



THE MODERN CITY : ARA

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Abstract: The modern city is an important part of research in Geography modelization is a part of the city includes the external shape and internal structures of the town. The main internal structure cover the arrangement of building and streets . These internal structures as well as external shape of a town are influenced by several physical and cultural factors such as relief drainage, Roads, Railways lines, etc.

PURPOSE OF STUDY : The purpose of present study is to analyze the modelization of Ara city . Ara is the headquarters of the Bhojpur district in Bihar . The city of Ara is situated on 84.°43'10" east longitude and 25.°33'35" North latitude. NH 30 is an important railway Junction in Patna Mughalshra section of the east central railway. It is only 50km from Patna, 80 km from Sasaram and 60km from Buxar . It is spread over in area of 31.36sq km and has 2,03,395 person's as per 2001 census. The objective of the present study is also to analyze the factor responsible for modulation characteristics of the city

METHODOLOGY: The methodology adopted in the present study is intensive field work and procurement of relevant maps and literature

modern city:- Ara as a modern city can be seen as the product of changing economic organization, reflecting the social relation-ships inherent to these changes, moulded by the prevailing means of transport, and continually reshaped by the public policies and personal life-styles which stem from the dominant spirit of the ago. within the modern city of Ara, it has been found that the pattern of urban life is shaped by the contradictory forces of centralization and decentralization. As a result, land use in the city has become even more specialized and segregated. The decentralization of the city, together with the increased personal mobility afforded by the automobile, has increased the range of opportunities available to the affluent urbanite for employment, shopping, recreation and socializing.

In contrast to the advantages which the modern city confers upon the affluent, the poor have neither physical nor economic access to the city's new opportunity space. The unskilled urban worker remains trapped in a localized cycle of poverty in which the inter-related effects of poor housing, ill health, poorly equipped schools, low educational achievement, restricted job opportunities, low wages and un-employment generate an environment of deprivation and social malaise. The persistence of these problems, together with the changing social climate and increased economic and political powers of urban government in the present century have fostered the development of public intervention in order to manage the economic, social and physical environment of the city, municipal and town planning involvement in respect to public housing programmes and slum clearance programmes.

Change in transport system are considered to many to have been the most important determinant of urban morphology and residential differentiation within the city. Urban transport systems have also been instrumental in contributing a distinctive sectoral pattern to many cities as the radial routes of successive transport systems have pinned down club road Mohalla, new Nawada, Eastern and Western Anaita, chandwa, Mahajan new basti etc. and new extended areas of the municipality encouraged new settlements in vacant areas. The officer's colony in the central part of the city exhibits the excellence of post-independence urban growth. The strength of non-gazetted staff in 1953 was 532 and in 1963, the number went up to 2,812. In 1953, there were 13 deputy collectors and 25 sub-deputy collectors whereas in 1963 there were 71 deputy collectors and 44 sub deputy collector. The increase in the staff indicates the expansion of the offices in new built-up areas. In order to accommodate the large ministerial staff about 71 quarters were built in nawadamohalla in 1961-62. Rajendra nagar had also come to existence where most of the inhabitants are government employees. The two other areas, namely, maharaja hata and baijnathsahai ka hata had also been developed and new buildings had been built. Most of the occupations in maharaja hata (professor's colony) are persons associated with the teaching profession while in the other areas various types of service-holders and businessmen have settled.

The enormous expansion of the schools and colleges has brought in thousands of students in the city and no house will remain vacant if all of them are to be properly accommodated. In 1963-64, there were 76 schools whereas in 1984 there were 51 primary schools, 23 middle schools, and 14 high schools. Besides there are several private schools in the city. In 1961-62, there were 3 colleges in Ara. At present, there are 15 colleges in the city. Today is city is a university headquarters having post-graduate department. So, due to the development in educational, medical and administrative facilities, the importance of the city has increased to such extent that the entire land has been sold out for residential houses and the land value touched a new high.

Among religious institutions, there are several temples, 3 mosques, 3 churches, one Gurudwara and 5 Jain temples. From business point of view, Jail Road, Karman Tola, Shis Mahal Road, Ramana Maidan area and Station Road area are important. After independence, the city has also made remarkable strides on the small scale industrial front. At present, there are 225 small scale industries as registered units. In 1978-79, the extension of city has further increased. Several villages like singhikhurd, Alimullahchack, Baghautpur, Raghu Tola, Dhanupra etc. have incorporated in municipal boundary. At present, the city has been divided into 32 wards with 30.97 sq. kms.

Modern Trend of Growth:- The city of Ara is developing steadily in all directions except north-east owing



to the occurrence of lowlying areas which are subjected the flood during the rainy season. However, the growth is phenomenal towards the south-west and also north. Ara being a district headquarters of Bhojpur district and being a trade and commerce centre, the expansion of the city has been horizontal in all directions. The new buildings are mostly found along the both sides of railway line and in southern Anaite in ward nos. 12 and 18. Toward west of H.D. Jain college and mission School, several new colonies have developed. After 1975, the city's developing direction has to some extent changed. The new trend is towards south and south-west direction. The rapid growth of the city is also taking place along the both sides of Ara-Buxar road, Ara-Patna road, Ara Sinha road and Ara-Sasaram road. Southern Anaite electric power station has been established in 1977. Recently, a new built-up area has grown-up near the Ara aerodrome. Private bus stand, petrol pump, moter garage, moter parts shops, saw mills and so many retailing shops have developed in ribbon shapes in the outskirts of the city. The growth by and large follows radiating roads.

Urban Growth Theories and pattern of Growth:- Urban growth is a successive phenomenon. A number of descriptive theories have been given to explain the defined pattern of urban growth at a particular site. They seek to identify certain spatial characteristics which are common to all city and provide some understanding of the processes which bring these about. E.B. Burgess's concentric zone Theory¹² is one of the earlier attempts to provide some insight into urban growth trend. The model was based on empirical research in a number of American cities, particularly Chicago and it described the concentric arrangement of functional zones which gradually developed under successive time scale. The concentric zone theory has been widely accepted by social scientists without enough critical examination. Burgess claimed that no on one city he studied perfectly exemplified the concentric zone model, all approximate in greater of lesser degree to this ideal construction. ¹³

Even after suitable allowance has been made for its general character, there remains certain discrepancies between the concentric theory and reality, encouraging the postulation of other theories of urban structure.

Another important theory is the sector theory postulated by American economist homer Hoyt in 1939.¹⁴ The sector model should be seen as an extension of the burgess's concentric zone model. Hoyt found that most residential area within urban areas tend to be distributed in a definite manner with respect to commercial and industrial districts of the city. He argued that the general spatial pattern of cities can best be characterized as sectors rather than concentric zones. These sectors are like wedges radiating out from the C.B.D. along transport routes. Hoyt hypothesized that the location and the movement of high-rent residential area are the most important organizing factor in urban growth and that the movement of these tends to pull the growth of the city in the same direction. High rent areas usually move forward from the centre of the city along a specified avenue of radial line that predicts future high-quality residential growth along the same radial. Hence, it is probably better to look upon Hoyt's theory as a refinement rather than as a logical alternation of the earlier concentric model. ¹⁵

The major criticism of the sector theory has been that it over emphasizes the importance of high-rent residential areas and underestimates the importance of zoning in shaping the urban social area. The possibility of the co-existence of the two theories is also illustrated by peter mann's suggestion of the urban structure of the typical medium-sized british city. His diagrammatic model combines the sector and concentric theories, with some allowance for commuting from distriinct villages. ¹⁶

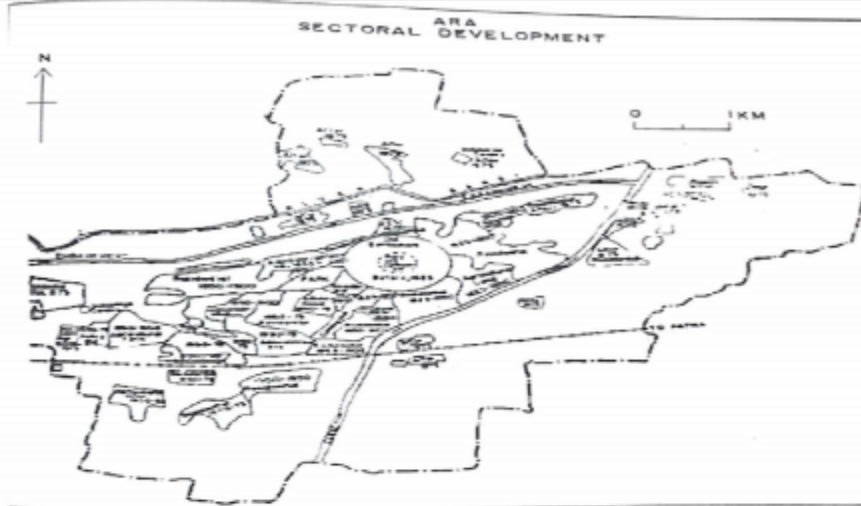
Both the concentric and sector theories envisage zones developing outward from a single centre. Harris and Ullman challenged this idea, abandoning the C.B.D. as the sole focal point. They suggested that the zones would develop around a number of quite separate discrete nuclei in addition to the C.B.D. ¹⁷ the number of nuclei will depend on the size specialized are the nuclei. ¹⁸

Besides the above mentioned three major theories on urban growth, several other views have also been given. Some of the important views are as like Ress¹⁹ and Lawton model. ²⁰

So far as the growth of Ara is concerned, it is a combination of both concentric zone model as well as the sector or linear model. It is also important to note that some built-up areas have grown-up along important roads. It gives an indication of the emerging nuclei growth trend of the city.

Development of the city in concentric zone form:- The concentric zone growth is apparent in the early stage of its development process being a principal centre of whole-saling and retailing. Before 1625, it was a small village on the highest land in the area. At that time it was called Aram nagar. It was surrounded by agricultural lands. Between 1625 and 1850, the expansion took place in all directions making an approximate concentric circle. Therefore, it can be said that the growth trend between 1625 to 1850 A.D. have the subsequent trend of concentric evolution around a single centre, which is the oldest The structure of the city of Ara is changing dynamically.

The urban land consumption pattern needs proper development so that future aspirations may be met satisfactorily. With this background, the town and country planning organisation was established in 1956. This organisation has undertaken to prepare integrated urban development plan (IUDP) for all the cities of India including Ara. It is a long-term strategy (20 years) for the urban development of Ara. It includes both the redevelopment of the existing urban area and reclaiming of the



surrounding area and their development. It is, in fact, a multi-dimensional approach towards urban development. The town and country planning organisation has also prepared the master plan for Ara for 50 years (1981-2031). But it has miserably failed to solve the problems of slums in the city. The suggestion for urban renewal includes conversion of kutcha lanes into metalled lanes, repairing and metalling of existing deteriorated roads, provision of street light, conversion of kutcha drainage into pucca, construction of public latrines and bathrooms and provision of loans at easy instalments to the poor people for improving the structural conditions and service conditions of their houses. The strategy also includes not to allow the existing slum areas to make further expansion and to minimise the slum influence quantitatively as well as qualitatively over the entire urban system.

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