fertilizer Plant has been constructed west of Delhi railway line and south of Gohana road. Panipat Thermal plant is one of the biggest thermal plants of the country and has been constructed on Assandha road. However, there is haphazard linear growth of industries along major link roads and more particularly along the G.T. Road. Regarding the residential area we can say that the planning within the existing town is conspicuously absent, except a residential colony, named Model Town in the west across the railway.
line, a housing colony constructed by the housing board, under the town planning schemes. There is also a planned urban estate in the town.

Panipat has a number of government and semi government offices which are at presently scattered through out the city. Social welfare office lies in the north west of the town whereas Income Tax Office - ITÔ lies in the north east of the town. MCO-Market committee office lies on the south east of the town whereas Customs and Central Excise Office lies on the north west of the town. Regarding the public service area we find that a big building named “Red Cross Bhawan” has been constructed recently and a 3-storeyed Super Bazar-cum-Municipal Office is under construction on G.T. Road on the premises of old civil hospital, E.S.I. hospital is situated on G.T. Road near Bus Stand. The rest of the public service area is scattered in the town. Two tourist complexes have also come up in the town. One of them is known as Skylark and is located on the G.T. Road and provides all facilities to the tired travelers.

The educational facilities in the town are rather lacking though the town at present has 3 degree colleges. Recently, Hali park, a recreational complex named after the famous urban poet Khawaja Altaf Hussain ‘Hali stands developed near the industrial area. This complex consists of a children park, a rose garden, fountain stream and a lake with boating and fishing facilities. A stadium is also under construction in the Model Town. A tourist complex has been constructed by the tourist department in an open triangular tract on the G.T. Road towards the north of civil hospital. The area outside the municipal limits is pre-dominantly agricultural and the terrain is fairly level.

Like other towns of Haryana, Panipat has developed from an indigenous walled town to a town with western and planned additions which have changed it to an east west combination pattern of morphology, exhibiting category one features.
Yet another town in this group was Sonipat, a very small, indigenous town before partition. The credit of the growth of this town goes to partition and the formation of Haryana. Its location on the G.T. Road and the proximity to Delhi has further given impetus to its growth.

The present town exhibits commercial areas in the old town and on all the main roads of the town. There is an industrial area in the north and a specified industrial area can also be seen in the south of the town. Few industries are also present in the east of the town. Residential areas in addition to the old town have mushroomed on all the roads that converge at Sonipat. An urban estate has been recently developed in the unit. Administrative areas are scattered, yet more concentrated in the north west of the town. District Sudhar Ghar, Mini Secretariat and Deputy Commissioner Office are located here while P.W.D. Office is in the east of the town. Education areas are limited and scattered. An Industrial training institute is located in the south east of the town. Public service areas are located over the whole town - Police Station in the south, Post Office, Municipal Committee Office in the centre of the old town, hospitals in the north and east of the town, a tourist complex has also come up on the G.T. Road. Large open spaces are lying in the north and north west of the town.

Like Karnal and Panipat, Sonipat town also shows linear ribbon growth on the main axial and has become an east-west town due to the new planned and modern additions of the post partition period.

Rohtak before partition had a wall with a number of gates which have since out lived their utility, and only 3 now remain and they too are dilapidated. The town was

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6. This whole information is taken from Map of Sonipat, Urban Landuse from the Town Directory of Haryana 1971.

indigenous in its layout. The commercial area in the core of the old town was mixed with residences. Industry however, was rather restricted.

The town has shown great progress after partition and after the formation of Haryana. The town is also included in the Capital Region Scheme. The centre of the town is now Chowk Bhiwani, from which roads lead out to Hissar, Bhiwani, Jind and Delhi. There is still little industrial activity scattered in the town but compared to the pre-partition period we can say that the town has grown industrially. New residential areas have come in the west of the town and reveal a grid iron pattern of road. An Urban Estate has been developed in Rohtak by HUDA. The administrative areas are mainly concentrated in the north of the town on the Delhi Rohtak road and a large education area can be seen in the south east of the town, showing a new trend. A Medical College, Education College, M.D. University and other educational institutions have come up in the town. Public service areas are scattered. A park and a police station are located in the centre of the town. A tourist complex has also come up in Rohtak. Arable land can be seen in the east and south west of the town. However, these open spaces are much less in Rohtak town when compared to other such towns.

The town now gives a combined east west look due to the modern additions to it and can be categorized in type one.

Before partition Bhadaurgarh was an indigenous town primarily functioning as a sort of small market town for the adjoining rural areas and there was practically no industry within this town. The old town was situated on the south of Delhi-Hissar road. The commercial area here mingled with residential area.

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The town progressed after partition especially in the field of industry and had planned and modern additions to it. After partition the government under the rehabilitation programme set up an industrial area in 1951 which is the only planned area in the town. Thus, industrial area is planned and is specified or earmarked in the north east and west of the town. Some industrial area is also present on the Jhajjar-Bhadaurgarh road. After partition residential areas have come up in the town in the north, south and west of the town. An Urban Estate is also present in Bahadurgarh town.

After the formation of Haryana, Bhadaurgarh become one of the four towns proposed to be developed as ring towns as per recommendations of the Delhi master plan, with the view to share the pressure of population which is migrating into Delhi. Infact, these towns are situated within the immediate metropolitan influence of Delhi.

The present existing town is in two units, the old town and the mandi. The mandi is situated towards the north between the railway line and the Delhi-Hissar road. Consequently, the intervening area has been subject to all sorts of petty speculative ventures in the sub-division of land in all sorts of self determined layouts and the sale of plots irrespective of the physical conditions of the land without any regard for provisions of minimum facilities for water supply and drainage. Commercial areas can be seen in a linear form almost all along the national highway No. 10 i.e. from Delhi to Hissar, Small patches of commercial areas can also be located in the north east and south of the town. Grain market lies in the north of the town near the industrial area.

Administrative areas are mainly concentrated in the centre of the town. Tahsil office, Public Works Department Office, Public Relation Office etc. are all located on the Delhi - Hissar Road. Public service areas are scattered in the whole town. Police station, rest house, bus stand can be seen on National Highway No.10 and Post Office lies in the
old town. Arable land can be seen in the south of the town. A tourist complex has also come up in Bahadurgarh.

Bahadurgarh has seen many new additions since partition and can be called a town with east west combination and morphologically forms a part of category one mentioned above.

It is believed that the town of Gurgaon was a guru gram of Dronacharya studded with tanks and temples. It is situated in the immediate neighbourhood of Delhi and possessed all the characteristics of an indigenous town in the pre-partition period. The main commercial activities were largely concentrated in Sadar Bazar, Roshanpura -Subzi Mandi, old Railway Road, Sohna Chowk and Alwar road. The bazars/roads had mixed type of commercial activities. The streets in these area were narrow and metalled but without any pavement. Commercial activities were found in each residential area. The population was concentrated in and confined to few lanes and mohallas, and the streets in these settlement area were narrow, crooked and invariably not fit for vehicular traffic.

The growth of the town in all respects has been more spectacular after partition of the country in 1947 than the previous years. This is due to the rehabilitation of refugees from West Pakistan and due to the nearness of Delhi, the National Capital. Haryana was formed in 1966 and Gurgaon become a part of this new state. The town was included in the National Capital Region. In 1966 the town was earmarked for industrial development and planned sectoral development of residential area. This planned sectoral development by Haryana Urban Development Authority (HUDA) has played an important role in

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developing the areas near Gurgaon-Delhi-Jaipur road. It become a class I Municipal Committee in 1969.

Gurgaon is now one of the most important industrial towns of the state of Haryana. After partition new industrial establishments came up on New Railway Road, Bassi Road, Mehrauli Road, Delhi Road, Old Najafgarh road, Khandsa Road, near Postoffice Chowk, Naya Bazar, Jacubpura, Post Office Chowk and in Nehru Bazar etc. The last two decades have witnessed continual and accelerated industrial progress and large number of industries are located in Industrial Development Colony. Industries are located in the Industrial Estate, on Delhi and Mehrauli road and are scattered in different parts of the town. Dundahera, is the state’s first electronics complex named ‘Udyog Vihar’ and is just 8 kms from Gurgaon.

Even today, Sadar Bazar is considered to be the main commercial hub of the town. Apna Bazar near Ghanteshwar Mandir and Shyam Hari Bhargava Place on New Railway Road have developed as multi-storeyed commercial complexes. Nehru Market near the Post Office Chowk is a developed market in the centre of the town and Nehru Stadium Market is coming up rapidly. A Vyapar Sadan is also emerging between Delhi and Mehrauli roads. Different streets joining Jacubpura with Sadar Bazar and Roshanpura with Sadar Bazar have become commercial in nature. Planned commercial areas are slowly coming up in Sector 4,7, 14, Sadar Bazar, Naya Bazar, Subzi Mandi – Roshanpura Market Committee, and Khandsa Road.

In 1952 new residential colonies were set up in the town. These were Civil Lines, Police Lines, New Colony, Mud Huts, Model Town and 4 Marla Colony.

After the creation of Haryana in 1966 residential areas have sprung up on the peripheral zone of the town. These are Mahabirpura, Ashokpuri, Dayanand Colony,
Krishna Colony, Jyoti Park, Madanpuri, Shakti Nagar, Hira Nagar, Gandhi Nagar, Raj Nagar, Om Nagar, Friends Colony, Mianwali Colony, D.L.F. Colony, Sectors 4, 7, 14 and Air Force Officers enclave. Areas between Delhi and Mehrauli Road and between Delhi and old Najafgarh road, like Prem Nagar are also coming up. Except some parts of the Civil Lines, Police Lines and planned areas like Mianwali Colony, Sector 4, 7, 14, DLF, the whole of the town seems to be a slum area with kutcha roads and narrow, zigzag streets with mushrooming of unauthorized colonies. Single storeyed houses are found in Arjun Nagar, Nai Abadi near Shamshan Ghat, Om Nagar and Shivaji Park on Khansa Road. Both single storeyed and double storeyed houses exist in 4-8 marla houses in these colonies and Old Railway Road. Planned streets can be seen in and around Jail road, Nehru Stadium, Officers Quarters in Civil Lines and Barafkhana Mohalla. In Shivaji Nagar streets are wide, pucca and well maintained. However, there is no street pattern in most of these area. There is a slum area near old railway road and Bassi Road. In fact, Shanti Nagar adjacent to Om Nagar has kucha streets.

Most of the Government Offices are located in different residential areas. Deputy commissioner’s office and District Courts are located in Mini-Secretariat, also known as Judicial complex. Tehsil office which was located in old Judicial Complex has temporarily shifted to Panchayat Bhawan. Police station and other important administrative offices are located in the Civil Lines. Municipal Committee is located on Alwar road. Some important offices of HUDA, Town and Country Planning, are located in Sectors 4, 7 and 14. It is evident from the above that there is no orderly area for Government Offices. The offices are scattered all over according to availability of accommodation.
MAHAM
URBAN LAND USE
AND PUBLIC UTILITY SERVICES

TOWN BOUNDARY: -------------------- —
WARD BOUNDARY: ------- —
ROAD

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

R: H: REST HOUSE
P S: POLICE STN
H: HOSPITAL
M O: MUNICIPAL OFFICE
BS: BUS STAND
The post independence period ushered in a new era as far as the educational facilities are concerned being located in the east and north-east areas. Two government colleges now are located in Gurgaon, one of which is in the east, Industrial Training Institute and Management Training Institute lie again in the east of Gurgaon town. Kendriya Vidyalaya lies on National Highway No. 8, again in the north east of the town. Kamla Nehru Park is the biggest among 29 parks in the town. Nehru Stadium lies on Alwar road. There are eight libraries and five cinema halls in the town.

Though Gurgaon is not a satellite town but the ribbon or corridor development of industries along the National Highway No. 8, Delhi Gurgaon Road is taking place and this town is providing residential accommodation facilities to many of the employees and businessmen of Delhi and the corridor people. Gurgaon from an indigenous town has become a planned town due to its development on westernized lines. Infact, Gurgaon town looks completely planned as there was very little growth of this town before partition and whatever growth took place was after partition in 1947. This development was more or less an modern lines and falls in category one discussed above.

Maham, an old town, was destroyed and rebuilt many times as revealed by the old settlement area. Before partition Maham was a small, indigenous town, with a large concentration of Muslim population. The main bazar was the only commercial area in the town. Main bazar bifurcates the Maham town as it runs from north to south in the centre of the settlement portion. It starts from Rohtak – Hissar road and terminates at the Kanugo Mohalla. The shops are located on both sides of the narrow road, the bazar performs residential-cum-business functions. In the early days (before partition)

10 Information is collected from Town Survey Report Maham, Census of India 1971, Series 6, Part VI-B, 3, 4, 8, 13, 100 and Map of Maham from the Town Directory of Haryana 1971.
population was concentrated around the Jama Masjid, Dher Pana, Mohalla Kanugo and along the main bazar.

Since independence, Maham has experienced a number of changes in its demographic pattern and landscape. The Punjabi refugees mostly belonging to the areas of Multan, Jhang and Mianwali had immigrated to this town. After the partition areas along the Rohtak-Hissar road attracted many people to start auto repairs and spares business and thus, the town started growing. The formation of Haryana, in 1966 and the location of the town on a National Highway between Rohtak and Hissar the two important towns of Haryana is helping the town to grow.

The main bazar is the centre of main commercial activities of the town. The other important commercial areas have emerged at Thana road, Azad Chowk, Chhota Bazar and recently developed commercial areas along Rohtak-Hissar road. No purely commercial area is however, present in the town. Double storey buildings are common in Main Bazar, Azad Chowk, Chhota Bazar and Thane road. Chhota bazar starts from Azad chowk and terminates at Gali Hari Singh. It is one of the important residential-cum-commercial area. It is a hub of commercial activity. Rohtak – Hissar road commercial areas specialises in eating houses. Regarding the industrial area, repairs and spares of automobiles, saw mills and other manufacturing industries are located at Rohtak Hissar Road in the south of the town. Later on Azad Chowk area got the prominance. Now ribbon like development along Rohtak – Hissar road is coming up. The process of replacement of dilapidated houses is going on in the old settlement area but is very slow.

Maham is a symbol of traditional structure. Most of its old houses, streets are built of small burnt bricks. Streets and Mohallas are named after pre-dominant castes or occupation, or important person, for example where rich people were residing, it is called
Daulatpura, in Mohalla Paras Chama and Ravidasis are dominant and are having a Dharamshala, where tailors were dominant was called Chhimb Mohalla. Migrants from Multan are dominant in Multani Gali. Six slums all Harijan bastis have also come up and are recognised by the Municipal Committee.

Most of the government offices are located on Rohtak – Hissar road like Tahsil office, Police Station, Block Development Office, Circle Agriculture Office, Cooperative Society Office, Block Education Office, Market Committee Office etc. are located in Chhota Bazar and Main Bazar respectively. Rohtak Hissar road is one of the important National Highways. Public service areas Market Committee, Municipal Committee, Post and Telegraph Office Bank and Post Office are also located in the main bazar, while the telephone exchange is in Chhota Bazar area. The only important park is Nehru park located near chobbise in ward VI. There are 3 Ram lila clubs, namely Rama club, Panchayat Ramlila Committee and Adarash Ramlila Committee. A tourist complex has recently been added to Maham town. Important religious places are Khanga Mandir, Mandir Shitalpuri, Gita Bhawan, Mahavir Durga Mandir and Gurdwara Jama Masjid.

The town is indigenous in all its characteristics even today with few additions on the outskirts on modern lines making it a category one town with respect to its morphological growth.

The second group of towns reflect a pattern of growth on all link roads converging on the town, as in Ambala, Kaithal, Jind and Rewari. Ambala town before partition was one of the important towns of the state of Punjab, due to the presence of a cantonment, location on the G.T. Road and a strategic railway connection which lead to its being classified as an anglicized town, with its planned cantonment. The old town

had a mingling of commercial and residential area and development has taken place outside the old town as well. Administrative areas were mainly in the centre and south of the town. Courts were located in the south of the town on the road that leads to Ambala Cantonment while the Central Jail lies in the south east of the town on the Kalka Ambala Road.

The existing town has developed in a wedge shape between the two railway lines Kalka-Ambala and Amritsar Delhi which meet each other in the south east of the town. The general topography of the town is flat with few low lying pockets and local depressions on the western municipal limits but not so large such as to delay development of the area. The commercial area in Ambala can be seen in the core of the town and all along the Ambala-Pehowa road. Separate organised commercial area can also be seen in the south of the town touching the Ludhiana, Ambala railway line. The industrial area is mainly concentrated in the north of the town. However, we do find the scattering a few industries in other parts of the town also.

Residential area has developed on both sides of the main axial. Due to the physical constraints and high land value within the city, lot of unauthorized construction has come up on its outskirts, especially along the Ambala-Hissar road and Ambala Chandigarh road. New residential areas are the Housing Board Colony and Model Town. An urban estate has developed all around Ambala on the G.T. Road and also on the Ambala-Pehowa Road.

Deputy Commissioner Office, District EDN Office, Police Station, State Bank of India are all located in the south west of the town on the Ambala-Pehowa Road. Educational areas and public service areas are scattered in the whole town. Some recreational areas are seen near the Bus Stand on the Ludhiana-Ambala line and a tourist
Ambala, in the post partition period shows an over all growth on all the link roads to the town except the direction of the natural barrier i.e. the Tangri Nadi and as such exhibits features of category two town group.

Kaithal town had a high wall, partly of *pucca* bricks and partly of mud, enclosing the town in the colonial period. The wall had eight gates, Karnal Gate to the east, Keorak and Suraj Kund Gates to the north and Kasai and Dogran Gates to the west, were the principal ones, and it exhibited all the features of an indigenous town. The commercial area can be seen in the congested core of the walled town. Residential area was mingled with commercial area here and the old mandi is situated near the railway station.

After partition, the large influx of refugees from Pakistan created numerous problems of settlement and readjustment. Kaithal then became a part of Haryana in 1966 which gave impetus to its growth. Since then the town has developed in a haphazard and unplanned manner. Commercial areas have developed in the north south of the Narwana–Thanesar railway line. A vegetable market is also located in the north and the new mandi is coming up in the south of the railway in an organized way. There is concentration of industries in the east of the town though few are scattered all over. New residential areas have come up in the east and south of the town out side the walled city. The new areas have come up on modern lines with grid iron pattern of roads and an urban estate has also been established.

Administrative areas are concentrated in the north, the Courts, Police Station, Municipal Committee Office and Tehsil Office are located on Kaithal-Karnal road in the north. Some administrative area can also be seen on the Kaithal-Jind road. Limited educational area is present outside the walled town. Public service area is scattered in the whole town, health centre and civil hospital are located in the north and a veterinary hospital in the south of the town. The bus stand lies on the Jind-Kaithal road. Well defined recreational area is also present in the north of the town near the courts on the Karnal-Kaithal road. A tourist resort has also been created in the unit.

The main characteristic of the town is that the growth in the town has taken place on all the link roads radiating from it, as in group two towns. Thus, from an indigenous town Kaithal indicated a trend towards becoming a modern and planned town in some ways.

Jind was the capital of an independent state before partition. After partition it become a part of Pepsu and later a district headquarter. The commercial areas are mingled with residential area in the walled town in typical indigenous pattern.

Commercial areas have emerged in the north of the town out side the walled areas and on all the roads that converge at Jind. A patch of industry can be located in the west of the Rohtak-Narwana railway line. Residential areas have grown on all the roads of the centre. An urban estate is also located in Jind.

Administrative areas are mainly restricted to the east, on the Jind-Gohana Road. Public Works Department, Rest House, Courts, Public Works Department office, M.G.O, District Jail also lie here. Canal rest house lies in the north. Police station lies in the old town. Bus stand lies in the east of the town on the Jind Gohana Road. Educational area

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BHIWANI
URBAN LAND USE

TOWN BOUNDARY
RAILWAY, BROAD GAUGE
RAILWAY, METRE GAUGE
CANAL WITH DISTRIBUTARY ROAD

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BUSINESS AREA
INDUSTRIAL AREA
PUBLIC SERVICE AREA
EDUCATION AREA
RESIDENTIAL AREA
RECREATIONAL AREA
ADMINISTRATIVE AREA
OPEN SPACE/ARABLE LAND
are few and scattered. Public service area too are scattered. Open spaces are available in both the north and south of the town. A small tourist resort has been located in the town.

At present the town has planned additions which reflect an east-west look and features of group two towns discussed earlier.

Bhiwani before partition was surrounded by an old wall with 12 gates, now in complete decay. It was a small indigenous town. The old town as it is referred to now, is congested and vested with narrow streets. Earlier it was dotted with old ornate buildings with orient domes or Rajput style pavilions. The doorways were carved in wood and almost as high as castle gates. The residential-cum-commercial area was located here.

The post partition expansion has taken place mostly along Hansi road and various residential colonies, educational technical institutions and public service areas, have come up along this road.

Efforts to improve the lay out of the town were made especially after 1972 when the town assumed a status of being a district headquarter. Various development schemes are being formulated and executed successfully within the congested and built up area of the town. Today the town of Bhiwani gives an impression of a compact urban settlement with a ring road around.

The commercial functions of the town are still concentrated in the central area of the town, which is very congested. The retail trade is confined to the congested market located in the old town. A whole sale market had been set up on the Loharu road, which seems to be a demarcated commercial area. The industrial area is located outside the walled town in the west and east of the town in the form of a demarcated area. Some

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industrial activity can be seen on the Hansi Bhiwani Road. Initially the town was expanding in the western side along the railway line due to the textile mill, which formed an important nucleus of industrial growth in Bhiwani. After partition in order to give fillip to the economic base of town, the department of urban estate Haryana has recently floated an industrial colony on Rohtak road with the number of incentives. A vegetable oil factory, a condensary and another textile mill are the new industrial force being set up at Bhiwani. New colonies have developed after partition and this can be noticed on all sides of the town outside the walled city. An urban estate has also been set up by HUDA

Administrative areas are mainly in the north of the town where the Mini Secretariat is situated. The Public Works Department Office, Municipal Committee Office are in the core of the walled town in the extreme north of the town on Bhiwani Hansi Road. Educational area are mainly found both within the walled town and in the north side of the walled centre. Public service areas are on the Bhiwani Maham road in the east while the Civil Hospital lies in the west. Police Station, Jail, and Rest house are located in the north east of the town. Post office lies in the walled town. Specific recreational area is located in the north and south west of the town. Arable land is present on all four sides of the town. A small tourist resort has also come up in this town.

The town is no longer confined within the old walls. It has come up with modern extensions and like other towns exhibits mixture of east west morphologically and features of category two type.

Rewari was a very small, indigenous town before partition.15 The earlier town was bounded by a circular road. The commercial area of the town was located on the circular road mainly in the north east and west completely mingled with the residences.

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After partition land was allotted to the refugees and new colonies sprang up in the north west and south outside the circular road. The formation of Haryana in 1966 led to further development of this town as it was one of the 18 regional towns envisaged in the regional plan, to balance the development of the region vis-à-vis the Delhi metropolis. The town has since added on new markets, grain market is located near Jhandha chowk, vegetable market is near Gunj, timber and stone market are on Jhajjar road and all these areas are in residential areas. A well defined, though small, industrial area can be seen in the south of the town with some small pockets of industrial activity outside the circular road. The suburb on the other side of the railway line comprises of the Railway Colony, Rampura and Qutabpur village.

An administrative area is located in the south of the town out side the circular road - M.C. office and Court lie here, HSEB office lies in the northern central part of the town, while educational areas are limited and scattered. Public service areas are distributed all over the town, Post Office and Hospital lies in the north, Bus Stand is in the south and Police station is in the core of the town. Recreation areas are situated in the south and southwest in the form of a small pocket outside the circular wall and has a lot of open space around it. A minor tourist resort can also be located in Rewari town. Religious buildings cover a sizeable area in the form of worship places and a holy tank, namely Teja Singh Tank is also present in the town.

Rewari is well connected by a rail network as five railway lines merge here from different directions and a number of roads radiate from different points on the circular road to Delhi, Jhajjar, Bawal, Mehendragarh, Narnaual and Jaipur. It can be easily concluded that the town was indigenous in the pre-partition period and had development of planned areas like Model Town and Industrial Areas in the post 1947 phase the town's
main feature is the growth on all its link roads, as in category two towns described above.

In the third category are partially planned urban centres like Kalka, Yamunanagar and Sirsa which emerged as planned units initially but followed a haphazard path of development at the later stage to create a distinct category of urban centres having a planned core but unplanned periphery. Kalka was planned as a new town during the late 19th century when the British Government established military cantonments in the Shimla hills at Kasauli, Dagshai, Jutogh, Sabathu and Shimla.\textsuperscript{16} It was felt essential to create a transition centre near the foothills for a regular supply of food and other articles to the army cantonments and thus, Kalka town was born to provide these necessities to the hills, as well as hill products to the plains. By 1894 Kalka served as a multifunctional centre - military station Parav and transport centre. The narrow gauge railway line was completed during 1903. The period between 1912-1940 can be termed as the golden era for the growth and development of the town.

During this period construction activity was prominent residential and commercial structures came up, railway station was re-modeled in 1927, Railway Workshop, Civil Hospital and Civil Rest House were built on the Railway Road and the Railway Colony was started in 1935. The built up area extended up to railway line. Lower sarai was situated opposite, Police Station. The major construction took place around the original nucleus of Kalka. Upper Mohalla become the congested part of the town. New buildings were added on the existing agricultural land showing the encroachment of urban area over agricultural area. Most of the extension took place on

\footnotesize{\textsuperscript{16} Study is based on Special Survey Report on Selected Town Kalka, Census of India 1971, Haryana Series-6, Part VI-B, 8-10, 12, 14, 15, 17-20, 22 and Map of Kalka Urban Landuse from the Town Directory of Haryana 1971.}
the west of the main road in the present Kurali Mohalla. The street pattern of Kalka before partition exhibited a remarkable blending of the indigenous and European traditions. Britishers took keen interest in developing the town because of their own motives. The land was allotted after the cutting of plots and the layout of streets was devised in a preconceived order. The streets falling in upper Mohalla, Dhobhi Mohalla and Mohalla on the eastern side of main bazar are straight and broad giving a look of a planned town. Again the streets in Railway Colony are well laid broad and straight. However, the streets in Kurali Mohalla, Khatik and Handian Mohalla which had unplanned development were narrow and crooked. The streets in the residential areas were mostly either katcha or stone paved, a typical trait of a foothill town. Unmetalled roads were restricted to the periphery of the town or the southern extension of the railway colony.

Kalka become an important business centre, as vaish migrated to this town. In 1924 Municipal Committee was established. In the field of education the school at Sanawar and Chail Sainik school increased ‘the glory of the town’. During 1947, Kalka experienced an exodus of Muslim population and in-migration of a considerable number of refugees in Khalil Gali, Kasab Mohalla and other parts of the town. The town become a part of Haryana and a Tehsil Headquarter which also accelerated its growth.

In the present layout of the town, the Ambala – Shimla road forms the vertebral column of the entire road pattern of Kalka and passes through the main bazar. The road lacks side walks and is marked by projecting open fronts of shops on both the sides. From Gandhi Chowk stems the railway road and a little beyond the railway crossing, emanates the goods road. In addition to these two roads several other streets shoots off from this road. At the northern end, the main bazar road prongs into the Kasauli - Shimla
road. The Railway Road is an important sub-artery that links the town with the Railway colony. This road is crowded by Government buildings such as the Civil Rest House, Civil Hospital, Tehsil Office, Station Master's Bungalow and Bungalows of Railway Officers. The goods road, the second sub-artery starting from the railway crossing goes upto the railway station. Besides the Ambala-Shimla road, the railway road and the goods road, all other roads in the railway colony and military area are metalled. The majority of the internal streets are brickpaved. This is to be a recent improvement brought by the municipality.

The main bazar is the core commercial centre, the upper rooms in these buildings are utilised for residential purposes. In areas away from the core, an appreciable degree of functional differentiation can be noticed as in the Railway Colony, Military Area, agricultural area and even in many mohallas, which more or less are purely residential in character.

The main business shopping area of Kalka is located in the upper bazar. Gandhi chowk lies in the heart of this area. This business centre extends upto the Municipal Committee Office in the upper section and to the Government Higher Secondary School in the lower section. All the main roads of Kalka town converge in this section so it is accessible from all parts of the town.

The railway road forms the western extension of the central business of the district i.e. Gandhi chowk. This centre has come up after the partition of the country. It has a natural existence which can mainly be ascribed to the bus stand and proximity to the railway station.

The lower bazar deals with whole sale business and is situated in the proximity of railway station and close to the main shopping centre it enjoys the ideal situation in the
town. Not many new markets have been set up in the town due to lack of expansion in commercial activities and decrease in volume of transaction both in hill and plain products. The development of Chandigarh has also eliminated the traders settled in Kalka.

The urban land use of Kalka town do not apply to its internal urban structure. The original business area has actually shifted from its original Shimla road, to its present Gandhi Chowk. The idea of a business zone is rather inapplicable to Kalka and the classification of middle class and high class residential areas is rather absent. The areas of low class residential houses are scattered at the periphery of the town, a typical village trait.

To conclude, we can say that Kalka began in a planned manner but later on it became an unplanned town. It has now been classed as a semi-planned town of the third group.

Yamunanagar has been developed as an ancillary town to Jagadhari. In 1925 Jagadhari Municipal Committee refused permission to establish a paper mill in the town instead it permitted the setting up of such an activity beyond the municipal boundary of the town to avoid congestion and smoke in the town. A few years later a sugar mill was permitted near the paper mill and the railway line to facilitate the transportation of machinery raw material and finished products. In due course these mills built staff quarters in their respective areas. These two mills therefore, laid the foundation of modern Yamunanagar. In 1935 some of the forest lessees settled here since it was convenient to get the timber. They also set-up a few saw mills. Thus, before partition

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Yamunanagar consisted mainly of Jagadhari railway station, Yamunagali, some areas near fire brigade and a part of Jagadhari road which went up to paper mill. Before partition Yamunanagar was a small planned unit in the vicinity of Jagadhari.

In 1947 large number of displaced persons from Sargodha District of West Pakistan came and settled in this area. In 1951 Abdullapur village became a town named Jamunanagar, which later changed to Yamunanagar. These displaced persons were temporarily accommodated on the outskirts of the town i.e. the new camp of Tilak Nagar. Later on colonies for displaced persons like Model Town, Model Colony and Rampur colony were built. Due to the influence of displaced industrialists from Sargodha and Jhelum districts and timber merchants many new concerns sprang up. The development was encouraged by the Chief Minister by giving loans and concession. In 1960 he gave the town a major face lift. The formation of Haryana gave an added fillip to this town. The town expanded towards north towards Jagadhari and west to the Jagadhari Work Shop Railway Colony. In fact, there is hardly any physical barrier between these two towns. The entire complex is a part of Yamunanagar – Jagadhari standard urban area.

The town is rectangular in shape, and is cut into two by the Jagadhari road. In the east and in the south east the town is bounded by the western Jamuna canal. On both sides of the Jagadhari road at right angles, some roads go to the interior of the town. In the interior of the town the roads run parallel to one another. Deviations from this pattern are seen in the comparatively new colonies like Model Town and Model Colony. These deviations are due to parks, grounds and other vacant spaces. For example in model town there is a big park called Nehru Park whose western boundary is circular in shape and so the road by its side has assumed circular shape.
Jagadhari road is both commercial and residential as there are shops on the ground floor and residence on the first floor on both sides of the road. After partition that section of migrants who were primarily shopkeepers opened shops particularly on Rador road, Saharanpur road and Work shop road. The Municipal Committee too, built markets like New Market, Gandhi Market, Joginder Market and Anand Market. There is no ethnic concentration in any ward of the town. Gobindpuri is the only slum with kucha and unplanned streets, scattered kucha houses devoid of basic amenities like tap water and electricity etc.

Industrial area in the town is in the east and west. Gopal Paper Mill and Saraswati Sugar Mill are located in the residential area. However, as the number of industries started increasing, the Municipal Committee earmarked some areas on the western side of Jagadhari road and on the southern side of Model Town for industries. The saw mills however, are concentrated on Saharanpur road.

The growth of the town and establishment of industries necessitated the opening of some offices in the town. The Labour Officer, Factories Inspector, District Industries Officer, Income Tax Office, Yamunanagar Municipal Committee and the Improvement Trust Office, Indian National Trade Union Congress and All India Trade Union Congress were opened in Yamunanagar and located all over the town. Educational areas, though few and public service areas were also scattered over the urban centre. Yamunanagar also has two cinema houses and a small tourist centre.

The migration in the wake of partition and subsequently due to the starting of small industries and the flourishing of timber trade boosted Yamunanagar’s importance and by now it has outgrown the earlier town of Jagadhari both in size and in population. Like Kalka, Yamunanagar town is different from other categories of towns as it did not have any existing old town but came up as a planned unit. However, Jagadhari which is
now a part of this town is totally unplanned and a number of unauthorised constructions have emerged in Yamunanagar also. This town can be classified as a semi-planned town of group three.

Another town in this category was Sirsa. This town was founded by Captain Thorsby who laid out the existing town in grid-iron pattern. Sirsa is the only important town situated in the extreme west of Haryana state. Before partition the town was a part of Bhatinda district. Sirsa town comprises of an old planned town, which had a traditional system of retail and wholesale shops along the main roads.

After partition and especially after the formation of Haryana this town gained importance. It became a District Headquarter in 1975 which gave additional fillip to its growth. A new mandi township, railway colony and new constructions came up. There are two existing commercial pockets in the town namely the new grain market, vegetable and timber market. The development of new mandi township, an integral part of the planned town have shown diversion from the traditional system with the establishment of an independent and full fledge grain market with modern amenities.

Sirsa and Bamboor Miners, Irrigational Channels, encompass the town from the north and north-west. Air Force Station (Prohibited area) is adjacent to the town towards its north west.

Industries are scattered throughout the town but the main industrial complex is in the west and north of the town due to the existence of industrial areas of the new mandi township and concentration of large number of industries along Dabwali Road also has the water works. Some more industrial areas have been provided after 1966, one is on Sirsa-Hissar road, the other on Sirsa-Rania road. Bus stand is located on the National

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AMBALA CANTONMENT
(FUNCTIONAL AREAS)

BOUNDARY, TOWN
RAILWAYS, BROAD GAUGE
N A LA

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

HOSPITAL
COLLEGE
BUS STAND
REST HOUSE
MC OFFICE
LIBRARY
Highway No.10. Residential areas are seen on all four sides however compared to the other three sides of the town the growth in the south is rather limited. A new urban estate has also come up in the town.

Administrative areas are mainly located on the Ellanabad Fatehabad road. The Sub Jail, Deputy Commissioner Office and Courts are located on National Highway No.10. Major projects like Mini-secretariat Complex, Stadium Complex, Civil Hospital and other public service areas are scattered over the town. The Police Station, the Municipal Committee Office and Post Office lies in the centre of the town. Education facilities are located in the west of the town and include a Government Polytechnic ITI and another college. Recreational areas are located in the north of the town in the form of small pockets. A small open space in the town can be seen in the south. Sirsa also has a minor and tourist resort.

The overall picture of the town presents a partially planned look with some unplanned haphazard sectors. However, mingling of various areas is noticeable and Sirsa can be classified as a category three town.

Some of the towns reflect an almost completely planned lay-out – as in Ambala Cantonment, Nilokheri, Ateli and Jakhalmandi, thus creating a separate category of towns in the state.

Ambala Cantonment was established in 1843 although the earlier choice was Karnal. On account of the prevalence of malaria, the troops were marching to a place near Sirhind which had been selected as a possible site for the new cantonment. After two and a half days, it was decided to turn the scales in favour of a cantonment at Ambala. The new cantonment came up as a planned urban area with concentration of the

TOWN BOUNDARY
RAILWAY LINE BROAD GAUGE
NATIONAL HIGHWAY
ROAD
NALA

NILOKHERI
URBAN LAND USE

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

F.S.O. - ... FOOD AND SUPPLY
commercial area in the south of the town and a small industrial area on the Ambala–Yamunanagar road. The residential area lies mainly in the south of Ambala–Yamunanagar road and also on the south of Delhi-Chandigarh road. However, this area is not very well defined. There is a lot of administrative area in the town which can be seen in the north of Ambala-Yamunanagar road. Educational area also lies here. Public service area and recreational are somewhat scattered. However, the town depicts the grid iron pattern of roads. By and large, the town is fully planned and modern with well defined areas which perform the various functions of the town.

Nilokheri is another planned post independence town, on the Grand Truck road. A vast stretch of swampy Jungle covered with dark trees and bushes under growth was offered by the Punjab Government to Government of India for resettlement of refugees uprooted from West Pakistan. Soon a township came into being inhabiting an industrial community working on a pilot project.

Nilokheri town ship is to a large extent planned. There is no congested core, narrow lanes or zig-zag streets. A small round nucleus from which a number of roads radiated forms the core of the town. In the north and east of the town are open spaces in which business areas are located. The main concentration of the industrial area is in the north of the town. Though we do find little industrial area in the south as well. A large portion of land in the north east of the town is utilized for educational purposes and the Government Polytechnic, Government School and few other educational institutions are situated here. Residential areas are located on both sides of the town. All the residential areas look planned with a small commercial area (market) attached to them and showing radial pattern of road on the west side and grid iron pattern of road on the eastern side.

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Administrative areas are in the northern central part of the town with the BDO Office, State Bank of India and Public Works Department Offices. Public service areas are scattered in the town. Nilokheri reflects a planned lay-out and specific land use.

Jakhalmandi is another town which is fully planned.\textsuperscript{21} This is again a post partition town. The developed town is in the form of a rectangle where we find well defined commercial area in the south of the town. There is a small industrial area in the east of the town. Residential areas are mainly in the south-west and north of the town. A well defined administrative area is located in the east. Educational areas are in the south east of the town. Public service area lies in the north-west of the town. A well defined recreational area can be seen in north. Bhuna munar is the open space/arable land of the town. Overall the town gives a planned look with grid iron pattern of roads and specified land use.

Ateli is a fully planned town of Haryana.\textsuperscript{22} A chowk with four intersecting roads at right angles forms the core. The commercial area are located along these four roads. There is a well defined industrial area in the town which is located in the north-west of the town. The residential area can be seen on all the four sides of these roads which converge in the town. This area is also planned and shows grid iron pattern of roads. Well defined administrative area can be seen in the north east of the town near the Narnaul-Rewari railway line. The recreational area is located in the south of the town. A well defined public service area can also be located in the north east of the town, while the educational area lies in the south of the town and is well defined.

\textsuperscript{21} Map of Jakhalmandi, Urban Landuse\textsuperscript{\textregistered} Town Directory of Haryana 1981.
ATELI TOWN
FUNCTIONAL AREAS

BUSINESS / COMMERCIAL AREAS
AREAS FOR ARTERIAL FUNCTIONS
INDUSTRIAL AREAS
PUBLIC SERVICE AREAS
EDUCATIONAL AREAS
RECREATIONAL AREAS
RESIDENTIAL AREAS
ADMINISTRATIVE AREAS
ARABLE AREAS
AREAS FOR FUTURE DEVELOPMENT

BOUNDARY, TOWN
RAILWAYS, METRE GUAGE

M.C.O. ... MARKET COMMITTEE OFFICE
B.E.O. ... BLOCK EDUCATION OFFICE
The town Ateli is situated on Rewari-Ajmer railway line. This urban centre gained importance due to its grain market and slate stone hillocks. On account of the abundance of slate stone in the hillocks of Bihali and Bajar, a slate factory is being run here. The slates are supplied to other parts of the country and even to some foreign countries. Ateli is an illustration of a fully planned and modern urban unit of the post independence phase.

Thus, the urban units of Haryana reflect greater similarity in urban layout having linear growth towns, convergent growth planned core with unplanned periphery and totally planned urban centres. The towns of Haryana seemed to have skipped a stage or phase of urban growth and have developed more on planned, modern lines in recent times. The degree of urban growth also seems higher in this state compared to the Punjab which had achieved greater urban development in the previous pre-partition phases.

This overall pattern of the region also shows some continuity when viewed from the urban experiences of the two states – Punjab and Haryana – located in the areas of the pre-colonial province of Punjab. In the urban centres of both political units, linear – ribbon like growth is visible in those towns located on the main highway, specially on or close to the GT Road. Planned new towns were also laid out in the two states, as illustrated by Mohali in Punjab and Panchkula, among others, in Haryana. The old town-core, of narrow zig zag lanes, co-existed with planned and unplanned suburbs which developed in the post 1947 period. In most towns functional zones intermingled though some specified land use can be seen. There are however, some variations in the internal pattern of towns and cities in both these states. In comparison to the Punjab, Haryana does not exhibit any unidirectional linear growth in towns, on the other hand
development on all the converging link roads is quite obvious. The group of planned
towns with unplanned periphery is also absent in the Punjab. On the whole, Haryana
reflects a larger number of planned urban units when compared to its neighbouring state,
Punjab.

The towns in both states however, seem to follow the generalizations of urban
development in recently urbanizing countries. The city in the newly developing countries
is a study of contrasts of old and new, survivals of a rural past and innovation from the
west.23 The Indian urban experience exhibits a juxtaposition of small area-high density
area i.e. the old town, and low density-large areas, of the new planned areas. The old city
matrix stands in sharp contrast to the channels on the new grid iron pattern. Land use is
highly mixed, industry is located everywhere, though at times in demarcated zones,
distinguishing commercial use from that of the ‘western’ city. Railway arenas are almost
always located outside the central core and on the periphery are temporary settlements or
bastis. The internal patterns are the result of no control or zoning or limited check to a
large extent.

In conclusion, we can say that the concentric zone theory of Burgess, sector
theory of Hoyt and Multiple nuclei theory of Harris and Ullman, to say the least were
area specific and do not help in evolving a fuller understanding or theory of urbanisation,
in the towns of Punjab and Haryana. A close examination of all these approaches reveals
that they do contain a considerable amount of truth but neither one can be universally
accepted and can claim wider application in case of growth of the towns of these two
states. Infact these approaches can be viewed as different hypothesis to be empirically
tested. Instead of testing one of these hypothesis at one time, the need is to test several

hypothesis together.24 The concentric theory of Burgess and the sector theory of Hoyt are not at all applicable to our area and period of study. However, the multiple nuclei theory is to some extent applicable on some of the towns of the region in a limited way. The morphology of the urban centres in this part of the country seem to have skipped some stages of growth when compared to western urbanization.25 Growth in the towns and cities of Punjab and Haryana is haphazardly chaotic and requires serious attempt to urban planning and regulation. The urban population in an area provides a new and varying ecological matrix for social economic and cultural characteristics which in turn transforms the structural/functional features of the towns and gives it a new configuration, as seen in the morphological changes in the towns.26 There would be several factors responsible for this change.