



Issues And Challenges Of Urbanization And Related Problems With Special Reference To Indian Context

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ABSTRACT:

The most global conflict is between rural and urban classes, with the rural being dominated by poverty and low-cost potential advancement. However, the urban sector contains the majority of articulateness, organization, and power, giving the urban the upper hand in the struggle with the countryside. The rate of urbanisation is increasing geometrically. Structured facilities, residential job centres, communication networks, infrastructural facilities, population density, family, marriage, occupation, class extremes, social heterogeneity, social distance, interaction systems, and mobility are all aspects of urbanisation. So, in this article issues and challenges of urbanization and related problems in Indian scenario were highlighted.

Keywords: Urbanization, Problems, Population, India

INTRODUCTION:

The population transfer from rural to urban areas, as well as "the progressive increase in the proportion of people living in urban areas" and how each community adapts to the change, is referred to as urbanisation. The process by which a society transitions from a rural to an urban lifestyle [1]. By 2050, 64 percent of Africa and Asia, as well as 86 percent of the industrialized world, are expected to be urbanized [2]. Notably, the United Nations recently predicted that cities will absorb nearly all global population growth from 2017 to 2030, totaling 1.1 billion more urbanites over the next 13 years [3].

The consolidation of hunter-gatherers into villages thousands of years ago was the fundamental alteration in settlement patterns. Common bloodlines, deep relationships, and communal behaviour characterize village culture, whereas distant bloodlines, unfamiliar relationships, and competitive behaviour characterize urban culture. During the coming few

decades, this enormous migration of people is expected to continue and increase, mushrooming cities to sizes unimaginable only a century ago. As a result, the global urban population growth curve has followed a quadratic-hyperbolic trend until recently [4].

URBANIZATION IN INDIA- ISSUES AND CHALLENGES:

Despite being one of the world's least urbanized countries, with only 27.78 percent of the population residing in urban agglomerations/towns, India is currently experiencing a severe urban growth dilemma. Urbanization has been a tool for economic, social, and political growth, but it has also resulted in major socio-economic issues [5].

The sheer size of the metropolitan population, unplanned and haphazard urban growth, and a severe lack of infrastructure are the main drivers of such a situation. Housing, sanitation, transportation, water, power, health, and education have all been impacted by the rapid development of the metropolitan population, both naturally and through migration. Poverty, unemployment, and underemployment among rural immigrants, as well as beggary, thefts, dacoities, and burglaries, are all on the rise. Scarce agricultural land is being gradually encroached upon by urban sprawl. India's urban population has already surpassed 285 million people. More than half of India's population is predicted to live in cities by 2030. The following issues must be noted.

MAJOR PROBLEMS OF URBANIZATION IN INDIA:

- **Urban Sprawl:**

The primary source of urban problems is urban sprawl, or the genuine extension of cities, both in population and geographical area, of quickly rising cities. The economic underpinning of most cities is incapable of dealing with the difficulties that their excessive expansion has produced. Massive migration from rural areas as well as small towns into big cities has occurred on a regular basis, causing cities to grow in size. The first large-scale migration from rural to urban regions occurred during the late 1930s "depression," when people moved in search of work. Later, between 1941 and 1951, another million people moved to cities as a result of wartime industrialization and the 1947 division of the country. Over 20 million individuals moved to cities between 1991 and 2001. The immigrant population's greatest strain has been felt in the city's central areas (the old city), where immigrants go to their relatives and friends before looking for accommodation. Beyond the "ancient city," population densities plummet. Brush (1968) coined the term "urban impulsion" to describe the condition in the city's central areas, which stems from a concentration of people near their places of work and shopping. Many of the fastest expanding urban centres are, incidentally, major cities [6].

- **Overcrowding:**

Overcrowding occurs when there are too many people living in too little space. Overcrowding is a natural result of urban overpopulation. Cities with a huge population crammed into a tiny space are bound to experience overpopulation. Almost all of India's major cities demonstrate this. For example, Mumbai has one-sixth of an acre of open space per thousand people, despite the Master Plan of Greater Mumbai recommending four acres. In both absolute and relative measures, India's metropolitan cities are congested.

- **Housing:**

Overcrowding contributes to a chronic housing shortage in urban areas. This problem is particularly apparent in cities or towns where there is a substantial influx of unemployed or underemployed immigrants who have nowhere to dwell when they arrive from the surrounding areas. According to a 1959 Indian Sample Survey, 44 percent of urban homes (compared to 34 percent of rural families) had one room or fewer. As many as 67 percent of households in some of the largest cities lived in one room or fewer. Furthermore, the current rate of house construction is extremely slow, compounding the problem. Around 2.5 million new dwellings are required in Indian cities each year, but only around 15% of the demand is met [7].

A third of urban Indian families do not have a kitchen, bathroom, or toilet, and many do not have access to electricity or running water. Only 79 percent (42.6 million) of urban households live in permanent (pucca) housing. Households own 67% (36 million) of urban housing, while the remaining 29% (15 million) is rented.

- **Unemployment:**

The problem of unemployment is just as bad as the housing issue described earlier. In India, urban unemployment is estimated to be between 15 and 25% of the labour force. The percentage of educated people is significantly larger. About half of all the educated urban unemployed are thought to be concentrated in four major cities (Delhi, Mumbai, Kolkata, and Chennai). In addition, while urban incomes are higher than rural incomes, they are shockingly low in light of the high cost of living in cities.

The large-scale migration of people from rural to urban regions is one of the key causes of urban unemployment. Rural-urban migration has been going on for a long time, but it has not always been as serious as it is now. The overall poverty of rural people forces them to travel to urban regions in search of work and a better life.

- **Slums and Squatter Settlements:**

The rise and expansion of slums and squatter communities, which are a notable feature in the ecological structure of Indian cities, especially metropolitan centres, is a natural

consequence of unregulated, unplanned, and chaotic urbanisation. Slums have grown as a result of rapid urbanisation combined with industry. Many factors contribute to the growth of slums, including a lack of developed land for homes, high land prices out of reach of the urban poor, and a massive migration of rural migrants to cities in search of work. Despite repeated attempts by the federal and state governments to keep the number of slum inhabitants under control, their numbers have been steadily increasing, putting a strain on existing municipal amenities and social infrastructure [8].

- **Transport:**

Almost all cities and towns in India are experiencing severe traffic congestion and bottlenecks. As the city grows in size, transportation issues will become increasingly difficult. With its expansion, the town now serves a wide range of functions, and more people commute to work or shop. This puts an enormous strain on public transportation, causing journeys to take far longer than they would otherwise. Rush hour, also known as peak traffic hour, lasts around two hours in most cities, during which time buses and trains are packed to capacity, roads are clogged with automobiles, and traffic moves slowly.

- **Water:**

Water is one of the most fundamental elements of nature to sustain life, and sites for towns have always been chosen with the availability of water for the settlement's people in mind since the dawn of urban civilization. As cities developed in size and population, however, water supplies began to fall short of demand. We have now reached a point where almost no city in India receives enough water to suit the demands of its residents. In many cities, residents have access to municipal water for less than half an hour every other day. During the dry summer season, taps become dry for days at a time, denying families access to water when they need it most.

- **Sewerage Problems:**

In India's cities, poor and ineffective sewage systems are virtually always present. In India, not a single city is fully sewered. Municipal resource constraints and uncontrolled city growth are two main contributors to this sorry state of affairs. According to the most recent estimates, approximately 35–40% of the urban population has access to sewage infrastructure. The majority of cities have outdated sewer pipes that are not properly maintained. Sewerage lines frequently break down or overflow. Most cities lack sufficient sewerage waste treatment facilities, so it is drained into a river (as in Delhi) or into the sea (as in Mumbai, Kolkata, and Chennai), damaging aquatic bodies. Water pipes and sewer lines run parallel in most Indian cities. Any leak results in water contamination, which can lead to the spread of many water-borne diseases.

- **Trash Removal:**

As India's cities develop in size and population, the problem of garbage disposal is becoming increasingly serious. Our cities produce massive amounts of garbage, which is a severe health issue. The majority of cities lack suitable garbage disposal facilities, and current landfills are overburdened. These landfills are breeding grounds for sickness, with numerous chemicals pouring into the environment. Wastes decompose in the open, attracting disease-carrying insects and rats, as well as a dirty, deadly liquid known as leachate, which leaks out from beneath the surface and contaminates ground water. People that live near decaying waste and raw sewage are susceptible to diseases such as dysentery, malaria, plague, jaundice, diarrhoea, typhoid, and others.

- **Problem of Urban Pollution:**

Rapid urbanisation causes industries and transportation systems to develop out of proportion. These developments are mostly responsible for environmental pollution, particularly in urban areas. We can't imagine a strong India economically, socially, or culturally if our cities are in squalor, the quality of urban life is declining, and the urban environment is irreparably destroyed. Cities are the backbone of economic progress, and urbanisation is increasingly recognised as a good force for economic growth and socio-political transformation.

STEPS TAKEN BY GOVERNMENT TO IMPROVE URBAN DEVELOPMENT:

The Constitution (74th Amendment) Act:

This law, which went into force in 1993, focuses on improving urban planning, land use management, highways and bridges, and providing urban amenities.

The 2006 National Urban Transportation Policy:

Its principal goal is to provide an inexpensive, comfortable, safe, fast, reliable, and sustainable urban transportation system to connect the expanding number of city residents to jobs, education, recreation, and other needs. The National Urban Renewal Mission (NURM), 2005 [9], encourages integrated land use and transportation planning in all cities to reduce commute distances and increase access to livelihoods, education, and other social requirements, particularly for the urban poor.

The JnNURM's main goal is to construct cities that are economically productive, efficient, egalitarian, and responsive. Urban Infrastructure and Governance (UIG) and Basic Services for the Urban Poor are the two sub-missions of the JnNURM (BSUP).

The Mission focuses on: integrated infrastructure development; securing asset creation and maintenance linkages for long-term project sustainability; accelerating investment into urban infrastructure services; planned development of cities, including peri-urban areas, outgrowths, and urban corridors; and renewal and redevelopment of inner city areas.

CONCLUSION:

Different types of urbanisation can be categorized based on architectural styles, planning methodologies, and historical growth patterns.

In mature cities, urbanisation has typically shown a concentration of human activity and settlements in the downtown region, a phenomenon known as in-migration [10].

This has been made feasible by enhanced communications, which has been prompted by causes such as crime fear and poor urban settings. Suburbanization occurs as the residential area expands outward [11].

Rural migrants are drawn to cities by the opportunities they can provide, but they frequently end up in shanty slums and face tremendous poverty. Over urbanisation, a phenomenon in which the rate of urbanisation exceeds the rate of economic development, leads to high unemployment and resource demand [12], and is linked to governments' inability to provide suitable housing for these rural migrants.

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