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## Growth of urban settlements in India - A Contextual study of India

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### Abstract

The life in a city attracts many people from the rural areas and towns who migrate in pursuit of the better jobs and employment opportunities. The major concern among the cities is the governance, the size and the living standards. The expansion of the economic activities because of the economies of scale and stimulated stay in the urban areas led to the unprecedented growth of the Indian cities. This is an Urban century and India is also urbanizing at an enhanced pace in recent decades. The need of the hour is that it has to plan, develop and build a new India which is ecologically and economically sustainable. The present article presents the contextual framework of the Urbanisation in Indian context.

**Keywords:** Urbanisation, Periphery, Social Gap

### Introduction

Urbanization in India began to accelerate after independence, due to the country's adoption of a mixed economy, which gave rise to the development of the private sector. Urbanization is taking place at a faster rate in India. Population residing in urban areas in India, according to 1901 census, was 11.4%. This count increased to 28.53% according to 2001 census, and crossing 30% as per 2011 census, standing at 31.16%. According to a survey by UN State of the World Population report in 2007, by 2030, 40.76% of country's population is expected to reside in urban areas. As per World Bank, India, along with China, Indonesia, Nigeria, and the United States, will lead the world's urban population surge by 2050 (Venkatesham, 2015) [20].

### History of Indian Urbanisation

India has a long history of urbanisation, Apart from the highlands of India, there are three important ecological units in the country which experiences the growth of urban population since ancient past. These are the northwest India, the gangetic plain land and the south Indian plain. The first one enjoys the pioneering role in Indian urbanisation including Harappan civilization. The second one with a dense monsoonal forest used the iron technology to establish the gangetic plain urbanisation. The third unit of southern India used iron technology to usher a new dawn in urban growth from the earlier Neolithic pattern of techniques.

The urbanisation of India can be divided into several phases. The first phase is traced back in the Indus valley civilization. The first set of urban centres in India come out from the agricultural villages in the river valley of the Indus as early as about 5000 years ago. During this period, cities were flourished for about 600 years. Though the two most important cities ( Harappa and Mohenjadar) of this period are now in Pakistan , but some other towns like lothal, Rangpur, Rojdi, Kalibanga, Rupur etc., are located in the states of Gujarat, Rajasthan and Punjab of present Indian territory. These towns were developed to cater to the economic, religious as well as the administrative needs of villagers. This period was followed by a prolonged period of about 1000 years, when there is no evidence of urbanisation in India.

Since about 600 B.C, towns and cities grew in association with two cultural streams which are the Aryan civilization in the northern part of the country and the Dravidian civilization in the southern part of the country. As mentioned, the cities grew in number and size in both North and South India during the Mouryan and Post Mouryan Periods. Northern part of the

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country experienced a declining urban growth during the post Gupta period which was restored during the sultanate rule. This phase continued till the fall of the Mughal Empire. With the arrival of the British east India company, the nature of urbanisation of India Changed remarkably. The change were

- The formation of three metropolitan port cities of Mumbai (Bombay) Kolkata, Chennai.
- The Introduction of railways.
- The establishment of modern Industry in various places.
- The Initiation of modern education by establishing some colleges and universities in major urban centres.
- The improvements in urban amenities and urban administrative setups.

### Causes of Urbanization in India

The main causes of urbanization in India are:-

1. Expansion in government services, as a result of Second World War
2. Migration of people from Pakistan after partition of India
3. The Industrial Revolution
4. Eleventh five year plan which aimed at urbanization for the economic development of India
5. Employment opportunities are very important reasons for
6. people moving towards cities
7. Infrastructure facilities in the urban areas.
8. Growth of private sector after 1990.

### Review of literature

Dasgupta (2004) <sup>[7]</sup> feels that the central cities have often been observed to be “incubators” for entrepreneurship. Firms typically minimize localization costs by locating nearer their suppliers and their markets. Locations within cities are also usually better served with essential infrastructure. As firms grow and their technology changes, requiring greater space, they move out to areas where more space is available. In India, however, the function of cities as entrepreneurial incubators has been inhibited by its perverse industrial location policies, thereby imposing additional costs on its emerging industrial firms and slowing down both industrialization and urbanization (Dasgupta, 2004) <sup>[7]</sup>.

Kalamkar (2006) <sup>[11]</sup> analyses the relationship between urbanisation and agricultural growth in India. Agriculture is the mainstay of Indian economy because of its high share in employment and livelihood creation notwithstanding its reduced contribution to the nation’s gross domestic product. Still this sector continues to support more than half a billion people providing employment to 52 per cent of the workforce. India is the second most populous country in the world after China. Though urbanisation is a worldwide phenomenon, it is especially prevalent in India, where urban areas have experienced an unprecedented rate of growth over last three decades. India shares most characteristic features of urbanisation in the developing countries (Kalamkar, 2006) <sup>[11]</sup>.

Kundu (2007) <sup>[13]</sup> Migration and urbanization are direct manifestations of the process of economic development in space, particularly in the contemporary phase of globalization. Understanding the causes and consequences of the former in terms of the changes in the distribution of population and economic activities, along with the success

and failures of the interventions by state and other organizations would be extremely important for evaluating the available policy options and exploring areas of possible strategic intervention (Kundu, 2007) <sup>[13]</sup>.

Ahmed (2013) <sup>[2]</sup> studies the traffic scenario in select Asian cities and the policy measures undertaken by their respective governments. It revisits relevant policies in India and assesses the gaps that deter the desired impact of such policies on reducing traffic congestion. It also suggests policy measures to overcome these gaps and the way ahead. Traffic congestion is a public policy issue and solicits a policy response which can strike a balance between urbanization and urban mobility. In the case of India, several policy initiatives have been undertaken but have not yielded desired outcomes. This is primarily because the focus has only been on public transport improvement measures, while traffic demand management measures have largely been neglected (Ahmed, 2013) <sup>[2]</sup>.

Kansal (2014) <sup>[12]</sup> presents urbanization challenges in India and initiatives taken to address them. Urbanization in India is characterized by skewed urban growth between cities by large population influx creating distinct variation in core and periphery of cities in terms of urban form and services. Key challenges include growth of slums, inadequate management of solid waste, decrease in per capita water availability and unreliable water quality, inadequate sewage coverage and deteriorating ambient air. Although, these issues are not new or specific for India, what is new are the drivers and pressures behind these problems. The paper illustrates the challenges of Indian urbanization in the light of resource inefficiency, resistance to adopt upcoming technologies that do not have direct financial benefits, weak enforcement of laws, and inadequacy in regulatory framework. It also presents instances of active participation of non-formal and formal sectors in addressing sustainability challenges. There is also recognition of the fact that city governments are faced with multiple sustainability agendas of climate adaptation (Kansal, 2014) <sup>[12]</sup>.

Dubey (2015) <sup>[9]</sup> examine the development and growth of Industrial cities in India using well-known industrial city Jamshedpur as a case study. Jamshedpur got recorded as an urban area in the Indian Census for the first time in 1911 with a population settlement of 5, 672 with establishment of a steel production unit in Sakchi in 1907. Jamshedpur town grew rapidly in size and has population over 677 thousand in 2011. While during the first fifty years, Jamshedpur experienced rapid growth but growth during the later part has been driven by growth of towns around Jamshedpur creating a vibrant urban agglomeration of 1.3 million in 2011. It is observed that despite being home of the oldest steel factory in India and recording creation of urban agglomeration of its own size, growth of Jamshedpur and its agglomeration has lacked the growth and development observed around other similar industrial towns in western and southern India. This may be due to a general regional sluggishness in the investment in the eastern region that has been marred by troubled industrial relation in the surrounding areas (Dubey, 2015) <sup>[9]</sup>.

Anand (2015) <sup>[3]</sup> Policy makers in India are increasingly focused on the critical importance of managing India’s urban transition to ensure the sustainability of the growth and inclusion agenda in the coming decades. India’s economic transition to a middle income country has been fuelled largely by growth in the services sector, which has

failed to provide opportunities for a large unskilled workforce. To address this concern, successive governments have attempted to promote industrialization, with limited success. One of the strategies the Indian government has adopted has been the creation of particular types of industrial settlements and zones to simultaneously meet the goals of industry-led growth and to decongest existing cities (Anand, 2015) <sup>[3]</sup>.

Tiwar (2018) <sup>[18]</sup> finds that growth in general has been reducing poverty, but its effect in reducing poverty over different geographical domain has not been uniform. Urban poverty in most of the developing world is considered a spillover of rural poverty. With increasing pace of development in these countries, urban settlements are assimilating migrants searching for better livelihood opportunities and who could be vulnerable and poor in the urban settlements. This article empirically assesses the levels of urban poverty in India at the disaggregated level

and examines how recent growth episode has impacted poverty reduction (Tiwar, 2018) <sup>[18]</sup>.

A. Bettencourt find patterns of urban density scaling with population size roughly in line with other urban systems and historical cases. Regarding infrastructure delivery, large Indian cities seem to have an advantage relative to smaller towns, which is a pattern typical of other urban systems where basic infrastructure such as roads, sanitation and electricity access are not yet universal and spread from larger urban areas to other parts of the country. One of the most critical gaps in India is the ability to assess the size and development of urban economies (A. Bettencourt).

### Major government urban policies

In what follows, we describe the Government's major policies and programmes for urban development in India and critically examine their implications for promoting urban agglomeration, urban economic growth, and urban equity.

**Table 1:** Major policy measures for urban development under India's Five Year Plans

Plan period	Major urban development programmes
<b>First Five Year Plan</b> (1951-56)	Main importance was given for construction of institution building, houses for Government employees and weaker section of the people under the Centre subsidized scheme.
<b>Second Plan</b> (1956-61)	1 Industrial Housing Scheme was broadened to include all workers. 2 Preparation of Master Plans (e.g., Delhi Development Authority (DDA)) for important towns by setting up the Town & Country Planning Legislations.
<b>Third Plan</b> (1961-66)	1. Through urban planning and land policy measures (such as, the control of urban land values through public acquisition) imbalance and asymmetry were sought to be removed in the development of large, medium, and small industries, and between rural and urban areas. 2. The State capitals of Gandhi Nagar and Bhubaneswar were developed and Master Plans for important cities were prepared.
<b>Fourth Plan</b> (1969-74)	1. To provide fund for housing and urban development programs, Housing & Urban Development Corporation (HUDCO) was established. 2. The creation of smaller towns and plan for the spatial location of economic activity were envisaged for decongestion of population in the large cities. 3. To provide a minimum level of services, like, water supply, drainage, sewerage, street pavements in 11 cities with a population of 8 lakhs, an environmental or urban slum improvement scheme was commenced in the Central Sector.
<b>Fifth Plan</b> (1974-79)	1. To prevent concentration of urban land holding and to use them for construction of houses for the middle and low income group, the Urban Land (Ceiling & Regulation) Act was set up and was passed in 1976. 2. In order to ease the increasing pressure on urbanization a Task Force was set up by giving particular emphasis on a comprehensive and regional approach by considering the problem in metropolitan cities.
<b>Sixth Plan</b> (1980-85)	1. To encourage setting up the new industries, commercial and professional establishments in small, medium and intermediate towns, positive inducements were suggested. 2. The major importance was on integrated provision of basic services for the poor. The Integrated Development of Small and Medium Towns (IDSMT) was launched in towns with population below one lakh for provision of roads, pavements, minor civic works, markets, shopping complex, bus stands, etc.
<b>Seventh Plan</b> (1985-90)	1. To expand the base of housing finance, the National Housing Bank was set up 2. To promote commercial production of innovative building materials, Building Material Technology Promotion Council (BMTPC) and a network of Building Centres were set up. 3. For the first time, this Plan also considered the problem of the urban poor and Urban Basic Services for the Poor (UBSP), Global Shelter Strategy (GSS), and National Housing Policy (NHP) were announced in 1988.

(Source: Tripathi S (2013) <sup>[19]</sup>. An overview of India's Urbanization, urban economic growth and urban equity, 1-13.), (Tripathi, 2013) <sup>[19]</sup>

### The approach to Urban planning in India

The current urban planning regime in India is rooted in the Town and Country Planning Act of the United Kingdom of 1947, and is primarily focused on detailed land use zoning. This practice was followed by many developed as well as developing countries, but for some years now, there has been a move away from rigid Master Plans in many countries, including the United Kingdom. Cities all over are now exploring more flexible ways to accommodate changes in land use and density patterns over time. The earlier approaches treating urban transportation as the consequence

of land use planning are being given up in favour of simultaneous determination of policy, recognising the two way relationship between land use planning and transportation.

These changes are especially important for India in its current phase of structural transformation.

A Master Plan in India typically covers a time horizon of about 20 years, presenting a road map from the present state of the city to its ideal end-state with spatial details in the terminal year. In Delhi and Mumbai, it has taken over 10 years to complete the preparation of the Master Plans.1 The

process begins with the projection of population of an urban area and an estimate of an average household size, which together with income levels of different household categories, determine the demand for residential space.

The requirements of industry, office, and retail spaces are based on projections of the economic prospects for the cities; the transport patterns follow from the land use pattern and the space requirement for transportation is typically a residual. The space needs for conservation of natural resources and protection of built heritage are also determined residually, unmindful of considerations of sustainability or contextual nuances.

The principal flaw of the master planning approach in India has been that it has not allowed for the play of market forces in determining the scale and location of economic activity and build in these elements through flexibility in the approach to urban planning. Master Plans have not incorporated financial planning particularly, since instruments of unlocking land value can be used as a major source for financing the development of urban infrastructure. The Plans have also come in for a lot of

criticism because either they have not been well-conceived to begin with and have not explicitly and consciously incorporated inclusion of economically weaker sections of society in planning for space, or they were finalized in a top down fashion with little consultation with stakeholders, or once finalized, they have been applied too rigidly when changing circumstances called for flexibility.<sup>2</sup> A command and control approach to implementing Master Plans was combined with compulsory land acquisition for enforcing the intended land use.

The principal instruments of urban planning such as a progressive land policy, functional land use and zoning regulations, policies of urban design and renewal, and transport and other infrastructure, have worked in India in isolation and sometimes in opposing directions albeit unwittingly, so as to come in the way of an integrated approach to planning. Also, with their stringent land use and density norms, the Master Plans in India are the only ones in the world with uniform or quasi uniform FSI and no allowance for differences between residential and commercial areas.

**Table 1:** Urbanization trends in India

Decade	Theme	Urban percentage
1901–1911	Famine and plague	10.84 a 10.291
1911–1921	Influenza epidemic	10.29 a 11.171
1921–1931	Agricultural depression	11.17 a 11.991
1931–1941	War	11.99 a 13.851
1941–1951	Partition of the Sub-continent	13.85 a 17.291
1951-1961	Planned development	17.29 to 17.971
1961-1971	Emergence of new urbanization in backward areas and concentrated urban development near big cities	17.97 to 19.901
1971-1981	Decentralized urban growth	19.90 to 23.311
1981-1991	Decelerated rural-urban migration and declining rate of natural increase	23.31 to 25.701
1991-2001	Decentralized urban planning and development	25.70 to 27.822
2001-2011	Sustainable habitat	27.82 to 31.13

**Sources:** 1 National Institute of Urban Affairs (NIUA) 2011

2 Registrar General and Census Commissioner 2001

3 Registrar General and Census Commissioner 2011

### Congestion in Indian cities and policy responses

As per the 2011 census, India's urban population has grown from 290 million in 2001, to 377 million in 2011, and accounts for over 30% of India's total population. Rapid urbanization has come with several problems, including increased congestion. Policies are now committed to the development of urban infrastructure. In particular, India is passing through the same phase of early urbanization which has already occurred in countries like Japan, Republic of Korea, and Singapore. The growth scenario in Indian cities is not commensurate with the conditions for sustainable transport. The per capita trip rate for all modes of transport is expected to increase from 0.8%-1.55% in 2007 to 1%-2% by 2030 (Planning Commission, 2011). Moreover, the share of public transport is also expected to decrease as there is a likely decrease in the speed flow of public transport from 26-17 km/h to 8-6 km/h during the same period (Planning Commission, 2011). Figure 1 shows the city-wise ownership of motorised vehicles.

### Economic planning in India: A brief history

At independence, the Indian national government adopted a planned approach to development. The Five-Year plans were framed around economic sectors, and outlined specific measures that the government could undertake to promote

particular areas of the Indian economy: for example, agriculture and heavy industry formed a significant proportion of the earlier. The first three of these National Five-Year plans concentrated almost exclusively on economic and financial planning while largely ignoring the relationship between economic development and spatial planning (Prakash V, 1967)<sup>[16]</sup>.

Subsequent plans did focus more on urban development, but within a sectoral framework. A review of the Five-Year plans shows that a large proportion of new urban settlements in India emerged as a result of the decision to promote industrialisation in backward regions of the country, and that urban planning and policy for these settlements followed much after industrialisation. Moreover, since the Five-Year plans had a sectoral outlook, the little that was granted to urban development fell through the cracks between different sectors (Chandrashekhara V, 2010)<sup>[4]</sup>.

As a result of growing concerns around urbanisation and related issues, the Planning Commission established the National Commission on Urbanisation (NCU) in the late 1980s to study various aspects of Indian urbanisation. The NCU published its final three-volume report in the late 1980s. The report focuses on several key areas, which remain concerns till today, such as the spatial structure of urbanisation, urban poverty, land and housing, and the

planning, finance, and management of urban settlements (Mehta, 1989)<sup>[14]</sup>, (Anand, 2015)<sup>[3]</sup>.

### The changing nature of India's Urbanisation

Since the economic reforms of the 1990s, there has been a renewed focus on urban India. The majority of these economic reforms benefited urban areas in India (Shaw A 2007)<sup>[17]</sup>. As Indian economic policy encouraged privatisation, urban regions emerged as key sites for economic growth (Dupont V, 2011)<sup>[10]</sup>. Following on the heels of the economic reforms, several fundamental legislative changes were implemented, particularly targeting urban regions: the 74<sup>th</sup> Constitutional Amendment Act (1992) mandating the devolution of power to local governments and municipal authorities, and the repeal of the ULCRA that regulated the amount of land individuals were allowed to hold and develop in urban areas. In recent times, the urban has started to command a place of priority in policy and economic development.

The nature of Indian urbanisation itself is changing. During the last decade however, as Figure 1.1 explains, nearly 30 per cent of urban growth was, in fact, due to 'in-situ' (Pradhan K.C, 2013)<sup>[15]</sup> or 'subaltern' urbanization (Denis E and Mukhopadhyay, 2012b)<sup>[8]</sup> that is the reclassification of existing settlements into 'census towns' according to Census of India criteria, and not because of rural to urban migration, or growth in the larger Indian cities. The share of migration in driving urban growth has stayed fairly stable, at around 22 per cent. However, the share of natural increase in urban

growth dropped from 59 per cent between 1991 and 2001 to only 44 percent between 2001 and 2011 (Anand, 2015)<sup>[3]</sup>.

### Size and composition of Urban GDP

Table 2 presents the total urban NDP by broad sectors (i.e., agriculture, industry and services) at current prices and constant (1999-2000) prices for these five different periods. At current prices, the total urban NDP at factor cost is seen to have grown approximately by 9840 per cent during the period, from Rs. 138.5 billion in 1970-71 to Rs.13766.5 billion in 2004-05, while at constant (1999-2000) prices the jump is by about 661 per cent. The increasing volume of urban NDP has consequently raised its contribution to national NDP from 37.65 per cent in 1970-71 to 52.02 per cent in 2004-05. The per capita urban NDP at constant (1999-00) prices for the year 2004-05 is Rs. 37245 as against Rs. 14142 for 1970-71, i.e., an increase of 163 per cent in per capita urban NDP, accounting for about 3 per cent growth rate during the same period.

Most importantly, the service sector became the dominant sector of the economy by increasing its share steeply from 55.7 per cent in 1970-71 to 71.9 per cent in 2004-05 at constant (1999-00) prices. On the contrary, the share of agriculture and industry decreased from 4.9 per cent to 2.4 per cent and 39.4 per cent to 25.6 per cent, respectively, during the same period. These results show that there is an increasing trend of share of urban NDP in national NDP in the different periods of time and contribution from service sector in urban NDP is much higher than other two sectors (industry and agriculture), (Tripathi, 2013)<sup>[19]</sup>.

**Table 2:** Size of total NDP by sectors and per capita NDP

Year	Urban as % of total NDP	Values at current prices				Values at constant (1999-00) prices					
		(Rs. in billion)				(In Rs.)	(Rs. in billion)				(In Rs.)
		Agriculture	Industry	Service	Total NDP	Per capita NDP	Agriculture	Industry	Service	Total NDP	Per capita NDP
1970-71	37.65	6.5 (4.7)	51.74 (37.4)	80.26 (57.9)	138.5 (100)	1294	74.34 (4.9)	594.2 (39.4)	839.8 (55.7)	1508.3 (100)	14142
1980-81	41.09	22.5 (5.0)	170.9 (37.7)	259.9 (57.3)	453.4 (100)	2888	114.8 (5.4)	801 (37.4)	1225.7 (57.2)	2141.6 (100)	13951
1993-94	45.73	139.4 (4.4)	1046.9 (32.8)	2005.7 (62.8)	3192 (100)	13525	222.4 (4.6)	1583.9 (32.5)	3069.7 (63.0)	4875.9 (100)	20997
1999-00	51.7	291.4 (3.5)	2097.9 (25.3)	5911.1 (71.2)	8300.4 (100)	30183	291.4 (3.5)	2097.9 (25.3)	5911 (71.2)	8300.4 (100)	30183
2004-05	52.02	308.7 (2.2)	3649.7 (26.5)	9808.2 (71.2)	13766.5 (100)	44223	279.7 (2.4)	294.21 (25.6)	8258.3 (71.9)	11480 (100)	37245

**Note:** Figures in the parenthesis are share in percent. (Source: Tripathi S. (2013)<sup>[19]</sup>. An overview of India's urbanization, urban economic growth and urban equity, 1-13.), (Tripathi, 2013)<sup>[19]</sup>.

The national level NDP at real prices, the annual average share of agriculture (or industry or service) sector is about 31.01 (or 26.27 or 42.02) percent from 1970-71 to 2004-05. On the other, the annual average share of agriculture (or industry or service) in urban NDP at real prices, is about 4.16 (or 32.4 or 64) percent during the same period of time. This indicates that, as compared to national level NDP, the industrial and service sector's contribution are much higher than the agriculture sector in urban NDP.

### The problems and issues in Urbanization in India

Since in our country, urbanization is unplanned due to uncontrolled migration. Due to unplanned urbanization, India is facing too much problem such as unemployment, electricity problem, pollution, social problems, improper sanitation facilities etc. Rapid rise in urban population in

India is leading to many problems like increasing slums, decrease in standard of living in urban areas, also causing environmental damage. Following problems need to be highlighted (Venkatesham, 2015)<sup>[20]</sup>.

#### 1. Urban lounge

Urban sprawl or real expansion of the cities, both in population and geographical area, of rapidly growing cities is the root cause of urban problems. In most cities the economic base is incapable of dealing with the problems created by their excessive size. Massive immigration from rural areas as well as from small towns into big cities has taken place almost consistently; thereby adding to the size of cities.

#### 2. Overcrowding

Overcrowding is a situation in which too many people live in too little space. Overcrowding is a logical consequence of over-population in urban areas. It is naturally expected that cities having a large size of population squeezed in a small space must suffer from overcrowding. This is well exhibited by almost all the big cities of India.

### **3. Housing**

Housing provision for the growing urban population will be the biggest challenge before the government. The growing cost of houses comparison to the income of the urban middle class has made it impossible for majority of lower income groups and is residing in congested accommodation and many of those are devoid of proper ventilation, lighting, water supply, sewage system, etc. For instance in Delhi, the current estimate is of a shortage of 5, 00,000 dwelling units the coming decades. The United Nations Centre for Human Settlements (UNCHS) introduced the concept of "Housing Poverty" which includes "Individuals and households who lack safe, secure and healthy shelter, with basic infrastructure such as piped water and adequate provision for sanitation, drainage and the removal of household waste".

### **4. Sanitation**

The poor sanitation condition is another gloomy feature in urban areas and particularly in slums and unauthorized colonies of urban areas. The drainage system in many unorganized colonies and slums do either not exist and if existing are in a bad shape and in bits resulting in blockage of waste water. These unsanitary conditions lead too many sanitation related diseases such as diarrhoea and malaria. Unsafe garbage disposal is one of the critical problems in urban areas and garbage management always remained a major challenge.

### **5. Squatter Settlements**

No clear-cut distinction can be drawn between slums and squatter settlements in practice except that slums are relatively more stable and are located in older, inner parts of cities compared to squatter settlements which are relatively temporary and are often scattered in all parts of the city, especially outer zones where urban areas merge with their rural hinterland. Normally, squatter settlements contain makeshift dwellings constructed without official permission (i.e., on unauthorized land).

### **6. Environmental concern**

Vulnerability to risk posed by the increasing man-made and natural disasters. According to UNDP 70 % of Indian population is at risk to floods and 60% susceptible to earthquakes. The risk is higher in urban areas owing to density and overcrowding. Urban areas are becoming heat islands, ground water is not being recharged and water crisis is persistent. Here making, water harvesting compulsory will be beneficial.

### **7. Poverty**

Today roughly one third of the urban population lives below poverty line. There are glaring disparities between haves and have-nots in urban areas. The most demanding of the urban challenges unquestionably is the challenge posed by poverty; the challenge of reducing exploitation, relieving misery and creating more human condition for urban poor.

There is rise in urban inequality, as per UN habitat report, 2010, urban inequality in India rose from 34 to 38 % based on consumption in period of 1995 to 2005.

### **8. Transport**

As high income individual are buying more private vehicle and use less public transport. Such huge number of vehicles in cities is causing more traffic jam, which in turn decreases the efficiency of public transport. Also the penetration of public transport is less, which makes people use private vehicle. Public transport is less disabled friendly. There is also lack of infrastructure and poor maintenance of existing public transport infrastructure.

### **9. Unemployment**

The problem of unemployment is no less serious than the problem of housing mentioned above. Urban unemployment in India is estimated at 15 to 25 per cent of the labour force. This percentage is even higher among the educated people.

### **10. Water**

What is one of the most essential elements of nature to sustain life and right from the beginning of urban civilization, sites for settlements have always been chosen keeping in view the availability of water to the inhabitants of the settlement. However, supply of water started falling short of demand as the cities grew in size and number.

### **11. Trash Disposal**

As Indian cities grow in number and size the problem of trash disposal is assuming alarming proportions. Huge quantities of garbage produced by our cities pose a serious health problem.

Most cities do not have proper arrangements for garbage disposal and the existing landfills are full to the brim. These landfills are hotbeds of disease and innumerable poisons leaking into their surroundings.

### **12. Urban Crimes**

Modern cities present a meeting point of people from different walks of life having no affinity with one another. Like other problems, the problem of crimes increases with the increase in urbanization. In fact the increasing trend in urban crimes tends to disturb peace and tranquility of the cities and make them unsafe to live in particularly for the women.

### **Key considerations or themes for urban strategy in India should be**

- a) Constitutional amendments are required to achieve objectives of urban decentralization.
- b) Different approach of supporting reform-linked investments needed for different states based on level of urbanization.
- c) Focus of investments should be on asset creation as well as management.
- d) Continue focus on public urban transport and integrate urban transport with land use planning.
- e) Inter-government transfers should have in-built incentives to improve performance.
- f) Integrate various urban development and related programs at local, state and national levels to develop sustainable city or metropolitan regions.

- g) Strengthen urban institutions and clarify roles of different organizations. Capacity building should be an important component of the program.
- h) Second generation of urban reforms should further focus on regulation, innovative financing and PPP, and climate change initiatives (Chetan Vaidya, 2009) <sup>[5]</sup>.

### The way ahead

Due to increasing levels of urbanization, public transport in Asian cities is characterized as that of high dependency and low availability. It also suffers from huge deficiencies both in terms of infrastructure availability as well as operational efficiency. Considering the policy gaps in Indian cities, the following measures are recommended to reduce congestion in mega cities. These recommendations are in addition to those related to congestion pricing and other charges, which may be levied to reduce personal vehicle travel (Ahmed, 2013) <sup>[2]</sup>.

- There is a need for integrated transport policies to address problems of urban transport and urban infrastructure development through an integrated institutional mechanism. For example in India, a National Transport Development Policy Committee was set up to formulate such policies. The committee also recommends developing effective institutional frameworks at centre/state and city level.
- A national policy needs to be designed to address more environmentally sustainable and urban growth. Alienated sectoral policy frameworks do not have the desired impact on urban transportation. For instance, if India wants to reduce personal vehicles in cities like Delhi, Mumbai, Hyderabad and Bangalore, then policies to address issues related to manufacturing of automobiles also need to be formulated. In the case of NTDP, the
- Working Group on Urban Transport speaks about urban transport tax, greencess, increase on diesel prices; while on the other hand, the Working Group on Automobiles Sector speaks about emerging as the world's 5th largest car producer and largest manufacturer of three-wheelers, with the automotive sector expected to increase its share of India's GDP from 5% in 2006 to 10% in 2016.
- Urban transportation needs strict parking policy and uniform parking charges at national level for mega cities. There is also a need to increase parking charges as it has an impact on parking demand as well. It is also important to link parking rates with the commercial viability of parking structures in mega-cities.
- There is a need for exclusive lanes for public transport in Indian cities. For instance, in Delhi, land availability for transport infrastructure is less. In this context, integrated approach of land use is important for different transport modes.
- State transport undertakings need to be strengthened to ensure safe and reliable public transportation.
- There is a need for driving manuals for drivers at both municipal and state levels.

### Conclusion

The urbanization in India is on the rise but at the same time it has resulted in widening gap between rich and the poor causing urban crime, street children, prostitution, drugs and associated juvenile crime. Tertiary effect of this is

environmental pollution, breakdown of culture and problem of mental stresses. The mega cities exhibit the co-existence of residential and the commercial zones. The civic amenities are far below the minimum levels. The residential locations of low income groups often degenerate into slums. The rural migrants settle in squatter settlements. No functional or spatial integration exists in Indian urbanization. Due to this, there are breaks and imbalances in urban hierarchy. The sustainable growth of the cities is the necessity of the India cities.

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