



punjab geographer

A JOURNAL OF THE ASSOCIATION OF
PUNJAB GEOGRAPHERS, INDIA

VOLUME 5

OCTOBER 2009



IMPACT OF GLOBALIZATION ON URBAN-RURAL RELATIONS: SOME REFLECTIONS FROM INTER-STATE CHANDIGARH REGION

Ravinder Kaur

Abstract

Globalization has been quite instrumental in increasing the mobility of persons, goods, capital and ideas which have a direct bearing on urban-rural relations. The present paper purports to highlight the role of globalization in shaping the urban-rural relations in terms of their intensity, nature and direction in the Inter-State Chandigarh Region.

In the post 1991 period, privatization and improvements in transport, communication and information technology played a significant role in strengthening the urban-rural relations in the region. Under the changed scenario, the increasing number of vehicles (both two and four wheelers) and telephones (both mobile and landline) have substantially contributed in strengthening the intensity of urban-rural relations. The transport technology has not only facilitated the movement of perishable goods (milk, poultry, flowers, vegetables) but also increased the mobility of commuters from longer distances. Since the distances are gradually shrinking, the distinction between the rural and urban seems to be falling apart. Thus, a visible change can be seen in the intensity, nature and direction of urban-rural relations in the region.

Introduction

The last quarter of the twentieth century has witnessed an upsurge in the process of globalization. Among some of the celebrated developments of globalization have been; tremendous increase in the fluidity of finance across national boundaries, universal acceptance of the western arrangement of governance and management of societal problems, and also the revolutionary transformation in communication technologies and transportation. An important consequence of globalization has been increase in the mobility of persons, goods, capital and ideas which has a direct bearing on urban-rural relations (Kaur, 2007). Hence, after 1991 there

has been a new course in the history of urban rural relations in India under the impact of globalization (Kundu, 2007). This period, in fact, coincides with radical changes effected in India's macro-economic policies to promote the role of the private sector, attract foreign capital and improve economic efficiency. Special emphasis was placed on the development and maintenance of good quality infrastructure especially in the fields of transport, communication and information technology (Gupta, 2007). Foreign capital and technology were liberally invited in such fields. Consequently, the number of vehicles (two as well as four wheelers), telephones, both landline and mobile, televisions and computers

increased tremendously. Under the privatization policy, informal urban economy and super specialization in medical, educational, banking and other professional services recorded a mushrooming growth in cities like Chandigarh. Under the liberalization policy, private investment, both foreign and Indian, found an added attraction in cities like Chandigarh where availability as well as quality of services was par excellence as per Indian standards. Chandigarh, thus became a great attraction for investors, service providers, job seekers and professionals (Krishan, 2000). Consequently, urban land prices shot-up in the city which led to the emergence of a number of legal and illegal residential colonies in and around the city of Chandigarh. In this process a big geographical city emerged, which is generally termed as Chandigarh Urban Complex. Under the changed scenario brought by the revolution in electronic and automobile technology, distances began shrinking. By now, to travel a distance of 15 to 20 kilometre is no more a worrisome problem. The zone of commuting is expanding further and further and so are the services supplied by the city of Chandigarh. All this has led to the redefining of urban-rural relations in the region.

Study Area

Inter-State Chandigarh Region (ISCR) (Fig. 1) sprawls over a landscape of 2,421.3 sq. km. with an average radius of about 35 km. from the core of Chandigarh. There are at present 898 rural and 17 urban settlements in the region. Administratively, the region comprises areas partially or fully from 6 districts (Roopnagar, Patiala, Fatehgarh Sahib in Punjab and Panchkula and Ambala in Haryana and Chandigarh U.T.). Prior to 1951 areas now included in the ISCR were completely rural, backward and peripheral. Emergence of Chandigarh as a newly planned

modern city in the post-Independence period rapidly transformed this peripheral and backward part of the then Punjab. It is because of its astronomical growth that within a period of four decades of its establishment, a need was felt to develop it, not as a city but as a city based planning region.

Inter-State Chandigarh Region, delineated in 1981 on the basis of functional homogeneity, differs widely in physical and cultural settings. Physiographically, there are three marked physical zones viz. hilly zone, dissected undulating plain and upland plain. A number of seasonal streams or *choes* along the Siwalik tracts are found in the region. These cause not only enormous damage to life, property and top-soils but also pose a physiographic handicap in the mobility of the people. Natural vegetation is highly localized. This is mainly found in areas declared as reserve forests in the Siwalik hills, as there had been widespread deforestation in this part in the post-Independence period. There are wide variations in soil texture and fertility and consequently level of agricultural production and productivity also differ widely. In western and south-western parts of the region, where alluvial and loamy soils are available, agricultural productivity is relatively high and commercial crops dominate the cropping pattern as compared to northern hilly zone.

The region has been witnessing a high population growth since the inception of Chandigarh. During the last four decades between 1951-2001, population grew about seven times to reach 2.85 million in 2001. On one hand, a sharp decline in mortality and morbidity and on the other, in-migration, have been responsible for the phenomenal growth in population. In-migration in particular has played an important role for strengthening Chandigarh's linkages with the surrounding areas. The region is an urban majority region

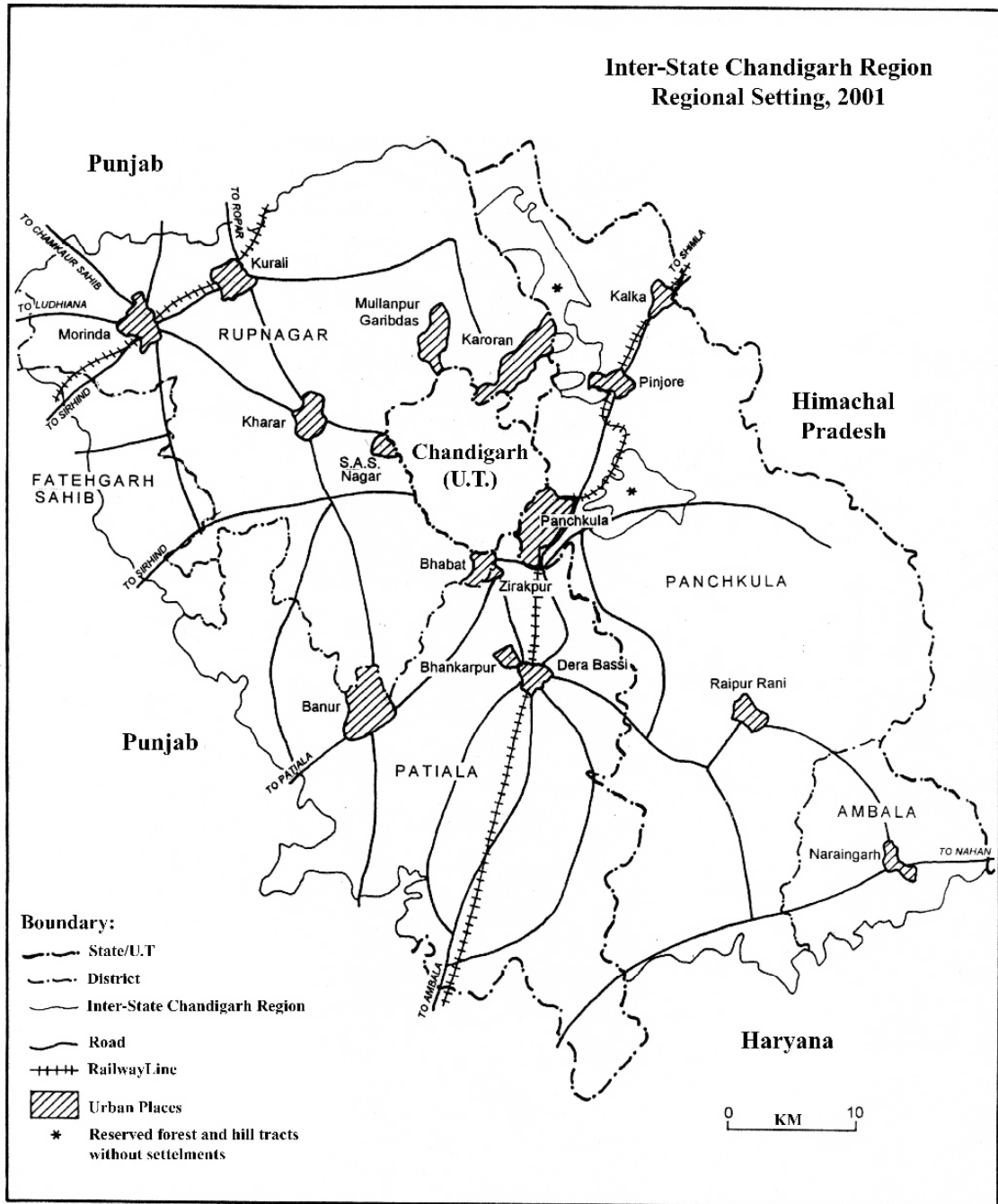


Fig. 1

where almost half the total population resides in 17 urban settlements and the remaining half is distributed in approximately 900 rural settlements. While the number of urban settlements has gone up by four times since 1951, rural settlements have gone down in number. This is mainly because of up-gradation

of rural to urban settlements or merger with adjoining towns. The average population size of the village in the region is 931 persons. Majority of the villages in the region are medium sized with population between 500-2000 persons. The region recorded a very low sex ratio of 826 against the national average of

931 females per thousand males in 2001. Within the ISCR, the Haryana part of the ISCR recorded a lower sex ratio (838) as compared to Punjab (858). Sex ratio is lowest in the Chandigarh part of the region mainly because of the male in-migration to Chandigarh and surrounding villages. Despite lowest sex ratio, the Chandigarh part has displayed the highest literacy rate (82 per cent) against the regional average of 77 per cent. The Punjab part of ISCR recorded a literacy rate of 70 per cent, against 66 per cent in Haryana part.

After the emergence of Chandigarh, industrial development in the region has been quite impressive. In 1951, the region had hardly any large or medium units but by 2002, 151 such units had emerged. Most of these are consumer industries and are located on the main roads radiating from Chandigarh. The region is served by two national highways, three state highways and two railway lines. However, railway transport does not play as significant role as the roads network does in connecting Chandigarh with its region.

Methodology

This paper presents the recent scenario of urban-rural relations in Inter-Sate Chandigarh Region captured through a fieldwork conducted in randomly selected 30 villages of Inter-Sate Chandigarh Region (ISCR). A well-structured pre-tested questionnaire was used to collect the information. The questionnaire was related to village level information about identification, commodity and service exchange, commuting, facilities and amenities available as well as village landuse and cropping pattern. In addition, the observation method was also used to supplement information / data collected through the questionnaire.

While discussing these parameters of urban-rural relations an effort has been made to

present a recent scenario in order to comprehend the changes that have been brought under the wake of globalization.

The discussion to follow has been organized under four sections. The first section focuses on the movement of goods in terms of commodity exchange, the second on movement of people in terms of commuting and the third on service exchange between urban and rural areas. Finally, an overall picture emerging out of the discussion of preceding three sections has been presented in a consolidated form in the fourth section.

I COMMODITY EXCHANGE

During the fieldwork it emerged from the observations and discussions with people, that prior to the emergence of Chandigarh and even a decade after, the surrounding villages of the ISCR maintained their ties with already existing and organically evolved towns of Kalka, Kharar, Dera Bassi, Banur, Morinda, Kurali and Naraingarh. Each of these centres had, among other things its own grain market, bank branch, police station, high or higher secondary schools, hospitals or dispensary and a weekly market. In fact, in the historical past these urban centres served as the administrative headquarters of different administrative units under various rulers.

It was revealed by the respondents that prior to the emergence of Chandigarh, Ambala was the most important centre for them to make bulk purchases especially for marriages and other important family functions. Even today, Ambala has a big wholesale cloth market which is still preferred by the people to purchase items like silken clothes (especially sarees), utensils and jewelry for marriages and other social functions. The people from Chandigarh also prefer the Ambala market for making such purchases even today.

In fact, Chandigarh gradually captured the umland of the existing towns in the region by weakening and eroding away the traditional functional ties, which the villages had with existing service centres in the region (Krishan and Agarwal, 1970). It took almost a decade for Chandigarh to establish the functional links with its region. In this process, the nearby villages, falling in the zone of 10 km, started an earlier interaction in the 1960s while the rest took nearly a decade for the same.

To begin with, milk and vegetables constituted the two most important commodities, which the region supplied to Chandigarh. (Krishan and Agarwal, 1970). During the fieldwork it was reported by the respondents that since the eighties there had been a clear-cut shift in favour of seasonal vegetables. Farmers started growing all type of vegetables viz. leaf, stem and root. However, tomatoes, potatoes, onions, cauliflower, chillies and leafy vegetables were the most popular ones (Krishan, 1963). These vegetables at present find their way in to *Apni Mandis* or Farmer's markets organized daily in some or the other sectors of Chandigarh, Panchkula and Mohali. Farmers get the price prevailing in the market, as the farmer and the consumer deal directly without the middleman in such markets. Of late, the progressive farmers have also started growing cabbage, carrots, beans, broccoli and mushrooms. The new additions are in great demand for being important ingredients of popular Chinese and Italian recipes being served in the city hotels and restaurants and which are also increasingly finding favour among the local population. These are visible impacts of globalization.

In the last few years, apart from milk and vegetables, some other commodities too have found a lucrative market in Chandigarh. Amongst them, poultry products, flowers and bricks are worth mentioning. Villages located

on Chandigarh-Naraingarh road and around Zirakpur have gone in for poultry products on a large scale. The ever increasing demand of eggs and chicken by the fast growing hotel industry in the city has stimulated the growth of poultry farming in these villages. Similarly, a great demand for flowers in Chandigarh had led to the introduction of flower cultivation in villages such as Tira, Rani Majra, Jhampur, Manana and Bad Majra as these are located in close proximity of Chandigarh (Table 1). Marigold and gladli flowers are mostly grown and supplied to the florists in the city. Fast growth of florists in Chandigarh can also be seen as acceptance of western lifestyles in the city. Apart from this, a number of brick kilns have come up in the villages surrounding the city especially along the Chandigarh-Naraingarh road. The bricks are supplied to Chandigarh, Mohali and Panchkula for construction of various public and private buildings.

The villagers not only supply their produce to Chandigarh but also purchase different goods from Chandigarh. The impact of globalization is now quite visible on the behaviour of rural consumers and items they purchase from the urban market. Their visits to Chandigarh are more multi-purpose in nature. Secondly, some of the items which they earlier used to purchase from Chandigarh market are now readily available in their own villages or at the nearby rural service centres. The villagers in most cases do not come to Chandigarh for the sole purpose of purchasing provisions and goods but may go in for shopping when they visit Chandigarh for disposing off milk, vegetables or agricultural produce. It is quite true that many villages have one or two local shops catering to most of the daily needs. Thus, the factor of retail sale does not function as a strong link between Chandigarh and its surrounding villages. This is performed by

Table 1

ISCR: Important Villages Specialising in Activities Promoting Commodity Exchange.**Truck Farming**

Jhande Majra (144), Mehrauli (143), Khizerabad (322), Desu Majra (31), Jhungian (29), Harlarpur (181), Jhandpur (28), Palheri (173), Teur (81), Khanpur (302), Kherra Gajju (269), Lehlan (267), Manakpur (272), Tasoli (273), Devi Nagar (274), Urdan (265), Raipur Rani (6), Kheri (10), Samlheri (11), Batouri (247), Khatauli (3), Natwal (23), Rampur (209), Fatehpur (80).

II. Floriculture

Tira (20), Rani Majra (85), Jhampur (22), Manana (21), Bad Majra (25).

III. Dairy Farming

Bana Madanpur (231), Nagal Mogindgarh (229), Ramgarh (232), Manka (233), Behla (237), Kot (238), Naggal (239), Kami (243), Manak Tabra (244), Bhagwanpur (248), Barwala (246), Haripur Kura (17), Devinagar (18), Janetpur (19), Shatabgarh (41), Singhpura (43), Dhanas (15), Karoran (352), Dhangrauli (244), Rattangarh (250), Aurnauli (238), Prempur (284), Sandhari Majra (255), Bari Mandauli (248), Bari Rauni (281), Boothgarh (265), Dhoomchari (262), Gopalpur (234), Kainaur (235), Kajauli (266), Kakrali (231).

IV. Poultry Farming

Barwala (246), Rewahar (239), Jatwar (14), Mauli (16), Taborah (73), Rampur (75), Dodhali (76), Laha (77), Khora Bhura (78), Taber (15), Saidpur (44), Sawara (45), Magar (46), Rasanheri (47), Sukhgarh (289), Patti Sohana (290).

Note: Hadbast numbers of villages are in parentheses
Source: Fieldwork, 2002.

different service centres such as Kalka, Kharar, Banur and Dera Bassi located at a convenient distance from Chandigarh. All such service centres, which existed long before the emergence of Chandigarh had traditionally evolved functional relations with their

surrounding villages.

However, the whole context of such relations registered a radical change with the emergence of Chandigarh. The people in the villages of the region now prefer to purchase provisional goods from old service centres in

place of Chandigarh where such items are now easily available and that too on competitive prices. No doubt, the question of variety and quality of goods is still important. Therefore, for a larger variety and better quality goods, they certainly prefer Chandigarh over the nearby market centres. They procure things like grocery, ready made garments and building material especially marble from Chandigarh. However, those who visit Chandigarh quite frequently or commute daily prefer Chandigarh for making purchases even for provisional goods. The rest opt for multipurpose visits to Chandigarh/Panchkula/Mohali.

**II
RURAL-URBAN COMMUTING**

Commuting to the city has been from all the directions except in the north and east where the Siwalik hills and choe (seasonal stream)

infested tracts put restrictions on the mobility. In 1951, the Ropar-Kalka road was the only major road in the area (Kaur, 1962). Hardly 2 per cent of the villages were connected by a road but presently 90 per cent of the villages are connected by pucca roads. Gradually, after 1970's a number of roads in different directions were constructed. By 1981, the ISCR was served by 2 National Highways i.e Chandigarh – Simla Road (NH 22) and Chandigarh-Ropar-Manali Road (NH 21). There were 3 State Highways viz. Chandigarh–Patiala, Chandigarh-Ludhiana and Chandigarh – Ambala. The construction of all these roads has facilitated commuting. The modes of commuting included cycles, scooters and buses. People used the cycle or scooter if they had to commute a distance upto 20 km. Beyond 20 km, they preferred either a bus or a scooter and beyond 40 km. they used buses to commute

**Table 2
ISCR: Movement of People**

Distance zone*	Average No. of commuters commuting from each village to Chd.	Mode of commuting	No. of buses plying between 8 am to 10 am
Zone I (upto 10 km.)	500	Cycle, Scooter	4-5
Zone II (11-20 km.)	300	Cycle, Scooter, Buses	4-5
Zone III (21-30 km.)	100	Bus, Scooter	4-5
Zone IV (31-40 km.)	50	Bus, Scooter	4-5
Zone V (41-50 km.)	30	Bus	5
Zone VI (more than 50 km.)	20	Bus	5

Source: Fieldwork, 2002.

* Distance from Chandigarh bus stand along major roads (Fig. 2).

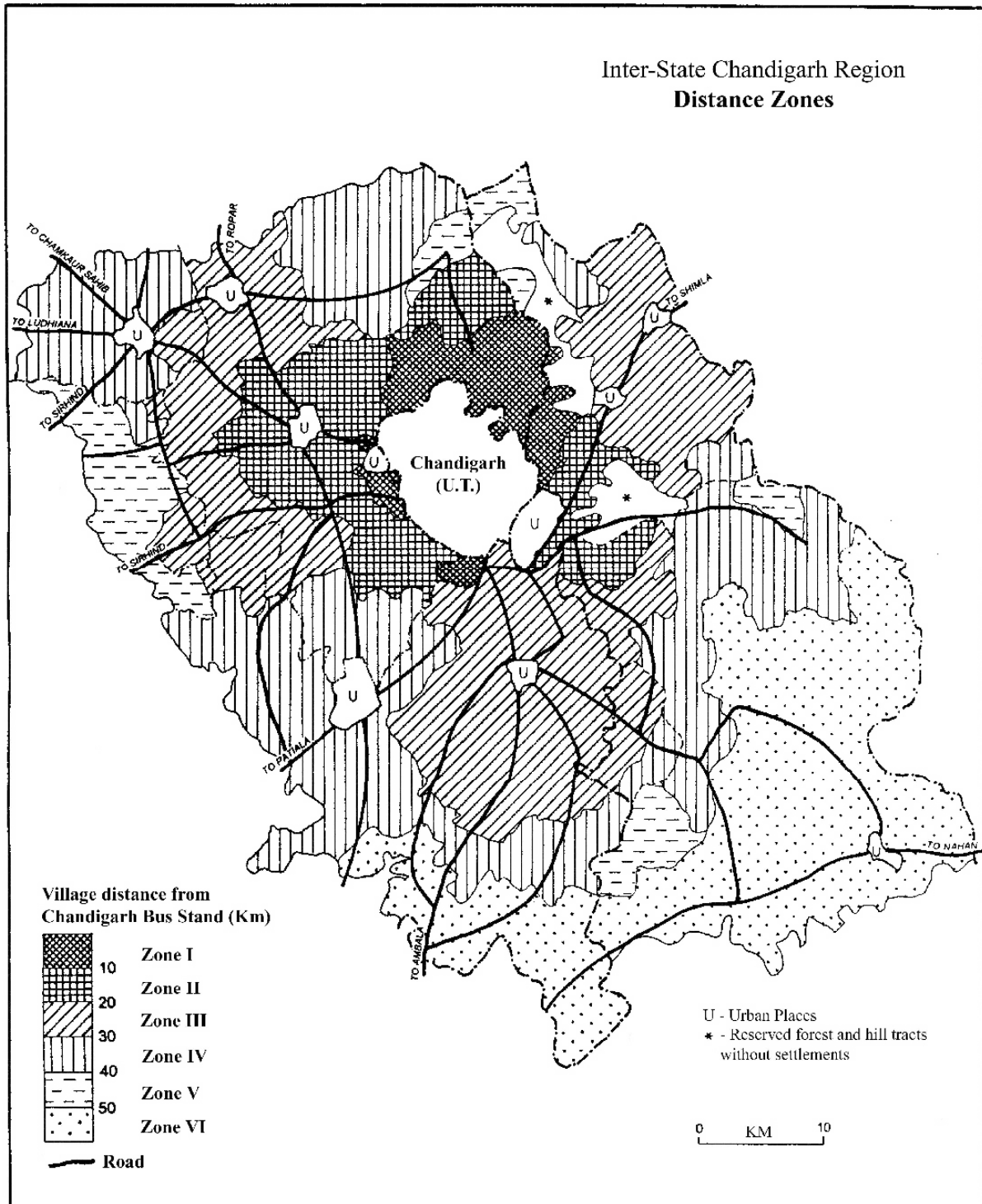


Fig. 2

to Chandigarh. The frequency of buses plying during office hours, morning and evening, range between 4-5 with a half an hour service. The average number of commuters coming from surrounding villages to Chandigarh varied with distance. For villages located in a zone of 10 km, on an average, 500 commuters commute daily. The number gets reduced to 300 persons in the distance zone of 11-20 km. and to only 100 persons in the 21-30 km zone. Beyond 30 km. the number varies between 20-50 persons only (Table 2).

Among the commuters, a large majority was comprised of government employees working in different offices of Punjab, Haryana and UT governments. Some of them also worked in the industrial and commercial establishments of Chandigarh city. Of late, a number of cycle and scooter stands have come up in Kurali and Kharar towns. Commuters from far off villages which don't have a direct bus service to Chandigarh, first come to these towns using their own vehicle. They park their vehicles at these stands and board a bus to reach Chandigarh. This not only saves them from long waiting sessions at their local bus stops but also ensures a convenient movement from home to the place of work and back.

Varying frequency of visits with a change in distance from Chandigarh was yet another important feature emerged from the study. People from the villages located at a distance of 20 km. visited Chandigarh almost daily, whereas from the zone of 21-30 km, visits are made weekly and from the above 30 km distance zone the visits were limited only to particular occasions. However, factors like family income, mode of transport available with family and nature of an individual's profession/ occupation also play a considerable role in this context. Those with higher income, personal two/four wheelers and engaged in professions which demanded frequent or daily

visit to Chandigarh commute almost daily even from a distance of more than 30 km.

On the other side of the scale, a large number of commuters go from Chandigarh to these villages to work in schools, colleges, banks, hospitals and other administrative offices. They prefer their own vehicle or public transport to travel. The attraction of quality life and quality education for children at Chandigarh forces such employees to stay in Chandigarh and undertake the long and tiresome journey daily to and from their work places in rural areas. From the economic angle also, this saves them from the botheration and burden of maintaining two homes at two different locations. An efficient transport network has also encouraged such commuting in the region. Besides, personal vehicles like scooter, motor cycles and cars have further facilitated commuting even for long distances.

III SERVICE EXCHANGE

In contrast to an evolved town, emerged from its surrounding area to perform central functions, Chandigarh was superimposed on a backward region to stimulate development. It was designed as a capital for the state of Punjab as well as a regional centre of education, health care and culture.

There has been a marked improvement in the availability of education and health services in the region since the inception of the city. Prior to the emergence of Chandigarh, only two villages had a high school and there were three health centres. Presently, almost 25 per cent of the villages in the region have at least one high school and 35 per cent have a government health centre or dispensary. The service base has, thus, expanded considerably over the years. Chandigarh has undoubtedly set in motion the socio-economic development of the region (Krishan, 2000).

Chandigarh, a well known centre for health and educational services caters to such needs not only of its own hinterland but also of the entire North-Western India. Therefore, people come to avail these services particularly health care and education from long distances. Similarly, in schools and colleges of Chandigarh, students and teachers from surrounding villages commute daily. Earlier, the mode of commuting used to be the bicycle which now has been replaced by public transport, school buses, and privately owned vehicles i.e., two wheelers / four wheelers. Earlier, the daily commuting zone was restricted to 10-12 km, but now it has expanded to 20-30 km. and even beyond. Similarly, while previously people commuted to avail educational and medical facilities from rural areas but now they come for quality education or higher and professional education to Chandigarh. The 2001 same is also true for medical and health services.

Privatization policy in the post-reforms period has added a new dimension to urban-rural relations. Taking advantage of the pent-up demand for technical and professional education, private investors have invested heavily in the education sector in and around the city. Recently, several engineering, management and medical colleges have sprung up around Chandigarh. The colleges located at Tangori, Bhaddal, Dera Bassi, Landran, Jaulan Kalan, Ratwara Sahib, Kot Billa and Abhipur need special mention in this regard.

Now the Students from Chandigarh commute daily by college buses to these colleges and return in the evening. Besides the students, their teaching and administrative staff also commute from Chandigarh, Panchkula and Mohali. This is definitely a new phase in urban-rural relations. Surprisingly, it is now the rural areas which also attract students and teachers from urban areas and that too for higher

technical and professional education. Privatisation, exorbitantly pushed up urban land prices, pent-up urban demand for professional and technical education and automobile revolution have largely contributed towards shaping up this new phase in the urban-rural relations.

Another factor, which has played a significant role in further strengthening the urban-rural interactions, is the telephone. This is again an impact of globalization. In recent years, there has been rapid expansion of the telephone facility in rural areas. As a part of the government's policy, telephone facilities have made large strides during the Eighth Five Year Plan (1992-97). Telephone facilities have further boosted the trade and service relations between Chandigarh and its surrounding hinterland. Now a retail trader in a small town or rural service center can conveniently place an order on phone in the wholesale market at Chandigarh. The wholesale merchant delivers the commodities at the doorstep of the retailer on the same day or next day by a supply vehicle. Similarly, for acquiring construction material and catering services from Chandigarh and nearby towns the villagers can now place orders on phone. Thus, the city and its surrounding villages are drawing closer to each other in the region.

IV CONSOLIDATION

In the post 1991 period, ISCR witnessed a major improvement in transportation system, telecommunication, electronic media and information technology. The number of roads, vehicles, telephones, televisions and computers in rural areas grew manifold. Under the changed scenario, created by a revolution in the electronic and automobile technology, the distances began shrinking. Also, the distinction between the rural and urban areas seems to be

falling apart.

The increased use of two wheelers and four wheelers, telephones (both mobile and landline), televisions and computers has contributed positively in the strengthening of urban-rural interaction in the region. It is the change in transport technology which has not only facilitated the movement of perishable goods (milk, poultry, flowers, vegetables) but also increased the mobility of commuters from longer distances. Earlier, the daily commuter zone was 10-12 km. but now it has expanded even beyond 30 km.

Similarly, the spread of the communications and media network comprising telephones, television and newspapers have increased the scope and field of information of villagers. Today they are acquainted with the latest happenings around them as well as the new products launched in the market. Most of the newspapers now have city editions which keep the villagers well informed about the city life. The villagers are being drawn closer to the city and are almost integrated with the urban way of life. This is reflected in the dressing styles, use of consumer durable items like televisions, refrigerators, coolers, music systems, washing machines etc. and adoption of modern architectural style of houses. At least those who can afford it in the countryside are able to enjoy life comparable to urban standards. In fact, the economic interests of rural elites are no more confined to rural areas only. Now they are keen to invest in urban property or establish some business in the town.

On the other side of scale, the urban elite from Chandigarh especially the political and bureaucratic bigwigs have a great interest in investing in rural property. The huge and palatial farm houses that have come up in the adjoining villages of Chandigarh bear testimony to this. Further, urban middle class, with the soaring land prices and rents in the city,

have opted to shift to nearby towns and villages. Easy housing loans, rebate on income tax to those opting for housing loan and a desire to own a house have also contributed positively in this context. Consequently, a number of residential colonies have sprung up in Desu Majra, Sohana, Landran, Bhabbat, Kharar, Naya Gaon and Zirakpur. With efficient means of public and private transport people prefer commuting even from a distance of more than 30 km. A reversal in the direction of movement (urban-rural) of the relations is quite apparent.

Yet another recent development, which has altered the course of urban-rural relations, is the emergence of a number of private institutions for technical and professional education in the villages around Chandigarh. Engineering, management and medical colleges in Tangori, Bhaddal, Dera Bassi, Landran, Jaulan Kalan, Ratwara Sahib, Kot Billa and Abhipur are worth mentioning. These colleges ensure a pickup facility for students, faculty and staff members. This has brought a new turn in the mechanism of urban-rural interaction. It is now the rural areas which are attracting the city dwellers and that too for higher technical and professional education. This will definitely pave a new course for urban-rural relations in the region.

In sum, the intensity of urban-rural relations has become stronger over the last decade. Commuting has played a substantial role in strengthening urban-rural relations. A major change has been brought about in the direction of the inter-relations. Earlier, the people from rural areas approached urban centres for various services but now city dwellers visit rural areas to avail the same. It seems that urban and rural areas are now heading towards a symbiosis, but how far they can succeed can only be answered in due course of time.

References

Gupta D. (2007):

“How Rural is Rural India? Rethinking Options for Farming and Farmers” in Shovan Ray (ed.), *Oxford Handbook of Agriculture in India*, Oxford University Press, New Delhi, pp. 208-231.

Krishan G. and S.K. Agarwal (1970):

“Umland of a Planned City: Chandigarh”, *National Geographical Journal of India*, Vol. 16, pp 31-46.

Krishan, G. (1963):

“Spatial Analysis of Vegetable Supply of a Planned city – Chandigarh”, *Indian Geographical Journal*, Madras, Vol. 38, pp. 1-15.

Krishan, G. (2000):

“Chandigarh : a Futuristic Perspective”, in Allen G. Noble et al., (ed.) *Geographic and Planning Research Themes for the New Millennium*, Vikas Publishing House Pvt. Ltd., New Delhi, pp. 67-80.

Kaur, R. (2007):

Urban-Rural Relations and Regional Development, Regal Publication, New Delhi, pp. 119-142.

Kaur, S. (1962):

Regional Integration of a Planned City – Chandigarh, A Case Study MA dissertation Submitted to the Department of Geography, Panjab University, Chandigarh, pp. 12-28.

Kundu, A. (2007):

“Changing Agrarian System and Rural Linkages” in Shovan Ray (ed.) *Oxford Handbook of Agriculture in India*, Oxford University Press, New Delhi, pp. 183-202.

Dr. Ravinder Kaur

Reader

Department of Geography

Punjab, University,

Chandigarh