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Impact of Road width on the transport system of Bolpur Town

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Abstract

At 1921 Union board was established in Bolpur. In 1951 Bolpur Municipality was formed. Before that Bolpur was a rural area, some areas like Bandhgora, Bolpur, Makarampur were merged and made a municipal settlement called Bolpur Municipality. Being a rural area, the settlements were not planned and also the roads were narrow somewhere it is too much. So, researcher observe that there are no footpaths and that's why the common people walk through the main road, if a big vehicle enters a traffic problem will arise. Mainly at the office time, the people of this town face a big traffic problem. Some roads like Station Road, Ramkrishna road, Chowrasta, Chitra more etc. are very congested. From long time the side of the roads and drains are occupied by the hawkers and illegal shops.

In recent days District administration and Bolpur Municipality, taking action against the illegal constructions. They are trying to recover the roads, drains, and govt. properties. In both sides of the 25% of the road were occupied by the hawkers. If the road is restored many problems will be solved.

Keywords: Rural, Municipality, Traffic problem, Illegal Construction, Footpath.

Introduction:

Bolpur town is an ancient town and a municipality in Birbhum district in West Bengal, India. It is also the headquarters of the Bolpur subdivision. Bolpur municipality includes Bandgora, Jambuni, Makarampur, Kalikapur, Layek Bazar, Muluk, Santiniketan, Prantik, Goal para, Surul Sriniketan, Kasipur, and Moldanga. It includes 22 wards. The town is also famous for its own culture and educational status.

Bolpur was a small rural town prior to the 20th century. Its geographical location 145 KM away north from Kolkata airport and 64 KM away northeast from Andal airport situated at the south of Birbhum District. At that time the main economic activities of the people of Bolpur were purely based on agriculture. At that time there were 19 (nineteen) rice mills in this small town.

In the year 1859 the rail line was opened to Shibganj through Bolpur town. The rail line was constructed by the East India Company. Then Bolpur town related to Howrah (Kolkata) to Sahibganj. This rail line divided Bolpur town into two parts. The eastern part of the town was the main economic or business centre of Bolpur and called as Old Bolpur,

and the western part of the rail line was vacant space. Agriculture was the main occupation of the people of kalikapur and Bandgora. From every side of the Bolpur town is growing rapidly. The Bolpur Town is growing faster with the rhythm as the Santiniketan grows now. Bolpur santiniketan is not only educational hub but also famous tourist place.

Few eminent people, educationalists, and social workers of Bolpur had also played a great role in the faster and rapid growth and development of Bolpur town. With their endless efforts few High Schools, Colleges, Basic Primary School, Town Library, Primary Health Center, were established. In recent age English medium schools one state University one Private University, private engineering college, teachers training colleges and a Medical College were established in the outskirts of Bolpur town. For giving better civic amenities to the people of Bolpur Union Board Office was established in the year 1921. From June 1950 the Bolpur town was declared as Municipality from the Union Board in accordance with the provision of the West Bengal Municipal Act 1932 with a notification issued by the then local self Govt. (L.S.G) Government of West Bengal.

Statement of Problem:

The main problem of the area is congestion of roads, the main road named Bolpur chowrasta is very congested, and there is footpath from chowrasta to hat tala. Netaji road is narrow near Dangalai Kali tala more. On the other side dangali kali tala more to Horogouritala road is also narrow. From the eastern part of lalpul to Trisula patty road is also narrow, apart from this road is also very busy, the turn near electric substation is dead end. At Chitra more the road condition is very poor this part of the road is wide but different types of vehicles, building materials block the sides of the road, so in this part traffic is very slow in all time. There is no alternative road between sayambati to Bolpur station, so those people who want to go to Bolpur station they are facing big problem day by day.

In this town we see there are no footpaths and that's why the common people walk along the main road if a big vehicle enters and traffic problems arise. Mainly at the office time, the people of this town face a big traffic problem. Some roads like Station Road, Ramkrishna road, Chowrasta, Chitra more etc. are very congested. From long time the side of the roads and drains are occupied by the hawkers and illegal shops.

Literature Survey:

Harris. C.D. (1970) studied (Cities of the Soviet Union) The Author observed that the Soviet Union is rapidly becoming a land of great cities, Moscow with more than 4 million inhabitants, Leningrad with more than 3 million are among the great cities of the world.

This paper is a study of growth, functions, and distribution of the cities of the Soviet Union. Since the 1939 census of the Soviet Union has enlarged its territory annexation of a strip on a western border.

Dey .F. (2016) Studied "Changing pattern of settlement structure in rural West Bengal". He found that a long standing issue for the geographers to study pattern of settlements on urban and rural areas of whole World which are affected over spatial dimensions.

Objective of the Study:

- 1) To understand the width of roads in relation to traffic frequency.
- 2) Uncover the problem, Policy, and action programme.

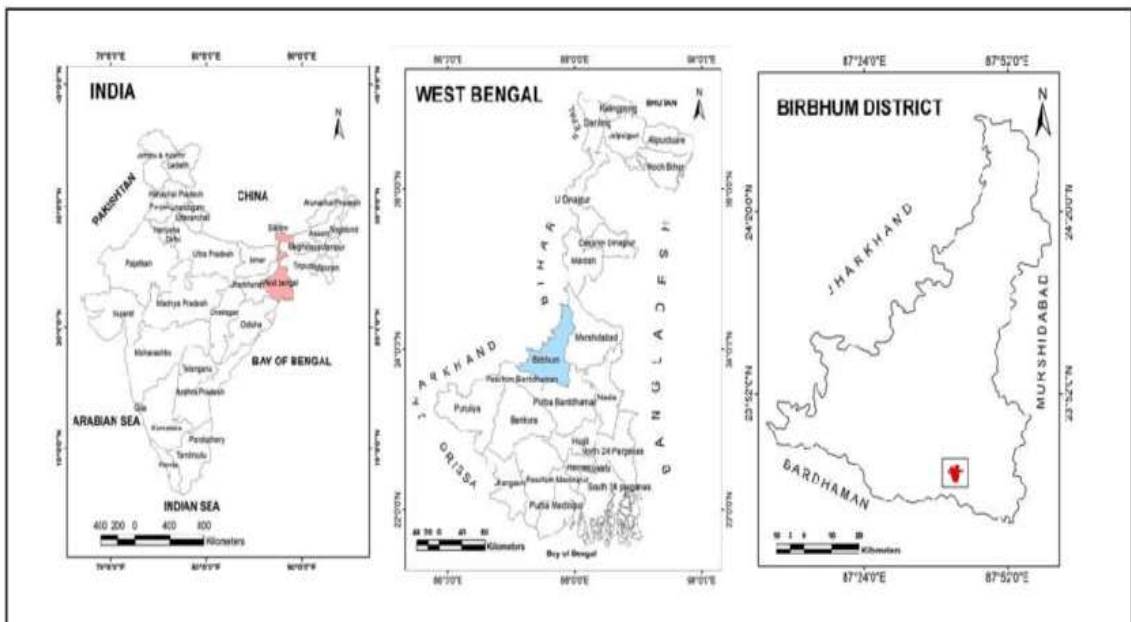
Data Base:

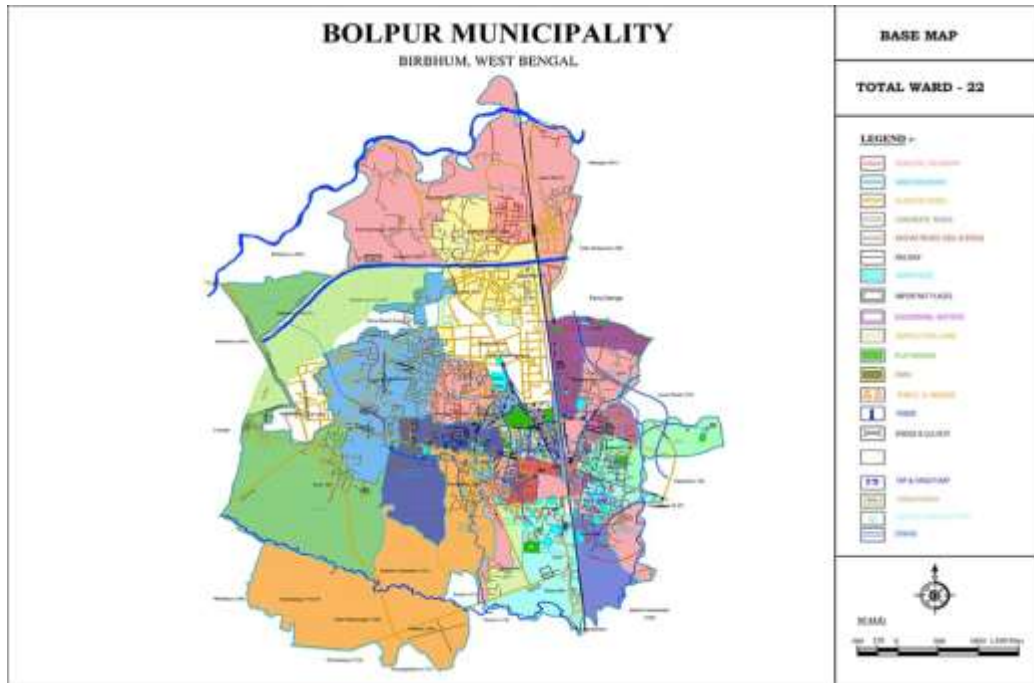
Research Methodologies the specific procedures or techniques uses to identify, select, process, and analyze information about a topic. This study has been done on the basis of primary data collected through surveys, face to face interviews based on some common people of Bolpur Town.

Location of the study area:

Bolpur town is an ancient town and a municipality in Birbhum district in West Bengal, India. It is also the headquarters of the Bolpur subdivision. Bolpur municipality includes Bandgora, Jambuni, Makarampur, Kalikapur, Layek Bazar, Muluk, Santiniketan, Prantik, Goal para, Surul Sriniketan, Kasipur, and Moldanga. It includes 22 wards. The town is also famous for its own culture and educational status.

Bolpur is located at 23.67°N 87.72°E. Bolpur town covered an area of 35.94 km² (13.88 sq mile). The map of Bolpur-Sriniketan CD block on page 718 of District Census Handbook Birbhum (Part A), the area of Santiniketan is shown as a part of Bolpur, and Sriniketan is shown as a part of Surul, a census town.





Location Map of Bolpur Town

Discussion:

Researcher has visited 12 major roads of Bolpur town. This survey reflects the old and unplanned settlement Pattern and roads of this town. It is a famous educational and cultural town all over India.

Analysis:

From ancient age the settlement was dispersed because all over the town jungles and bushes over the town. After that the people concentrated on Kalikapur, Makarampur, ukil patty, Nichupatty, Suri Para. When Sahebganj loop line was introduced, people were settled Hat tala, Kachharipatty, Nildanga. When VisvaBharati University was formed the town was increased rapidly. People from various places came to settled here. In this time the Union Board was formed. After 30 years Bolpur Municipality was formed with 12 wards, now the size of the town extend, and the number of wards increase into 22.

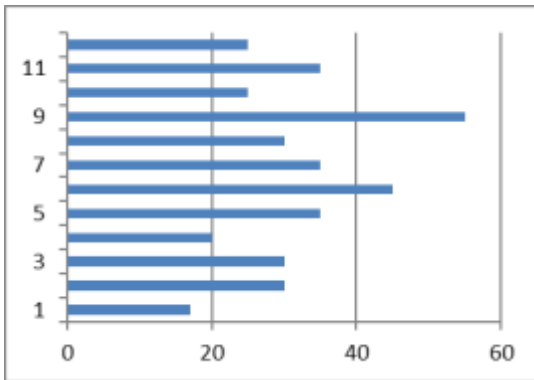
Table- 1

Road Mark	Width (In Feet)	Length of the Road (In feet)
Chowrasta- Rail Station	17- 22	2600
Chowrasta- Bandgora	30-35	3200
Chowrasta- santiniketan Post Office	30- 35	8000
Chowrasta- Nichupatty Arati Cinema Hall	20-25	4200
Chitra Cinema Hall - Layek Bazar	30-35	11500
Bolpur Tourist Lodge- Jambuni Bus Stand	45-50	3200
Jambuni Bus Stand - Sriniketan Bazar	35-40	7500

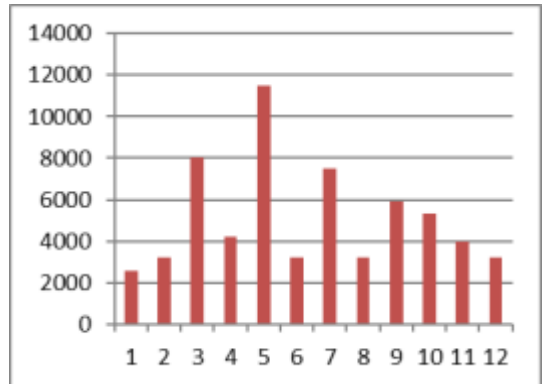
Trishula Patty- Dangali Kali tala	30-35	3200
Lalpool - Makarampur check post	30-35	5900
Jambuni - Kashipur Bypass	55-60	5300
Kashipur By pass- Rail Station	25-30	4000
NichupattyAratiCenema Hall - Layek Bazar	25-30	3200

Table- 2

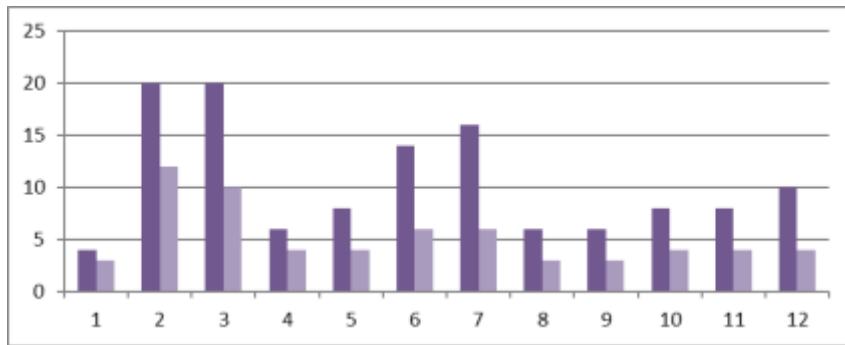
Road Mark	Foot path (In Feet)	Footpath occupied (In feet)
Chowrasta- Rail Station	4	3
Chowrasta- Bandgora	20	12
Chowrasta- santiniketan Post Office	20	10
Chowrasta- NichupattyAratiCenema Hall	6	4
ChitraCenema Hall - Layek Bazar	8	4
Bolpur Tourist Lodge- Jambuni Bus Stand	14	6
Jambuni Bus Stand - Sriniketan Bazar	16	6
Trishula Patty- Dangali Kali tala	6	3
Lalpool - Makarampur check post	6	3
Jambuni - Kashipur Bypass	8	4
Kashipur By pass- Rail Station	8	4
NichupattyAratiCenema Hall - Layek Bazar	10	4



Width of Roads (In Feet)



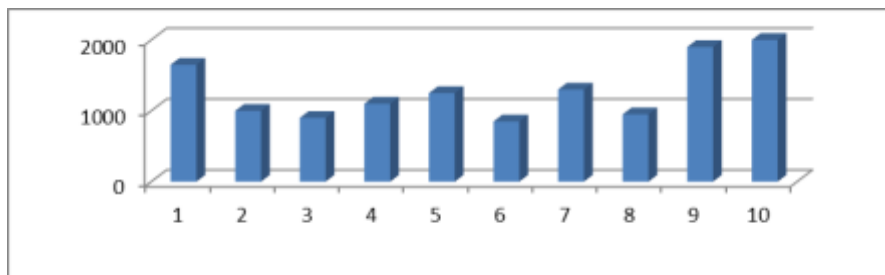
Length of Roads (In Feet)



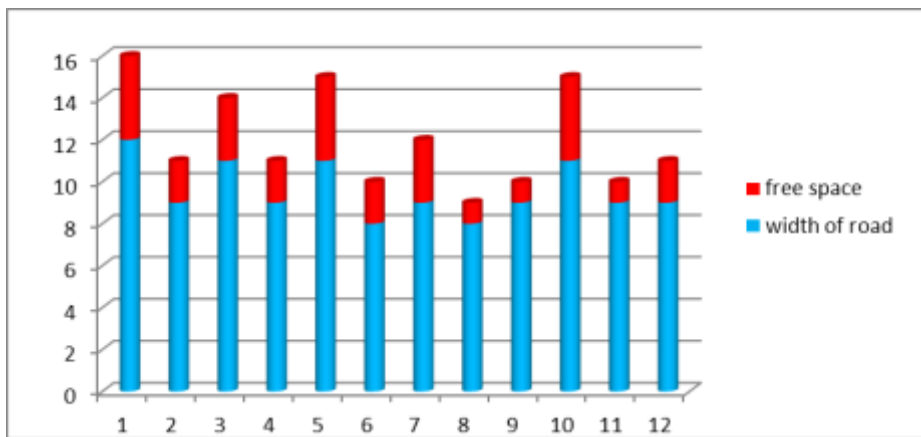
Width of Footpath and Foot path Occupied by the people

Table - 3

Name of the Colonies with entrance road	Width of sub roads (In Feet)	Footpath/ Free space In Feet	Length of the Road (In feet)
Ramkrishna Road/ Vikirbandh	10-12	2+2	1650
Professor Colony	8-9	1+1	1000
School Bagan	10-11	1.5+1.5	900
7 th Pally	8-9	1+1	1100
Bhuban danga	10-11	2+2	1250
Mistry para	7-8	1+1	850
Mission compound	8-9	1.5+1.5	1300
Surosreepally	7-8	.5+.5	950
Kalika pur	8-9	.5+.5	1900
Nayek para	10-11	2+2	2000
Vidyasagar pally	8-9	.5+.5	3000
Nildanga	8-9	1+1	800



Length of the sub roads of Bolpur town



Width of Sub roads and free space beside the roads

Major Findings:

In this table we can see the width of the roads are not so much except the Jambuni Bypass road. The station road is too narrow in width, the houses beside the road are too old and the road is always very busy because of the rail station and daily market. Every class of people use this road for their own purpose. There is no footpath, and hawkers sail their products by occupying the roadside e-rickshaw, bikes, cycles make this road always congested.

At Netaji Road near Dangali Kalitala more and Chowrasta, these roads are also congested most of the time mainly in office time. Because more than three roads join this place. Chowrasta is the main central area of the town for various things. Always two-three traffic police maintain the traffic. Here we can see linear pattern of settlement beside the road the settlements are very close to each other.

The width of Santinikatan road and Sriniketan roads are good but the illegal hawkers occupy the footpath and these roads become narrow. In front of Primary Health Center and Bolpur Girls High School at Srinikatan Road and near electricity office at Chitra more one-third road were occupied by the hawkers, they also occupied the main drains so the water cannot pass through, so in all raining time the area was logged by dirty water.

At Chitra more to Makarampur and Trishulapatty, the roads mainly occupied by the toto, auto and the building materials. In those place (Chitra more and Makarampur) the road conditions are to worst basically in these roads the people make height in front of their houses and shops, there are no high drains so in the raining time the roads getting water logged and the peoples facing big trouble to go through the road the accident probability in this road are very much high for the bad road condition.

At Jambuni to Srinikatan and Jambuni to Lodge more the width of the roads are quite well the settlements are planned; some new houses add flats are going beside the roads. High drains are also there.

Jambuni to Kasipur bypass (Rabindra Bithi Bypass) is new in respect to other roads. This is two-way roads, and it is the bypass road of Ilambazar and Durgapur, the road is well maintained.

Arati more to Lyek bazar is also a bypass road of Bolpur, Palitpur. People who coming through Palitpur road they face the narrow, congested Netaji Road Chowrasta in some areas if a big vehicle enters the road will be blocked apart from this totos also make traffic jam by moving whimsical. When trains come the traffic would be slower after some time and it would be normal.

From the table-3, All the sub roads like Ramakrishna Road College Road, Professor Colony, Kalikapur etc. are also very narrow. It is very difficult to pass medium size vehicles through these roads as all these roads are 8 to 10 feet wide. As these roads are not very wide, different types of big vehicles cannot enter. Different types of construction materials and household furniture cannot be carried by the big truck.

Being a rural area at a time, the roads of Bolpur are not very good in width but the administrative body always tries to give facilities to the people of Bolpur. The road conditions are much better. The sub roads are concrete, the footpaths are furnished with tiles, everywhere street lights are shown footpaths are recovered by the municipality from the illegal hawkers they demolish illegal construction and making footpaths for the walkers the occupied also restore and cleaned up. For a longtime the covered drains are cleaned so in every heavy rain the whole town are water logged.

I think there is also a big problem with waste management. There are some open vats all over the town, the vats and dust bins are not cleaned every day, so the garbage scattered here and there.





Some road conditions at Bolpur





Congested roads at Bolpur



Demolishing Illegal construction by Pay loader at different parts of Bolpur



Roadsides are cleaned by Municipal Authority after demolishing illegal constructions

Policy Measure:

- 1) The road should be maintained properly.
- 2) Waste management should be done in daily basis.
- 3) Cleaning sewage.

4) Streetlight should be maintained.

5) To think about the evacuated hawkers. They should be rehabilitated by the administration body.

Conclusion:

Researcher observed that the illegal hawkers who were evacuated by the administrative body, they further sit beside the road.

The number of E-rikshaw has been increasing enormously. More than 2500 E-rikshaw are in the town. They do not maintain the traffic rules, so the people are facing problems for them. This huge figure of the vehicle is the headache for Municipality and administration. If it is not maintained people will face big trouble.

Apart from these problems the town is growing faster. The people enjoy many facilities. Shopping malls, amusement parks, recreation and amenitycenters, English medium schools, Colleges, University, medical college have been created.

That's why we can say the social well-being of the people of this town is good enough, and day by day the town is developing with new features and facilities. In future the town will convert into a world class city.

Acknowledgement:

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I also acknowledge with a deep sense of reverence my gratitude towards the people of Bolpur for their valuable suggestions given to me in completing this publication work.

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