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CHAPTER 4

URBAN STRUCTURE OF BARABANKI CITY:

Every human agglomeration or settlement has some function to perform. A city may have many functions carried on within it. Urban structure is an arrangement of land used in urban areas. Urban structure can also refer to the urban spatial structure, which concerns the arrangement of public and private space in cities and the degree of connectivity and accessibility. The continually changing face of the city all over the world is the focus of study in urban geography. The urban geographers' approach is to study the urban places from two points of view. The first approach undertakes to study the size, function, growth rate and tributary area etc. of cities in general fabric of settlements. The second approach deals with the internal structure of cities where the focus of study is on the factors like the layout and building, the character and intensity of land use and the movement of persons and goods between various functional areas. The city, thus, has a two-level existence. Firstly the settlement in a particular region, it contributes to the character of the regional geography and in turn also takes some of the characteristics of the region. Secondly, it has an existence for the people inhabiting it as a settlements.¹

Besides being a compact settlement of mostly non-agricultural people, the town is also a collectively of building meant for different purposes. The spatial structure of the town is the resultant of three forces of attraction and integration, of dispersion and disintegration, and of spatial differentiation.²
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The first two forces generate vertical growth and horizontal expansion. The third force results into the segregation of building, persons and activities. With the age and growth of landscape, the spatial structure also changes in consonance with the land use. Any change in economic and social conditions, caused either by political or natural forces, also brings about a remarkable change in the land use pattern. Sometimes the changes are so adverse that they start posing problems of various kinds instead of facilitating urban functions. Since pattern of land utilization is of paramount importance in urban activities, it becomes imperative to define and develop a systematic and comprehensive policy.

The rapid pace of rural-urban migration has led to the growth of urban areas at a very fast rate. This has made the study of urban areas an important branch of geography. Population is thus an important aspect of urban centers. But site on which urban population is concentrated is also one of the most important aspects of an urban center. Thus the study of land use in urban areas has become an important branch of urban geography. Land use is the use made of the land by man. It is a term commonly used to refer to the spatial distribution functions in a given area.

There is a marked difference in the types of land use in rural and urban areas. Build-up land is one of the minor uses in the former and non-build up land occupies the same position in the later. That is to say, build up land, which includes residential, administrative, institutional and transportation land, is more prominent in urban areas. But non-build up land including forest, grass land, orchards and different types of agricultural and fallow land, is more significant in
rural areas. The proportion of build up land is expected to be much higher than non-build up in urban areas while reverse is the case in rural areas.

An urban center performs several functions such as administrative, residential, recreational, commercial, educational, transportational, medical etc. These functional activities are main reasons for the growth of urban center. These functions give the birth to different land patterns which bear intimate relations with the natural surrounding and show how far man has been able to make the best use of the various opportunities offered by the landscape. In this way the study of land use holds a very significant place in urban area. Urban land use also determines the level of the growth of an urban center.

4.1- Morphology:

"As geomorphic landscape is a function of structure process and stage, the geomorphology of a town is the function of site factors, historical vicissitudes, impact of successive culture and economic setting and development."

Morphology means the exiting layout of the town. It includes all those features that determine the existing layout of the town. Thus, the ground plan external outline and internal arrangement of streets and building, etc. the building structure, i.e., the dimensions, forms and materials of building, the street pattern, the functional structure, the physical and man made characteristics of the sites, the historical background, the skyline, the green spots, the waterbed, the physical and cultural dominance and indeed all the element of the urban landscape are important components of the urban morphology.
In morphology of a town two aspects are studied. The first aspect is the structure of a town which means the skeleton as shown by road and street and various types of land uses filling this skeleton and interacting with each other in various functional patterns. This aspect includes density of houses, buildup area, accommodation density and structure of buildings, the second aspect includes the factors that are responsible for diverse structural patterns within the town, thus, it analyses the forces and processes which act and interact among themselves to produce these structural systems. Urban land is used by various functions in different ways. As such different land uses appear on the urban landscape. As different functions are interrelated different associations of land use emerge. This process makes morphology of a town always dynamic. In spite of this, urban places always show some distinct structural areas arranged by an integrated system of locational relationship and associations. Thus, the entire subject covering the functions and forms of an urban area makes the subject matter of an urban morphological study.

4.2 Morphology of Indian cities:

Unlike other British colonies particularly in Africa, towns and cities did exist in India before the advent of Europeans. However, European also developed new settlements on the Indian soil. They were the hill stations, administrative posts, railways towns, and garrison towns. These settlements in due course of time became integrated with the existing settlement fabric and became sizeable as well. But, in any case, these settlements were urban facilities and connected with road, railways and sometime also with the airways.
The model of the morphology of the Indian towns and cities is different from the above. The original nuclei of the urban settlements were temple, fort, palace, permanent source of water or a place of some importance. Chowk, which does not exactly fit in the western concept of central business district or down town, has been an essential part of such centers. Business functions are dealt in this area. It is also used for residential purposes. In the wall towns; this zone generally within the surround wall of the old city.

With the growth of population, the demand for additional space for accommodation became necessary. Hence new residential colonies grew up around the old city. These colonies were better planned and spacious. The colonial administration made certain changes and additions to the earlier urban centers. The introduction of railways from the mid of the last century was a common feature. The railway colony, railway club and institute developed around the railway station. Further, the railways line became a dividing line between the old city and the newly developed area by the colonial administration civil lines, courts, jail, cantonment and institutes were on the other side of the railway line. With the passage of time both the settlements became integrated and formed one urban complex.

4.3- Outer shape:

The external form of outer shape of the built up area of a town depends on several factors. These factors may be classed a natural and cultural. The natural factors include rivers and topography. "Location topography and site conditions play a very important role in forming the outer shape of a town." River appears to
have played a very important role among the natural factors. There are a number of towns whose external shape has been determined by large rivers with their highly defensible, stable and flood-free banks. Topography also has some bearing on the outer shape of the town. The cultural factors consist of historical and existing features of the site and environment. The historical factors include forts, old market places, town walls and old routes and the existing features include market places, roads, railway station, administrative offices, military cantonment, mining and industries and deliberate planning.

The outer shape of Barabanki has been determined both by natural and cultural factors. The natural factors include river and topography. Toward the west it is restricted by Rathi River. On its southern portion its shape is guided by the undulating surface due to presence of water course.

The outer shape of Barabanki has been influenced largely by cultural factors which include railway lines, roads, and cantonment. The town has developed on the southern edge of national highway 28. It took a linear shape extending from west to east, parallel to the national highway. The construction of railway line encouraged the linear pattern of the town. Settlements sprang up on both sides of the railways line. The expansion of the city is mainly restricted by the presence of cantonment in the north western part.

In due course of time the town began to expand both towards the west and south. The town which ran from west to east took a star-like shape. This shape has been influenced by the expansion of the town along Lucknow- Faizabad road.
Dewa road, Haidergarh road. Although this shape is still developing, it is likely to take a concrete star like shape in near future.

4.4- Internal Layout:

The internal geography of a town is full of interest and significance. The internal pattern of the town gives a full account of characteristics of functions in the area. This internal pattern of the town includes the physical form and arrangement of the spaces and buildings that compose the urban landscape. It includes street pattern, density of houses, accommodation, build up land, sectors of growth and change.

4.4.1- Street Patterns:

The morphological structure of a town is reflected by its street pattern. In general the street pattern of Barabanki is irregular and narrow. In the beginning one or two roads were made from the nucleus diverging in different directions and then the habitation bounds to extend along these roads. The roads serve two purposes: firstly, they are highway for traffic; secondly, they divide the sites for buildings.

The haphazard development of roads without any planning has been the main factor responsible for the present traffic problem. The condition of roads is worst in central part which has been the old nucleus of the streets are very narrow with a number of zigzag lanes and bye lanes. In the central nucleolus the houses were constructed before the construction of roads. These houses were very compact and encircled the central nucleolus. The streets were constructed keeping in view the volume of traffic in those days. But with the increase in population the
volume of traffic also increased and the roads were not able to cope with it. The over-crowding made the streets narrower and more irregular. The irregular street pattern is also the result of successive assimilation of different cultures in the past. The general absence of planning was also responsible for irregular street pattern.

The newly developed area has been established according to planning standards. Hence these areas present different street patterns. These areas have wide and straight roads. A rectangular street network has generally been followed.

Analysis of figure 4.1 shows that the whole town does not contain a single pattern, but is a combination of several arrangements. The main roads of Barabanki are linear in pattern and act as the backbone of the town. K.D. Singh Road, RajKamal Road, Station Road, Kotwali Road are this type of roads which radiate from centre of the town. All along these roads houses have been built and have followed the same pattern. The meeting point of these roads has given birth to a triangular street pattern in the center of the town. Then roads have joined each other in a haphazard manner, but in general they give a triangular pattern.

In the civil line area and railway colony the streets form a rectangular grid pattern. A vast area towards the south has this type of road. In this area most of the small street joints the main road at right angles. Company Bagh area also has this type of road.

On the basis of this pattern Barabanki can be divided into four well marked zones. The first zone is the densely build up city center which is characterized by business area along the roads and residential area in the interior.
Barabanki City
Road Pattern

Legends
- City Boundary
- City Roads
- National Highway 28

Figure A1
It has always acted as a centripetal force, due to which all the lanes and streets terminate here. The street system is a mixture of both radial and triangular pattern. This is the most congested area of the city which is served by dense network of Narrow Street and lanes. It is situated towards north of national highway. The same type of roads and street have found in Pirbatawan area. Here the lanes and bye lanes are narrow and zigzag and have both linear and triangular pattern.

The second zone consists of the areas in the middle zone surrounding the city center. In this area residential character predominates with an overlapping of business center in some localities. This zone is well linked with the center but the roads are not wider than those in the inner zone. They are, however, more straight and cross each other at right angles.

The third zone contains the railway colony, civil line area and recently developed planned colonies. It is characterized by wide roads crossing each other at right angles. The Police line and Company Bagh areas are the best example of rectangular street pattern.

The fourth zone covers the sub-urban zone where rural character dominates with large areas under cultivation or market gardening. The northern, eastern and southern parts of Barabanki may be included in this zone where the street are wide but generally unmetalled or in poor condition.

4.4.2- Density of Houses:

Barabanki has 11163 occupied residential houses over all an area of 3.63 sq. kms. Thus the over all density of houses is 3075.21 houses per sq. km according
to 2001 census. But this density does not give the real picture of the pattern of houses within the town limit. The city is divided into 25 wards over which the houses are unevenly distributed. The small ward, i.e. ward no. 5 has the highest density. The second smallest ward i.e. ward no. 24 ranks second in the density of houses and third smallest ward i.e. ward 25 ranks third. Similarly the largest of the wards, i.e. ward no. 7 has a very low density of houses per sq. km. the second ward, i.e. ward no. 12 has the lowest density of houses per sq. km. This shows that houses are distributed very unevenly throughout the city.

4.4.3-Built-up Land:

Built up land means the land that is settled. This type of land includes residential, commercial, industrial, institutional and administrative building. It does not take into account the open space, agricultural land, orchards and water bodies which are called non-built up land. Built up land throws much light on the morphology of a town as it shows the congestion and openness of the urban land. On an average 65% of the land of Barabanki is built up. But percentage of built up land varies in different areas of the town. In the main bazaar (Ghanta Ghar area) almost the entire land is build up. The proportion of built up land is also very high in the Begumganj, Satya Premi Nagar areas. From this center the proportion of built up land decreases in all directions, but the decrease is more pronounced towards north-east, south-east and south. The central part of Brabanki is the highest build up area where more than 80% of the land is built up.

A study of the built up land of Barabanki shows that it is similar to the density of houses and accommodation density. All these three aspects of urban
Morphology show that this town is congested in the main bazaar area. The congestion gives way to open land outside this area. The areas lying towards the north-west, south and south-west are more open.

4.5-Morphological Zones:

On the basis of the above analysis four morphological zones may be easily distinguished in Barabanki. There are the main bazaar (Ghanta Ghar), civil line, new developed colonies and the outer zones. The main bazaar lying in core of the city forms inner zone. It is characterized by congestion with predominantly commercial functions. It has very irregular form. It consists of narrow streets, crooked lanes and congested houses. Streets are the main artery of movement within the town.

The second zone consists of the Civil Lines including the Begumganj, Nehru Nagar, and Company Bagh. It is the middle zone of Barabanki. It has more open space and it is mainly a residential and administrative zone. The civil lines together with the police line are well built in respect of roads and houses but they do not conform to any standard plan. The new developed colonies consist of Thasil Colony ward (Lakperabagh colony, Daya Nadh Nagar) is planned area.

The outer zone is most spacious and residential cum educational in functional character. The newly built unit of Awas Vikas Colony is completely planned. It has roads of spider-wed pattern. The radial roads are inter-connected by a number of short distance roads. In the outer zone open spaces are different with agricultural and barren land in the south east and southern parts of the Barabanki.
4.6 - Basic Pattern of Land Use:

The internal structure of land use in a city is the product of the interplay of several forces operating for years. Normally the segregation and aggregation of different functions in a city are the result of a long period of its evolution. The old pattern is followed by subsequent development, because a complete change is difficult. That is why the basic pattern of land use remains the same with an exception of new additions. The core of the city which is the centre of all activities might have been the only built-up area centuries ago. It is a continuing factor in all subsequent development schemes and programmes.

Land economics is not the only determinant of its potential and actual land use. Very often potentially valuable land does not have the most intensive use. It reflects the cultural values, technological stage, the historical forces and the economic factors. This accounts for the patches of anomalous uses in otherwise homogenous situations.

Under such circumstances it is necessary to know the existing pattern of land use and the factors responsible before suggesting the planning of a town. Amongst the type of data required in town planning studies of urban settlements, land use information is the most frequently used and has the largest varieties of application. The existing pattern of land use in the urban area obviously provides the base from which a development plan is fashioned for future use of land.

Basically every urban centre has some definite pattern of land use. All towns have same similarities in the distribution of different land uses.
Generally the residential use is spread throughout the length and breadth of a town, while commercial, administrative and industrial uses are localized. Commercial land use is necessarily concentrated at the core of the built up area and along important roads. As regards the zonal distribution of commercial land use, some differences exist between the larger and smaller towns. In the larger towns there are more than one commercial nuclei while in smaller towns there is only one commercial center. This difference is mainly due to the difference in areal extent of their built up areas. In larger towns administrative land use dominates the peripheral areas while in smaller towns it is situated at the congested central area. Institutional land use makes distinct zones only in larger towns. Transportational land use is distributed throughout the town although certain areas specialize in this use. Open space occupies generally the peripheral areas.

All urban centers have some basic pattern of land use so far as the space of urban area devoted to different categories of uses is concerned. Generally open space which includes waste land, water bodies, agricultural fields and orchards, is the largest space occupant in all the towns. Next to come residential use which is most important among urban uses. It is followed by institutional and transportation land uses. The commercial and industrial land uses (except in case of industrial towns) are the least space occupant.

4.7- Landscape of the Barabanki City:

The culture landscape of a city is artificial landscape, which comprises the built up land. Human establishments and artifacts show the stage of the culture
of the inhabitants of the city. The population grows at a faster rate than the land area of a city. The land area per capita decreases with every new surviving birth. This land area is not that which provides man with food, but is that which gives a footing and provides a house. The growing population requires new building for shelter and other needs. In response to this need man spreads himself about the original nucleus, provided that no physical limitations obstruct him. The cultural landscape widens into the horizons showing grey buildings made of mud, thatch, brick, and stone, rising only a few feet high above the surface of the earth. But if man finds himself unable to spread in a horizontal or lateral direction he begins to climb higher into the atmosphere building several storeys one above the other.

The present area and extension of city may not be the same as it would have been at least a hundred years ago. Every human agglomeration starts from a single hut and family. The family grows into several larger families. The hut increases in number giving birth to hamlets and villages. These smaller settlements develop into towns and cities, changing their architecture from thatch and mud, huts and cottages- to brick and stone built houses and finally into concrete and steel built flats, bungalows and skyscrapers.

The city as we find it today, is what has come cut of the mixture of three establishments, one of the Muslim period of history, the other of the British Rule, and third of the post independence. The study of the existing pattern of the landscape of Barabanki is carried out by dividing the city into the following zones:
(1) **Old City:** The indigenous part is situated on the central location of the city. It is bounded in the east by Gulariya Garda and by Pirbatawan, in the north and north-west by Kailash Ashram and in south by the national highway 28. The old city forms a compact zone, with high population and shows characteristics of a prolonged and intensive land use. It is the principal commercial area of the city; cloth market (Ghanta Ghar), jewelry market and general merchandise shops are located in this part. There is one important road from Dhanokar square to city inter collage that transverse it in a west to east direction and is the chief line of communication. Several narrow lanes join it coming from the congested interior parts of the old city. Many roads are not accessible by any vehicular traffic except rickshaws. Road encroachment is a common phenomenon.

In this zone, houses are generally double storeyed along the lanes and tripled-storeyed along the important roads with little or no open space left around them. They are built mostly in old fashion, have a haphazard layout, and road frontage of them is small, and have an inadequate ventilation. Land along the roads is costlier as compared to other sites. Drainage in some parts is poor and the whole landscape presents a disgusting picture. No elements of a planned development are found in this part.

(2) **Civil Lines Area and Railway Colony:** The Civil Line area or British zone is characterized by almost complete segregation from the first zone. Its remoteness in earlier periods of ancient and medieval settlement speaks of the British intention of keeping a distance from the commonness and from the people to be governed. Civil Lines area is situated on west part of the city. This
is largely an old planned area. The houses in the Civil Lines are large bungalow type with open spaces and lawns for adequate fresh air and sunlight. Roads are clean and wide with few exceptions; the whole area depicts the sign of a better habitat. In Civil Lines Begumganj, Company Bagh, and Nehru Nagar are important localities. In Civil Lines area various government offices like the collectorate, the civil courts, election office, irrigation office, Degree College and various schools are found. The Railway colony has a planned layout. Low-income group occupies the small quarters, while large bungalows are allotted to the officers of railway department. The colony is planned with regularity in layout of houses and alignment of lanes.

(3) New Colonies and Peripheral Developments: To supplement the requirements of the rapidly growing population some new colonies and various markets were developed in the post independence period. In the northern part of new colonies are Abhay nagar, Durgapuri, sweepers’ colony (Balmiki Nagar). In western of part Thasil Colony, Dayanadh colony are established recently. Municipal Board colony also established recently near the Municipal Board office. In southern part, the new colonies are LakperaBagh, Laxmanpuri, Subash Nagar and Krishna Nagar. Most of theses colonies have developed as wedges along the major roads. Most of these areas were till recent past villages. Well outside the city limits and its infrastructure but then the sprawling city swapped their lands and occupations. Villages like Ramma, Paisar, Barail, and Faizullahganj witnessed in mute silence their transformation. Rectangular pattern of roads is generally found in these colonies. Houses are mostly well spaced with open fronts. These are mostly single-storyed semi-bungalow type.
houses. The three-storeyed constructions are very rarely found. Some retail shops of tea, cigarettes, confectionery and general merchandise etc., have grown up near the major road – crossing in these colonies to serve the urgent daily needs of the residents who go to the main city markets for their monthly and periodical purchases only.

4.8 - Land use Pattern of the Barabanki City:

There is no uniformity in the classification of urban land uses as adopted by different organization or individuals in different parts of the world. This is primarily due to the differences in the land use in different cities and it is also attributable to the difficulties in mapping various uses as well as to the purpose for which they are mapped. The types of land use in the Indian cities and those in the western cities are not spatially distributed in the same manner. The highly mixed land use in Indian urban areas differs markedly from the usual segregation of land uses in Anglo-American cities. This appears to be the result of a long history of compact development and continuing necessity of walking between places of residence and the places of work or enjoyment.

The four major land use categories in urban areas are agricultural, residential, commercial and industrial. Besides, transport and communication, open public spaces, and public building have been other land use categories recognized in American cities. Bartholomew first of all distinguishes two categories of urban areas: developed and undeveloped and he divides the developed areas into (a) privately developed, such as residential, commercial and industrial, and (b) publicly developed, such as streets and transport
property, parks and playgrounds, and public and semi-public property. Chapin categories urban land use into residential, retail business, transport and communication, industrial, wholesale and storage, public buildings and open spaces, and vacant or non urban use. Six land use categories were recognized in England, in 1950. There were residential, central areas (administrative and commercial), industrial, educational, open land and large establishments like the hospitals and cantonments. The major land use categories in Britain today are residential, open spaces, public building and institutions, industrial, commercial statutory undertakers, vacant and derelict building.

In India, the recognized land use categories are of two types the one category is used by the town planners, and the other by urban geographers. The town planners very often categorize urban land use into residential, commercial, industrial, transport and communication, public utilities, public and semi-public use, open spaces, agricultural, vacant land, and water bodies. In spite the marginal differences, the urban geographers; on the whole have recognized the residential areas, agricultural areas, open spaces, military lands, parks and playgrounds, commercial, administrative educational, industrial and burial grounds as the categories of land use.

The age and size of an urban area has a very close to its land use. The built up areas of Barabanki were always influenced by the historical and geographical factors. It witnessed unpredicted growth particularly since the beginning of the recent century. In the process of the growth of the built up area in the city, all the three traditional models of land use pattern are partly observed.
Many sociologists and geographers have tried to formulate theories about the spatial distribution of the functional localities in a city. All of them are based on the finding from studies of occidental cities. They are not applicable to an oriental city like Barabanki. The internal structure of the Barabanki city, the spatial distribution of its folks and functions – cannot be formulated as being governed by any theory of urban expansion. No concentric zones or sectors with particular functions are found in this city. It resembles, some how, with the ‘Multiple Nuclei’ pattern of ecology.

The interaction between various social and economic factors, precipitating through history has created the present functional pattern of the city. The weight of history has kept the city at a lower level of functional specialization and account for mixed land uses and for unlike activities being carried at one and the same place. On the other hand, the thrusts of social and economic forces have pushed the process of functional segregation a step further.

There are no compact zones; there are areas with dominance of one or the other function. The existing pattern of land use is described below in terms of eight land use categories (table 4.1). However, a more detailed land use with sub-categories based on Master Plan of city updated by the researcher.

(1) Residential Areas: It is a predominant function of any city. This function could be delineated easily on figure 4.2. However, in a city like Barabanki where the central part has buildings under multiple uses as residential, shops and small-scale industries, it is difficult to obtain net residential area. This part of the city mostly has dense irregular built-up area while in the middle and outer zone regular layout of houses with planned roads, lanes and by-lanes,
open space etc. are found. This use of land covers a little more than 46 per cent area of the city. As regards the spatial distribution of residential function, we find the whole part of the old city dominated by it. A special feature of this city is the presence of district offices, private company’s offices in the residential areas. So it is difficult to demarcate any prominent area, which is an only residential locality.

There are four important pockets of residential areas. The first of them is one in the central part of the old city nucleated around the wards of Saraugi, Rasoolpur, Bhitri and Qanungoan. The last one is the oldest Hindu quarter of the city. The second residential pocket is in the north-east of the old city, nucleated around to the Molalla’s of Pirbatawan and Katra wards. The third and the largest residential area is the north-west portion of the city. It comprises the wards of Durgapuri, Balmiki Nagar. The residential area of Gandhi Nagar ward now forming a part of this pocket was formerly a bit isolated from the city. The fourth and the only area, which is somehow extending in a planned way, is the south-western part of the city. Here the largest mohallah’s of Lakpera Bagh colony and Dayanadh Nagar (both in Thasil Colony Ward) and old residential mohallahs like Begumganj, Lajpat Nagar are situated. The modern development taking place in this side are in the form of Laxmanpuri, Krishna Nagar, Patel Nagar are purely residential areas in DeshraBagh ward and some locality of modern residential in peripheral of Thasil Colony ward. Here residential densities are moderate to lower. Awas Vikas Colony, which is not under the municipal boundary but this area, is only planned residential areas established in the last decade.
Similar residential pockets are found in the Civil Lines and Railway settlement notified area. They are scattered bungalows or police barracks. Railway employee’s quarters are also scattered in the northern parts of the city. All these areas present a quite different and distinguished scene from those of older city.

A few new residential localities have been established outside the administrative boundary, but within the geographical limits of the city. These new residential areas and the suburban residential villages may be developed to a very large extent. They shall help a lot to solve the housing problem. Another important feature of the residential areas is the communal pockets. Particular mohallas have particular religious or communal groups as their inhabitants. As the maxim goes ‘Birds of a feather flock together’ it is found that Muslims prefer to reside around some mosque, while Christians and Hindus live around church and temple respectively. In this city we find through its history that Hindus were settled in Qanungoan, where many temples were present. From there they spread in all directions and occupied a large number of mohallas of city as exclusively their residence. All of these mohallas are very densely populated. The Hindu, Muslim has a mixed type of residence all over the city.

The Jain community resides Saraugi ward, where big and very old Jain temple is present. The Christians resides mostly in the Civil Lines and near two missionary schools running in the city. Whereas Sikh community dominated in ward Lajpat Nagar where Guru Dwara is existed.
### Table 4.1

**Land Use of Barabanki City**

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<th>Land Use Functions</th>
<th>Percentage</th>
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<td>5.3</td>
<td>Police Station</td>
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</tr>
<tr>
<td>8.2</td>
<td>Graveyards</td>
<td>0.32</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

*Source: Town and Country Planning Department, Govt. of U.P.*
This communal disintegration of the residential localities of this city presents a clear result of religious, cultural and social differences of the inhabitants. The outer environment of these localities differ so much from one another that it can at a glance be noticed that a particular community. The density of Muslims dominated mohallahs is especially high. The manufacturing is mostly located in them as the artisans and the craftsmen are mostly Muslims.

(2) Commercial or Business Areas: In a city where large number of inhabitants live certain market places with both types of trade—whole sale and retail is establish. The city through its markets does not serve only its own population, but it also serves the smaller human groups, villages and towns of the neighborhood. Certain towns are only market towns, so marketing or commerce is an important function of this city. Most of the business and market areas fall in the central zone except a few other markets and one chief grain (of the distribution type) is located in Rashidganj inside the Qanungoan west ward. Barabanki serves as an important mandi and business center for the district. It has got a number of specialized markets for e.g., clothes, hosiery, machine parts, hardware, wood, automobiles and repairs. The market areas spread in all directions from the center of the following major roads, link roads and different junctions.
This category of land use covers 7.66 per cent of the city area. Figure 4.3 showing main business area from Ghanta Ghar to Danokar Chauraha in central part of the city. Beside this both side of Lucknow- Faizabad road (NH28) come under commercial use. These business roads possess a large number of retail and wholesale shopping establishments usually at the intersection of major roads, streets, lanes and by-lanes in all over the city. This central market areas of the city usually exhibits mixed and complex type of land use, which is characterized by comparatively tall building, high values and maximum concentration of people and traffic during daytime. Shops of this core area of the city are the smallest dimension probably to produce maximum return from land. Because of development of business among the chief arteries of the city (station road) form the shopping ribbons which deal both in consumer as well as shopping goods. Retail trade is carried on several shopping centers developed on crossing of few main approach roads of the city, where people from surrounding areas coming to the city make some purchases. These local business areas are Indira market, Nagar Palika Market, Janapath Bazar, which are located near the Municipal Board Office, and other areas on the station road.

(3) Industrial Areas: Barabanki though is not highly industrialized; it has got significant industrial activity. This category of land use covers 12.31 per cent of the city area. Most of the industrial units are located towards the Lucknow on NH28 and other industrial units are located on Dewa road. Some of these units are located outside the municipal boundary but within the geographical limits of the city. The New International Chemical Works Private Ltd is located close to the
railway station. There are dozen of Printing Presses, which are located scatter over city space. There are two ice factories in the city, which are located at Kailash Ashram and Katra wards respectively. Barabanki itself is a centre of weaving such as handloom industries, with over 9000 looms. These units run as household industries and located mostly on eastern parts of the city which is dominated by Muslim community. In this part of city living standard is very poor due to unhygienic conditions and over crowding. The whole area is devoted to cotton weaving with handlooms in the ground floor of almost every house. This admixture of cottage industry with residential quarters has future added to the congestion of the area. A household industry includes the residential houses as a traditional profession and as industries.

Among industries other than mentioned above may be Leather industry, Brassware industry, Lime Making, Carpentry, Tile making, Tobacco industry, Fire work industry, Bamboo and Allied industries, Pottery and Gold and silver Jewellery making (170 unite are located in the city) etc. These don’t exhibit marked concentration but lie scattered. In view of retaining the significance of Barabanki as an educational, cultural, administrative and religious center, it is essential to encourage large scale industries to grow.

(4) Administrative Areas: The city being headquarter of Barabanki district performs significant administrative functions. Besides this, offices of central and state are also situated here. This category covers 8.58 per cent of the city area. The figure 4.4 is showing administrative centers depicts a tendency that most of them are located in the western parts of the city.
This whole area is known as Civil Lines, which has nearly all of the important offices. Only Municipal Board office and few other district level offices are located in the central part of the city. A historical study of the shift of location of administrative centers makes it clear that the nucleus of the city has shifted toward the western parts of the city.

Municipal Board is the local self government. It has been established in a fine building in ward Begumganj in the city presently. The location of the municipal board is very suitable and a commanding one. It has also several octroi outposts, which are situated at the important roads inlets all around the city. The chief administrative office of the district is the collectorate. The block of buildings in which the collectrate is situated also contains district courts, district board's office, district treasury and judges court.

The Civil Lines has a marked area known as police line. The chief characteristic of the police lines of Barabanki is the police training college. The former cantonment area and the ground ‘Maidan’ in the north have been utilized by the police. District offices of the Inspector and the Inspector of schools are located in Nehru Nagar ward, Income Tax located in Begumganj ward, besides these sales tax, planning, information, election, health, transport, employment exchange etc; are located in the Civil Lines. All these offices make the Civil Lines really an administrative area. Other offices like the office of the district executive engineer, district public work department, are located chiefly in the Civil Lines and last one of them is located in Begumganj ward. The location of the offices is
quite appropriate as Civil Lines is a well planned locality with beautiful wide roads. It presents a real administrative look.

(5) Civil Amenities: The city provides a number of facilities to its population as well as to its surrounding hinterland. Major educational and health institutions are located in the city.

An educational area covers 2.26 per cent of the city area. In figure 4.5 Jawaharlal Nehru Smarak Degree College is located in police line ward and in this area many schools are located such as St. Antony Higher Secondary School, National Girls Inter College, and Satyanam Public School make a perfect educational zone. Beside these other schools of different level are scattered over the city.

Medical area covers 0.65 per cent of the city area. It includes Rafi Ahmad Kidwai Memorial Hospital, which is known as district hospital and Women hospital. Both hospitals are located in Munsiganj ward. Some other small hospitals, dispensaries, clinics, nursing homes such as Barabanki nursing home and Nelson hospital are located in Begumganj ward. Other hospitals are scattered throughout the city so as to provide efficient and emergency medical services and maternity homes which lies close to densely inhabited parts of the city. But the hospital for specialized treatment such as infectious disease, veterinary. T.B hospitals are located at peripheral location.
BARABANKI CITY

Civil Amenities

Figure 4.5
The city has one Police Station and 8 Police booths, which are cover a 0.07 per cent and 8 Post offices including Head office, which covers a 0.05 per cent of the city's area. There is also one Telegraph office. All the basic facilities in the city are unevenly located in different parts of the city.

(6) Transport Areas: The land under roads and streets, major and minor arteries except the small residential lanes which give direct access to the building within the limits of the urban centers fall under this category. It covers 16.52 per cent of the city area. This zone includes railway, roads, and bus station. The railway land includes permanent railway tracks and station, goods yards, marshalling yards, loco-sheds and other terminal facilities. This railway zone spread a 4.20 per cent of the city area. However, railway land utilized for residential use category. It may be noted that in the old developed part, all the streets are very narrow with a number of zigzag lanes and winding by lanes. But the newly developed residential areas of the Civil Lines especially Company Bagh in Nehru Nagar ward, Lajpat Nagar, Poline line area which have rectangular street network has generally been followed. This land use category covers 12.30 per cent of the city area. The bus station is situated in police line ward and it covers .02 per cent of the city area.

(7) Recreational Land use: Barabanki city is very deficient in green spots and open spaces. It's residential or build up area is so much congested that very little open space is available inside it. The land occupied by gardens, parks, play grounds and lawns is only seen in the Civil Lines. This deficiency of green spots calls the attention for physical replanning of the city. Only a few vacant places,
perhaps ruins of old building, are seen in mohallas of Satya Premi Nagar, Durgapuri, Kailash Ashram, Azad Nagar, and Deshra Bagh.

The Kamla Nehru Park (Begumganj ward), Shaheed Smarak Park (Nehru Nagar ward), and Ram Sevak Park (Satya Premi Nagar ward) are only public places. A meager area of open space covers a 5.25 per cent of the city area. On the other hand park cover 0.15 per cent, Stadium covers 0.67 per cent, and garden covers a 2 per cent of the city area. And water bodies cover 2.42 per cent of the city area.

(8) Other Areas: The land under this category is not very much in areal extent and mainly come religious, cultural and graveyards. A number of worship places like temples, mosques, GuruDwara and Churches corresponding to Hindu, Muslim, Sikh and Christians living in different parts of the city are in a scattered way, form religious centre of the city. This religious area covers 0.20 per cent of the city area. The grave yard covers 0.32 per cent of the city area. Besides several cultural institutions like public library, music, sculpture, art and craft are established in a scattered form in the city. This category of land use occupies very little area.
REFERENCES:


3. E. Ahmad, *Geographical Essay on India*, p.61


5. E. Ahmad, Op cit p.57.


8. Ibid. p.149.


