

# Frame work for the development of ByPass to bring out changes in the commercial growth of Pattan(BARAMULLA) INDIA

saima Farooq, M.tech scholar ,GEC panipat

Er. Suhaib Firdous, AP,International Institute of Engineering And Technology Samani Kurukshetra Haryana

## Abstract

*Pattan has been on the way of development from the past few years at a very quick rate, the commercial establishment has been set up, educational sector has considerably increased its field. New offices have been established, new hospitals are being created for the betterment of the health care, passenger to car ratio has also increased. Thus result in the advancement in the day to day life of the people residing in and around Pattan. All these factors has lead to increased flow of traffic as well as decreased land area within it, there by leading to problems like traffic congestion, increased travel time , increased vehicle operation cost as well as vehicle maintainance cost. To overcome the above mentioned problems in Pattan the need for the development of bypass arises. Pattan is a hub of road communication of Northern part of Kashmir. At present, the most important India–Pakistan National Highway is connected with Pattan town through that single road which passes through the heart of the town. By the development of bypass the Major district roads will directly get connected with NH44( Jammu –Srinagar Highway) without touching the centre of town there by reducing the traffic volume on the existing road This road network will have a great influence on the commercial development of Pattan. As integration of road network is very important factor for commercial development. More integrated road networks make more incorporated commercial development. This research will also investigate the relation between road network and Commercial development and will provide a guideline to identify the possible future expansion of the commercial zone.*

## Keywords

*Commercial development, road network, Pattan Town, local integration, axial map.*

## Introduction

The Pattan city is experiencing the rapid increase of scattered and unplanned land development without proper guidance which results in more land use and transport deficiency in the city. In the past researches related historical growth process it is found that with the development of bypasses or new roads the the retail centers get shifted mainly along the major accessible routes in the city and the retail developments have grown along the integrated streets in the global context of the city (N. Hossain, 2014). In planned Due to the unplanned residential growth ,the physical expansion and functional growth of the city is badly affected by the choked in the transportation system resulting due to unplanned growth in cities due to which the entire social and physical environment it is progressively deteriorating which in turn causes suffering and inconveniences to the people (Mahmud et al 2010).The Pattan city is also facing the problems of unplanned residential as well as commercial growth .As this city being one of the business cities as well tourist attractive destinations of Kashmir is facing the spontaneous rapid growth without any systematic planning,without having proper planning and eye on the future growth the time is not so far when it will lead this city into a chaotic like that emerging in other states of the country like Delhi. Unplanned zoning of commercial land use will hamper business development of the city and will create a negative impact on the surrounding land use. As commercial development is closely connected with the integrated road network, proper placing of commercial zone is possible if we can identify the integrated road networks of Pattan City. It would be a better way to work on such grounds so that the future intensity of a road network and integrated system will collectively harmonize the unplanned growth of Pattan City. The study will also analyzes the changes in property values, changes in the spatial distribution of residential housing and business activities of various types and changes in land use in terms of commercial expansion.This research is conducted for understanding the future action plans. This paper will investigate how the bypass road between ITI and overhead railway bridge , Pattan will affect the commercial development of Pattan g City.

## Objectives

The objectives of this paper is to analyze the impact of a new bypass road on the commercial development of town.

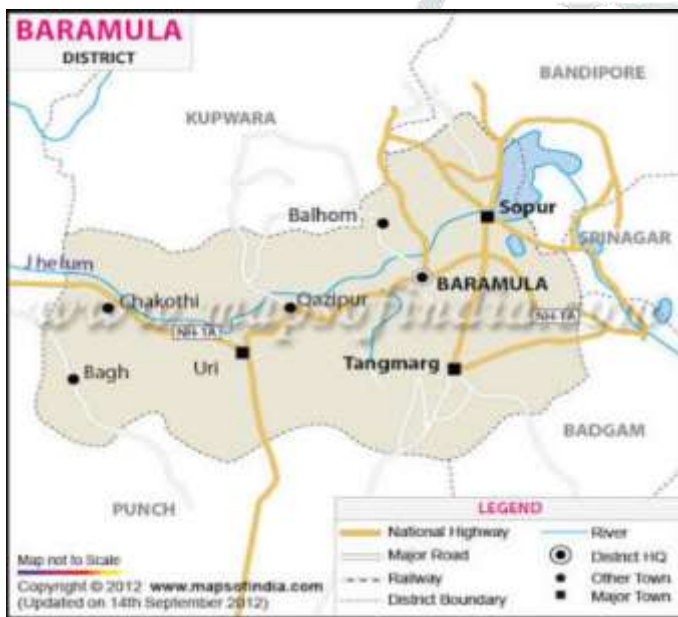
- Analyze the present traffic characteristics of the town along with the commercial activities.

- Study the inner logic of the future expansion of commercial development in relation to the road network.

In achieving the above objective, a case study approach methodology was adopted. The method adopted was mainly qualitative. Questionnaires were administered to the inhabitants of the Pattan town along the old route and in the central business area in an attempt to collect data which comprised the perception of residents, business owners and opinion leaders to assess the impact of the bypass. The study also comprised of traffic Volume considerations, the total traffic volume is almost double the volume measured east and west of Pattan indicating a considerable amount of city centre traffic amounting to around 5,000 vehicles including cars and motorcycles per day, of which cars and motorcycles account for 60 % of the total traffic and is also assumed that, around half of the traffic will according to the Origin destination survey will drive through Pattan town towards Srinagar. This Bypass project is regarded as an integrated part and basics for the improvement of the Pattan and therefore, overall economic growth assumptions were adopted and applied in the Feasibility Study on the ITI, Railwayoverhead Bypass. The expansion of different vehicle categories for the project road indicate that, passenger and small freight transport vehicles expect to grow by 20 % more than the estimated growth between 2014 and 2015, falling to 15 % higher growth between 2015 and 2020, and further by 10 % more from 2021. Medium and heavy trucks and trailers are also expected to grow along the growth, thus with such growth trends, it becomes necessary to have heavy and long traffic diverted distance away from the town.

## Overview of Research Domain Road

### Network Of BARAMULLA



View of malik bazaar road at Kunzer junction (Fig. 02)

Map of Pattan Fig. (01)

Traffic Mess at PATTAN BAZAR ( Fig. 03 )



## Literature Review

Branham et al. (1953) analyzed the traffic impacts, safety impacts, land use impacts, land value impacts, and effects on local businesses of the bypass around Kokomo, Indiana. Volumes on the original route through downtown Kokomo not only did not decrease, but were projected to experience congestion worse than before the bypass was opened in 1951. Travel times on the original route actually increased following the bypass opening. Comer and Finchum (2001) examined economic impacts on 14 bypassed Oklahoma towns, ranging in population from 732 to 13,187. Based on an analysis of sales tax data, the impacts varied according to the nature of the business in question. In the study, three different types of businesses were identified that showed distinct levels of impact: traffic dependant businesses (such as restaurants and gas stations); traffic related businesses (such as downtown shops and professional services); and non-traffic related businesses (such as factories and mines). The conclusions of the study indicate that the size and overall economic strength of the town is a principal factor in whether or not a town suffers economically as a result of a bypass. The smaller the town, typically one with a population under 2,500, the more negative the economic impacts. In the case of medium (populations of between 2,500 and 7,500 people) and large (populations over 7,500 people) towns, it was found that where there were negative economic impacts associated with a bypass, the impacts were not as severe. A bypass does influence the business mix of the downtown area – the proportion of retail business in a bypassed town is smaller than that of a non-bypassed downtown area. Thompson et al. (2001) also found that most post-bypass businesses were new to the community, and were not relocated pre-existing businesses.

Babcock and Davalos (2004) used ordinary least squares (OLS) regression to quantify the impact on annual average total employment in bypassed cities in Kansas. Local business owners were also interviewed. Other studies have focused on the impacts of highway investment in general and whether investment in highway construction has significant economic impacts. Many studies, such as ones carried out by Squires (1997) Wells and Farnworth (2001), Leong and Weisbrod (1999), Srinivasan and Kockelma (2002), Gillis and Casavant (1994), and Baker and Bellotti (2002) discuss the positive impacts of highway bypasses. Construction has resulted in less congested and safer roads for local drivers and pedestrians. In addition, the main downtown roads are quieter from reduced truck traffic and require less maintenance and roadwork. The benefits of a highway bypass are rarely noted by those opposed to its construction, but should be considered by planners and residents alike.



Handy et al. (2001) found that for a number of case studies reviewed were able to use the opportunity to develop destination-based tourist attractions within the downtown business core. Rather than consisting of convenience-based services such as gasoline station and fast-food restaurants, downtowns became centres of more specialized activity that have often capitalized on the historic character of the town to become a desired destination for tourists. Regardless of how the adjustments take place, the findings were consistent that communities with a strong economic base adapt to these changes, and that in the long-term, any effects caused from the bypass are primarily small and relatively insignificant to the overall well-being of the community. By going through the literature reviews of various researchers regarding the development of bypasses and its commercial as well as economic development within the town, I hereby over come with the following conclusion regarding the topic of study

## Conclusion Of Study

The overall conclusions of the review study are as follows:

- The construction of a bypass has either no effect or a very little negative effect on the community;
- The opening of a bypass route reduces aggregate retail sales, but does not have a significant effect on retail employment, total employment or population levels;
- The bypass is more likely to encourage total employment growth if the bypass has partial access control, and is located close to the downtown sector.
- The presence of a bypass will positively influence the business mix in the downtown area.
- Many of the government officials, media representatives and business people agreed that the bypass will promote commercial growth and improved quality of life.
- The size and scale of the facility and the benefits, in reduced travel time and travel cost, that it confers in comparison to the bypassed route
- By the reduction in through traffic within the town, bye pass become more attractive, which in turn leads to increased commercial investment in existing as well as new businesses and residential sector as well.
- Due to decreased traffic load in the downtown area the air quality will increase, also will result in reduced noise pollution thus benefitting the individual health.
- It will also result in environmental and safety benefits.
- The research concluded that the construction of the bypass will serve the purpose of improving traffic flow by reducing congestion on the old route
- It will also result in environmental and safety benefits.

In General context the development of Bypass will increase the commercial activities of the town to the greater extent. This will also lead to increased interest of the people towards the setting up of the business units along the bypassed road which will also create the employment with the creation of these establishments thus will help in minimizing the unemployment to some extent. On the whole, the bypass has been perceived to have positively affected the entire life of people in Pattan.

## References

- [1]. Hossain N., (2014), *History of Commercial Development in Dhaka and the Spatial Significance of Spontaneous Retail Growth*. IOSR Journal Of Humanities And Social Science (IOSR-JHSS) Volume 19, Issue 11, Ver. VII (Nov. 2014), PP 66-73 e-ISSN: 2279-0837, p-ISSN: 2279-0845.
- [2]. Mahmud, S.M.S. and Hoque, M.S. (2010), "Unplanned Development and Transportation Problems in Dhaka City", Published in the two days workshop on "Risk Resilient Infrastructures: Role of Education and Training Organized By Buet-Japan Institute Of Disaster Prevention And Urban Safety (Buet-Jidpus) Comprehensive Disaster Management Program (CDMP), UNDP Ministry Of Food And Disaster Management, Government of Bangladesh as a key note paper, 13-14 November, 2010. Branham, A.K., A.D. May, Jr., and Michael, H.L. (1953). "Economic Evaluation of Two Indiana Bypasses." *Highway Research Board Bulletin*, 1953, No. 67. Joint Highway Research Project, Purdue University, West Lafayette, IN.

- [3]. Comer, J.C. and G.A. Finchum. 2001. *Business Impacts of Highway Bypasses. Papers and Proceedings of the Applied Geography Conferences.*
- [4]. "District Census 2011". *Census2011.co.in*. 2011. Retrieved 2011-09
- [5]. Babcock, M.W., Davalos, J.A., 2004. *Case Studies of the Economic Impact of Highway Bypasses in Kansas. Kansas State University. Journal of the Transportation Research Forum, Vol. 43, No. 1, Spring 2004.*
- [6]. Thompson, E., J. Miller, and J. Roenker. 2001. *The Impacts of a New Bypass Route on the Local Economy and Quality and Quality of Life.*
- [7]. Kadiyali L.R(2005) "Traffic Engineering transportation planning", Khanna publishers delhi

