

Problems of Urban Planning of Muzaffarpur City

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As Muzaffarpur city is an unplanned urban centre, it grew haphazardly. This urban centre is of relatively recent origin. Its history is of only about 250 years of existence as an urban centre. It has seen many ups and downs in its evolutionary history. In the beginning the growth slowed down by political uncertainty and almost anarchic condition. The country was passing through a transitional period. The Muslim authority was gradually being engulfed by the East India Company and later the colonial British administration started here. The city expanded along the river bank of the river Burhi Gandak as far as Chandwara-Lakridhahi and Purani Bazar to the west. Then the settlement was small and the town has less problems according to time and space. But as the town developed the problems gradually are growing both in number and intensity with the gradual growth of the town. The town is physically expanding very fastly without any plan inviting so many problems. The problems in the city are of different dimensions – life in different urban land uses, provision of public utility services and civic amenities, slum development, water stagnation, sewerage lines etc.

Issues related to housing :- The core area of the town is highly congested and the long period of continuous stay has made them to adapt to the situation. However, the narrow streets and inadequate infrastructure facilities are creating significant problems in this area.

Degradation of quality of life :- Because of high density of population and poor infrastructure, the quality of life especially in core area has degraded.

Unauthorized Colonies :- To cater to the increase of demand for the growing population a number of residential colonies have come up in the peripheral belt of the town, which needs to be regulated for organized growth. These colonies have developed due to fascination to live in urban centre and different avenues of employment in different occupations. These unplanned pockets require regularization for an organized growth of town with possible plan of development. The narrow lanes circuitous circulation system inadequate civic amenities and improper built roads and lanes are some of the burning problems of those newly developed colonies on the periphery of the town.

Issues related to water supply system :- As the water supply system in Muzaffarpur town is old, the town faces considerable problems.

- a) The present average per capita supply is considerably lower than the desired level.
- b) The distribution system lacks balance and uniformity and is uneven, with large tracts still remaining uncovered.
- c) The distribution pipes are very old and are placed at high depths at most places, which results in the repair works very costly, time consuming and often impossible to undertake.
- d) The distribution lines are very old leading to higher level of leakages and transmission losses and reduction in the carrying capacity of the pipelines.
- e) The distribution system covering the ESRS require rationalization in relation to the quantum of generation and distribution in spatial terms and the pumping machinery, transformers and the pump houses at large require improvements/repairs in respect of machinery as well as the structures.

Issues related to system, roads & laws :- The unplanned and haphazard growth of Muzaffarpur city has got unplanned circulation system. The problem of traffic movement of the city is very much acute. The narrow roads and lanes, lack of smooth surface, traffic congestion, circuitous alignment of roads etc. cause problem before smooth traffic movement. The encroachment of roads for commercial activities and spill over the residential use is one of the important problems in the city of Muzaffarpur. The shops along the roadside have encroached some parts of the roads in both the sides. The hawkers and unorganized and unauthorised commercial activities have also grown along the road which reduce the Row of the roads and it obstruct normal movement of traffic. Consequently there is traffic jam on the roads from time to time. There is traffic jam during peak hours in the town which checks the normal traffic in the important areas of Muzaffarpur like Motijheel, Saraiyaganj Tower Chowk, Aghoria Bazar Chowk. There is also traffic jam on N. H. due to damage of bridge near Bibiganj, Bhagwanpur chowk also has traffic jam from time to time.

The Vision Statement :

A city vision is a statement of where city aspires to go within a given timeframe. The vision is developed by considering the physical characteristics of the city, its strength, potential, issues, future focus areas and preferences of the residents of the city.

Evolving a vision for the city is an interaction process involving several interactions with wards councillors, elected members, individuals other stake holders and as well as focus group discussions. During the deliberations perspectives on and aspirations for the city were but forward in response to the perceived inherent potential of the city, vi-a-vis its current state of development.

Care while framing the vision for the city has been taken to ensure that the views and aspirations of all stakeholders are reflected. The key stakeholders were consulted and based on their views about the city for its current situation; a comprehensive vision has been framed. A consensus approach was built among the various groups of stakeholders in an integrated and cohesive manner to achieve a common vision for the city. The city vision for Muzaffarpur is a balanced outcome of the voices of different sections of the society.

Vision for Muzaffarpur city is to make it a livable city where all the citizens would be engaged in productive work with better quality of life and living in a sustainable environment. This will amongst other things necessitate development planning and suitable actions to meet the challenges the city has been facing, creation of adequate housing particularly for the poor living in the informal settlements provision of equitable and affordable access to basic services for safe, healthy living with creation of job opportunities, setting up of adequate infrastructure and civic amenities, conservation of environment, preservation of Muzaffarpur's historic stature sanctity and blending it with the new and modern patterns of development. The aim is to have most desirable public-private and community participation and a spirit of ownership and sense of belonging with pride among its citizens. The overall goal is to develop. The overall goal is to develop Muzaffarpur as a regional hub for economic growth of the district as well as for northern Bihar. The city should be balanced with all infrastructures and the provisions of public utility services.

The city has a significant presence of commercial and trading activities and has demonstrated its capability to act as a regional economic hub to serve its vast hinterland. Towards strengthening this position what has been felt necessary is to enrich it with physical, social and economic infrastructure so that it continues to serve its hinterland population unhindered and more efficiently. Its centrality needs to be strengthened so that its dynamism continues and helps the city as its regional economy to thrive forward.

In the town of Muzaffarpur various measures are needed to improve and strengthen the traffic and transportation this may be listed as below :-

1. Increase of the carrying capacity of the major roads is needed in the town in a planned manner for decongestion and to cope up with the increasing travel demand at least in the next twenty years time frame. However the feasibility of road widening on the stretches where the density of development is high needs to be studied in detail, considering that it should cause minimum disturbance to the adjoining properties. Acquisition of any property for road widening would also need to be adequately compensated.
2. In the town there will be strengthening and expanding the present road network by construction of new roads connecting the proposed development and new growth areas on the periphery of the town.
3. There should be provision of hierarchical road system based on traffic and predominant traffic function.
4. There should be improvement of existing transport terminals - bus depots, railway station in the town along with development of new terminals with adequate and well distributed system of passenger amenities to facilitate the proposed development of the town and to meet the future travel demand.
5. In view of the heavy traffic movement resulting from commercial and industrial activities there should be development of truck terminal.
6. Provision should be made of an adequate and well distributed system of parking for all categories of vehicles particularly trucks, cars, taxis, rickshaws etc.
7. There should be improvement of poorly designed roads and junctions which not only slow down traffic but often cause heavy traffic congestions and fatal accidents.
8. Provision of proper and adequate road lighting and road signages especially at major crossing and intersections in the town should be made.
9. There is an emerging requirement of introduction of an efficient and environment friendly public transport system running on clean fuel, especially along major roads.
10. Resurfacing, repairing and metalling of all un-metalled roads are needed for better and smoother traffic flow in the town.
11. Muzaffarpur bypass have been proposed on connecting NH 57 and NH 77 for efficient movement of high speed vehicles.
12. There should be proposal for widening and strengthening of existing road on embankment from Harpur Lahauri to Bhagwatipur for easy flow of traffic without entering into the city.
13. The proposal should be to construct a new ring road on eastern side from Bhagwatipur to Hajipur road (NH 77) via Bela Industrial area and Narayanpur Anant village to divert the traffic without entering into the main city of Muzaffarpur.
14. It is being proposed that separate cycle tracks/service roads should be constructed within the proposed urban limit of NH 77, NH 28, and NH 57.

To improve the connectivity and to enable the by-passable traffic to move smoothly without congesting the inner city roads, a ring road has been proposed on the east part of the city starting from NH 57, passing through the nearby area of the police line, industrial area, Samastipur railway line and crossing NH 28 and 77 and finally meeting at the proposed bus terminal near Mohammadpur village. The same ring road would proceed further north crossing Rewa Ghat road, Motihari railway line, Crossing NH 28 and meeting the proposed bus depot. Finally, the road crosses the Budhi Gandak river, passing through north of the medical college and joining NH 57. This would be based on the specifications of an arterial road. The alignment is suggestive and the actual alignment has to be based on a DPR to be prepared for its feasibility.

Moreover two bus terminals have been proposed, one on the south and another on the north adjacent to the existing private bus stand near Baria junction. The existing bus stand may continue to cater to primarily smaller commercial vehicles and auto rickshaws. In addition to ensure a systematic and organized connectivity, sub-

arterial as well as collector roads have been proposed. These proposals need to be firmed up based on a DPR. The area under roads/circulation system would be about 730 ha accounting for about 12% of the total area.

There is a necessity to put in place an organized and scientifically managed solid waste management system to ensure sustainability of the entire city system. Maintenance of a clean city requires a systematic planning and involvement of all the stake holders including the people at large. The Municipal solid waste (Management & Handling) Rules, 2000 has given specific mandatory directions, which include inter-alia to "Organise house-to-house collection of municipal solid wastes through any of the methods like community bin collection (central bin), house to house collection, collection on regular pre-informed timings and scheduling by using bell ringing of musical vehicles (without exceeding permissible noise levels); devise collection of waste from slums and squatter areas or locally including hotels, restaurants, office complexes and commercial areas, waste from slaughter houses, meat and fish markets, fruit and vegetable markets, which are biodegradable in nature, shall be managed to make use of such waste biomedical waste and industrial wastes shall not be mixed with municipal solid waste and such wastes shall follow the rules separately specified for the purpose. Collected wastes from residential and other areas shall be transferred to community bin by hand driven containerized cart or other small vehicles; horticulture and construction or demolition waste or debris shall be separately collected and disposal of following proper norms, similarly waste generated at dairies shall be regulated in accordance with state laws, waste (garbage, dry leaves) shall not be burnt, stray animals shall not be allowed around waste storage facility or at any other place in the city or town and shall be managed in accordance with the state laws.

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