

**Planning For Functional Spatial Integration:Case Study Of City Block Mirzapur**

**U.P.**

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**Abstract**

In this paper proposal of certain central service and infrastructure has been made for city block Mirzapur U.P. based on the ground data .a state intervention is required for capital expenditure to ensure integrated development

**Introduction**

The problem of planning for the integrated socio-rural development is of prime importance. Integrated rural development is a package seeking to achieve greater socio-economic equity, enhanced production and, a spatial balance in social and economic development and broader based community participation in the process of development.

**Proposed Geographical Distribution Of Central Functions**

On the critical examination of the functional gaps i, 68 villages under these gaps have been identified. It is recommended that functions/ services should be deployed at appropriate sites, as suggested in table 1.1 to remove the functional gaps.

**TABLE 1.1 SPATIAL ORGANIZATION OF CENTRAL PLACES**

LEVEL	NO. OF CENTRAL PLACES		SPACING OF CENTRES(KM )		NATURE OF DISPERSION		POPULATION SERVED		AREA SERVED (SQ. KM)	
	EXISTING	HYPOTHETICAL	RO	HS	RN	DI	TOTAL	AVERAGE	ACTUAL	AVERAGES
III	1	1	8.70	8.85	1.35	97.32	2229205	229205	556.62	556.62

II	5	5	4.13	4.25	1.37	91.13	35172	10536	84.17	30.01
I	15	15	2.91	3.78	1.67	72.13	70672	8151	112.91	7.21
	<b>21</b>	21	1.98	2.55	1.81	91.02	229205	9221	556.62	8.21

It is seen here that there are some functions which, if deployed strictly on the basis of threshold, will be quite misleading. If request or regular bus stops are deployed only on the basis of population threshold, then some such settlements should have a bus stop, which are not even connected by road. Not only this, but some functions, like inter collages, are located only at one place in the study area and in these cases, it is difficult to calculate their population threshold; and hence, locations for such functions have been suggested at suitable centres, which emerged after filling up the locational gaps in respect of other functions.

### **Proposed Central Villages And Service Centres**

The above analysis also helped in identifying certain centres, which may achieve the status of service centres of first level, i.e., central village. Three such centres have emerged provided the policy functions as indicated in table 1.4 are provided in them on the basis of either gap i or ii. at present, the area is being served by three service centres at the second level of functional hierarchy including massari. It has been observed that in the service area of massari, people are required to travel a maximum distance of 10 km. To avail the facilities of second level. It is essential to develop at least two more service centres in the area, to make these facilities easily available. Table 1.4 pipariyadnad in the east and bharuhana .the north have the potentialities and if the' policy functions, as indicated in the following table, are provided in them, they may be brought up as centres of second level i.e., service centres.

**TABLE 1.2 : Proposed Central Villages**

S.No.	Code No.	Settlement	Facilities available	Facilities proposed
1	2	Mahuari Kala	Primary school, carpentry /black -smithy, Barber, Atta chakkies washerman	Branch Post - office, Maternity and child, , welfare centre, co-operative society
2	45	Nevariya ghat	Primary school carpentry /black -smithy, Atta chakkies, Retail Kirana store, Dispensary Branch Post- office	Co-operative society, Public health care, worker, Fertilizer, distribution centre, seed, distribution centre

3	161	Barakaccha Kala	Atta chakkies, Primary school, carpentry/ black-smithy, Retail Kirana store, Dispensary Branch Post-office	Wooden frame and fixture, Junior High School, Public health , care worker, Maternity and child welfare centre, Co-operativesociety.
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**TABLE 1.3 : Proposed Service Centres**

S.No.	Code No.	Settlement	Facilities available	Facilities proposed
1	52	Pipariyadnad	Primary school, Child • welfare centre, Medicine store, Public health care, centre.	Junior High School, Branch Post -office, co- operative society, farmer service centre, co-operative bank, agri. Implement Distribution Centre
2	127	Bharuhana	Primary school, Branch Post-office, co-operative society, farmer service centre	Junior High school, Maternity and child welfare centre, Public health care worker, cooperative Bank, fertilizer distribution centre, seed distribution centre, agricultural implement distribution centre.

### **Spatial Organisation Of Central Places**

The existing central places of the study area will have to face the growing pressure of demand of services and functions with the growth of population. Hence, it is essential to plan for new central places for future. In spite of developing new central places it has been considered more appropriate to upgrade such centres, which are already providing some of the socio-economic facilities and have the potentialities for growing. While upgrading the centres, some fundamental facts have also been considered, i.e., the centres should have physical suitability and infra-structural facilities for the purpose. In giving a plan for spatial organisation of central places, it has been kept in mind that the infra-structural development and the number of central places are more important in comparison to their hierarchical growth. Therefore the total number of central places have been suggested in the order of 1: 4 :16 from third to first level respectively. If the central villages and service centres as proposed are developed they will be sufficient to serve the need of the people, and will also match the number of places planned for .pipariydnad and bharuhana have already been recommended to be upgraded as second level centres increasing the number of centres in this level from 2 to 4. Three self-sufficient centres have also been

recommended to be upgraded as central villages. The average service efficiency of the central places, in terms of population and area, would be changed to some extent due to the above recommendations. Respectively, as shown in table 1.6. By developing these second and first level centres, rural people can easily be served in respect of their specific needs, for which they will be dependent on 5 and 16 centres respectively. The proposed and hypothetical conditions of spatial organisation are depicted in figure 1.1. However, it is to be noted here that feasibility of these recommendations will depend on the factors. Firstly, the transport net as planned must be achieved and secondly, the various policy functions as recommended at the planned central places are provided.

### **Central Places And Spatial Integration**

The concept developed by Christaller and Losch have been used by writers in the evaluation of two streams of thoughts. Christaller's theory explains the point of departure in the hierarchy of service centres and spatial development process in terms of central place theory. This has been widely accepted by the geographers. There should be no confusion between 'central place' and 'service centres'. 'Central place' has however, been often considered as a synonym of 'service centres'. There are two hierarchies, one of the central places and another of functions. Both of these may be taken as systems in the study area. Spatial integration means "that the performance required of any part of the system will be fulfilled by its relationship with the other system or systems." thus, it is vertical (functional) as well as horizontal (spatial) and, therefore, it is essential to analyse the integration pattern in the central place system of the study area, from the above perspectives. There are three levels of functional hierarchy in the study area, which have been found to occur within a certain population size and, so, it is the most vital element in determining the centrality status of centres. This is the reason why the functions of first level are found to be associated with the central villages, those of the second level with service centres and that of the third level with the development point of the area. The functional interaction with its complementary region is shown by 'space preferences' as discussed earlier. The functional system was found to be weak in the sense that certain functional gaps were detected during the study and suggestions have been made at appropriate places to remove these gaps. This will certainly provide a better functional interaction pattern in the study area and will go a long way in making the functionally incomplete system into a complete one. The central places of the study area have a three tier hierarchy. Each sub-region has a number of dependent settlements at the

lowest level and these interact with central villages under whose zone of influence they come for socio-economic facilities. The central villages, along with the settlements of their service areas, interact with service centres on second level of functional hierarchy and, in this way, the service centres also form their own independent regions in which various settlements interact with it. It has been seen that, after filling up the functional gaps, as proposed in the study, three new settlements will emerge as central villages and two as service centres. Thus, a central village will give socio-economic service within a radius of 1.50 km., covering an area of 7.01 km.<sup>2</sup>. The service centres will have an area with a radius of 3.12 km. Covering area of 25.12 km.<sup>2</sup>. The study also shows that the horizontal linkage in between the same level centres are, more or less, absent due to lack of functional specialization, as they are performing the same functions. Out of the three service centres of the study area, it is only with Mirzapur city, which possesses the third level functions also, that all other service centres interact for the functions of the third level. The whole region is under influence of Allahabad and Varanasi which are much higher level centres and may be taken as a 'growth pole'. All the service centres of the study area interact with Allahabad and Varanasi directly through road and rail.

## **Conclusion**

### **Proposal For Transport System**

It is a known fact that a well developed network of road transport is the basis of all development, because an effective transport system enhances (a) the utilisation of resources and marketing, (b) the mobility of people and goods and (c) the spread of innovations. Thus a planned transport system can play an important role in integrating the area and bringing about a balanced development. The growth centre approach of integrated area development depends as much on ideal network of roads, as on other factors.

The functional approach is based on the following policies:

- (a) all dependent villages should be linked with their respective central villages at least by kachcha roads.
- (b) all central villages and self-sufficient centres should have access to their respective service centres by all weather motor-able roads.
- (c) all service centres should be linked with one another and with the development points by metalled roads.

(d) all development points should be linked with one another and with tahsil and district headquarters by pitched roads. The link between the central and self-sufficient villages and their respective service centres are found to be weak in certain places And the link between the central villages and their dependent settlements are very weak. The links connecting various service centres with each other as well as those between the centra' villages, the self-sufficient centres and their respective service centres have been found to be weak in the following cases and hence, it is recommended that links shown in table no. 1.7 be completed or improved by constructing pitched or non-pitched roads as early as possible.

**TABLE 1.4 : PROPOSED ROADS**

S.N.	SETTLEMENTS	TO BE LINKED	LENGTH (KM)
<b>PITCHED METALLED ROADS</b>			
1	SAMOGRA	MAGARADA KALA	4.30
2	SAMOGRA	DUHOOA	4.85
3	DEVARI	BADOOI	7.49
4	DEVARI	MULHWA	3.14
<b>NON-PITCHED METALLED ROADS</b>			
1	CHITAVANPUR	LOHANDI KALA	3.13
2	NAOHA	MASSARI	5.78
3	LAD	BHATOLI	3.21
4	BADOOI	BHARAUNA	4.23
5	BARAKACCHA KALA	BARAKACCHA KHURD	3.41

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