

**II – M. Sc**  
**URBAN GEOGRAPHY**  
**UNIT - I**

# 1

## MEANING AND SCOPE OF URBAN GEOGRAPHY

### Introduction

URBAN GEOGRAPHY, as a distinct study, is a recently developed branch of human geography, dealing with the study of compact non-agricultural settlements, mainly towns and cities. It concerns with the spatial dimensions of urban centres, i.e., their origin, location, siting, growth, functions and relationship with each other within and outside its surrounding areas or zone of influence.

The term 'Urban' refers to towns or cities having marked secondary and tertiary functions along with a municipality or notified area committee. It concerns with the geography of towns, their situations, patterns, layout, housing and hierarchical organization of population concentration and service areas. Urbanization on the other hand, is a process of population increase in urban areas. Where ever population does not increase, we may say that deurbanization has taken place. Urbanization on the one hand, indicates the growth of secondary and tertiary activities like manufacturing, trading etc. and on the other threatens the growth of agricultural areas. Urban Geography discusses the town as a dwelling place whose residents are mainly engaged in industry, retail trade, wholesale trade and transport activities. The Western or the European civilization is regarded as modern civilization, the Asian is regarded as an ancient civilization and the current is metropolitan civilization based on industrialization and urbanization. The civilization of the world has synchronized to urban life.

As a science of human settlement, urban geography deals with the complex urban areas which possess sharp internal differentiation. It concerns about delineation of urban activities which are expressed in characteristic association of intensive landuse and human occupance



features. Thus man is the pivotal point in urban geography and the study itself comes under the cultural environment made by man.

The term 'urban centre' has been defined by different scholars and institutions in different ways. On the basis of minimum population size, UNO defines an urban place as "a permanent settlement with not less than 20,000 inhabitants" (Brian, 1979, p. 1). But in Albania, an urban place is a settlement which has about 400 people, and 250 inhabitants in Denmark, 2000 in France and about 20,000 in the United States of America are considered for an urban place. However, in some countries like Israel, an urban place is regarded as a settlement occupied by people who are not engaged in agricultural activities.

The most conspicuous feature of today's accelerated world population growth is its even greater rapidity of urbanization. In history, cities have grown but the tempo and dimensions of its growth in recent years have never been equalled. The many ramifications of the growth have special significance. It is associated with growth of non-agricultural activities, spread of popular education, material and cultural aspirations, etc. These changes have caused migration into cities in search of cash earnings.

According to Thompson<sup>1</sup> urbanization is characterized by movement of people from Small Communities concerned solely with agriculture to other Larger Communities whose activities are primarily centred in government, trade, manufacture and allied interests.

Hauser and Duncan<sup>2</sup> characterize urbanization as a change in the pattern of population distribution. It involves an increase in the size of urban population, and growth in number and size of urban places with increasing concentration of population of such places.

Urbanization has been systematically treated by Hope Tisdale Eldridge.<sup>3</sup> He argued that "the process of population concentration" involves two elements :

1. Multiplication of the points of concentration; and
2. Increase in the size of individual concentration.

It means an increasing shift from agrarian to industrial services and distributive occupations is a process by which the number of points of population concentration increases involving a shift from agrarian to non-agrarian occupations.

There are great differences among the various countries regarding the relative number of urban units in a specified range of population. In some countries, the number of larger agglomerations is dominant over



the small urban places, while in others the smaller towns are more prevalent than the larger ones. For example, more than 50 per cent of urban units in India fall under the category of urban places having a population of more than 10,000, while in the United States more than 70 per cent of total urban units fall in the population range of less than 10,000.<sup>4</sup>

In major parts of the world urbanization has been accompanied more by an increase in the size of existing urban units than the multiplication of points of concentration. The rate of increase in the size of population varies from one range of towns to another range in the same country and from one country to another in the same range of towns.

The characteristics of urbanization differ in advanced countries from those in the developing countries. Factors responsible for this difference are the following :

1. Difference in forces making for urbanization.
2. Difference in the ratio of population to resources and levels of living.
3. Difference in basic outlook and value systems.
4. Difference in the technological advancement.

The net migration is the major component of urbanization and is the chief mechanism by which all the great urbanization trends in the world's have been accomplished.<sup>5</sup>

Factors contributing to migration and therefore, to urbanization may be divided into two categories.

1. Factors at home, in the rural village which push the individual towards urban places.
2. Factors in the urban places themselves which exert pull mechanism in the urban places.

Data in different surveys on the causes of migration due to urbanization tend to highlight "pull" as the main motivating factor in the migration. Both push as well as pull factors are accountable to the process of urbanization. Push factors include—low level productivity, and agricultural lands, tenant factors, improve in transportation, improved communication and higher education facilities in urban areas and so on.

The plight of agriculture sector, high density of population on arable land, excessive rural indebtedness, the progressive sub-division and



fragmentation of holdings, recurrence of drought and crop failure, inefficient methods of cultivation, uncertainty of foreign and local markets, all conspire to make the peasant's life hard. It is the misery and poverty and lack of technological change in agriculture and the existence of risk and uncertainty in agriculture which push the people to urban centres. There is another argument that it is prosperity and revolutionary change in agriculture which encourage urbanization.<sup>6</sup>

Urbanization is so closely bound up with technology that we can say without qualification technology is the *sin-qua-non* of urbanization.<sup>7</sup>

Among the pull factors the principal causes of urbanization are industrial developments including the progress of inventions and discoveries. The growth of urban centres is closely associated with commercial and industrial trends. Revolutionary improvements in the system of communication and transportation are another conditions for urbanization.

Other non-economic factors causing urbanization include educational facilities, standard of living and revolutionary developments in medical science, etc.

### What is a Town?

The study of towns is a pivotal point of human geography. It has been defined by various geographers in numerous ways, which vary from each other in one way or the other. In fact, town has been defined on the basis of various characteristics such as, their size, population, lay-out, functions etc. Emrys Jones (in *Towns and Cities*) has rightly stated that "a town seems to be all things to all men : a physical agglomeration of streets and houses, a centre of commerce and administration, a kind of society, even a cultural frame of mind of urbanite or a way of life."<sup>8</sup>

The term 'town' refers to a compact settlement, larger than a village, having marked secondary and tertiary functions with some form of municipal administration or a notified area committee, with a community pursuing an urban way of living. Towns have also been defined by taking into account a fixed minimum number of inhabitants. For instance, in India a place having a population of more than 5,000 and a density of 386 persons per square kilometre is called town in case it has a municipality. But the minimum population size for a town varies from country to country. It may range from only 250 inhabitants in Denmark to 3,000 in Japan.

A town is dominated by distinctive secondary and tertiary functions which include manufacturing, trading and other professional services.



### *Meaning and Scope of Urban Geography*

At least two-thirds of urban inhabitants follow non-agricultural occupations. They have a variety of shops selling varying goods, a bank, a cinema hall, a school, a hotel, a hospital and such other urban facilities.

### **Meaning or Definitions by various Geographers**

“Urban geography includes the site, evolution, pattern and classification of towns”—*G. Taylor*.<sup>9</sup>

“Urban geography is in fact the intensive study of towns and their development in all their geographical aspects”—*L.D. Stamp*.<sup>10</sup>

“Urban geography is concerned with interpreting the patterns and relationships, that exist within urban areas on the one hand and between urban areas on the other”—*H.M. Mayer*.<sup>11</sup>

“Urban geography is the geographic study of urban places which evolve, grow and exist as service centres for their surrounding areas”  
—*G.S. Gosal*.<sup>12</sup>

“Urban Geographic investigations are concerned primarily with the areal variations within and among cities, including the relationships between urban and non-urban areas, and the forces of development and change that are shaping the urban landscape”—*Pater Sholar*.<sup>13</sup>

“Urban geography deals with spatial aspects of urban development and non-urban areas as they relate to cities. The concern is with determining the areal patterns associated with urban centres and in explaining their arrangements”—*R.E. Murphy*.<sup>14</sup>

According to R.M. Northam,<sup>15</sup> the study of urban geography concerns with four types of relations with man and the land (Fig. 1.1).

## Scope of Urban Geography

Urban geography as a distinct subject is of recent origin and its development took place within last five decades. Urban geography consists of the study of towns and their development in all their geographical aspects. The field of urban geography covers two types of studies :

- (a) First is about the actual town itself. In other words the chief characteristics of a town have to be studied by analyzing the significance of towns and linkages of urban landscape.
- (b) Second is the study about the influence of towns over its surrounding countryside. In fact, there is an extensive area around the town which is always influenced by the town with respect to economy, culture and political make-up. The surrounding areas have also the same influence over town located centrally. There is, therefore, a close relationship between the town and the surrounding areas. The study of the surrounding area is necessary because the existence and further development of town is highly dependent upon it. This surrounding area is often known as umland, hinterland, city region, zone of influence and command area.



According to Mayer and Kohn "The study of urban geography is largely a product of the 20th century. Early writers devoted much of their attention to the physical sites of urban places and to their situation (Fig. 1.2). It is closely related with other branches of geography in terms of location and structure of specific cities and the land they occupy."

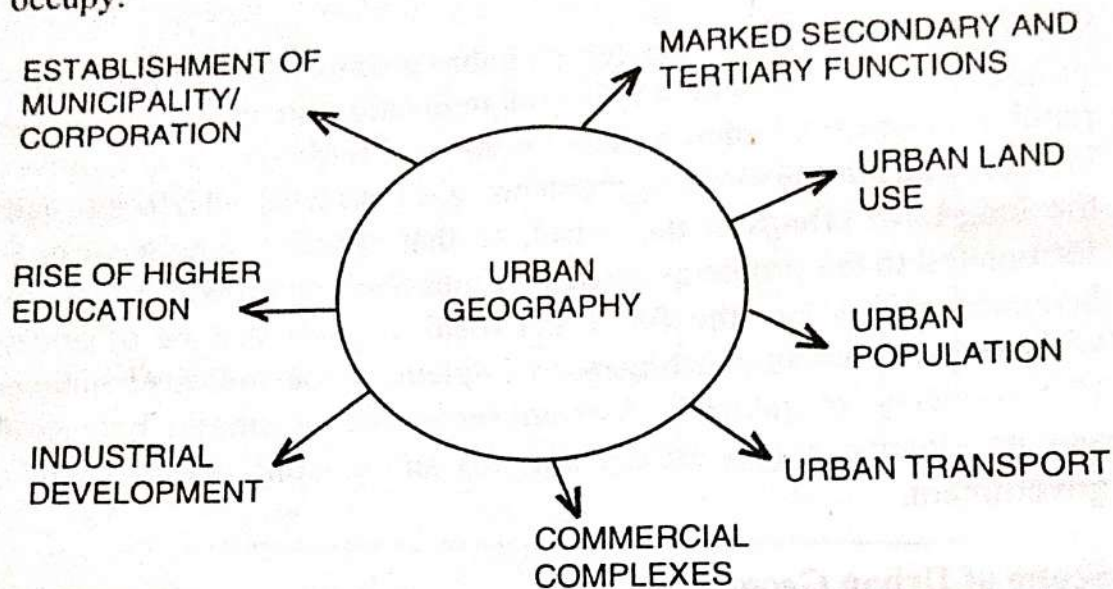


FIG. 1.2 : Subject Matter of Urban Geography

Today the urban geography commonly approaches this study from three points of view.

Firstly it considers city as a discrete phenomena in the general fabric of settlement of the entire earth; and a major part of it. As such it can be analyzed geographically in more or less the same way as any other phenomena similarly distributed. Concepts and theories may be framed regarding their distribution, size, function and rates of growth.

Secondly, area served by urban places should be delineated and the spatial interactions between urban places, inside or outside the delimited tributary areas, may be studied. Within the past few years several papers in urban geography have contributed the theoretical notions regarding the functional base of central places, the size and spacing of cities within selected areas, nodal regions besides other geographical considerations.

Thirdly, urban geography gives us the clue of cities in terms of their morphology besides origin, growth and functions. The studies which have focused on these aspects of urban geography have given rise to the concepts and generalizations related to the character and intensity of



*Meaning and Scope of Urban Geography*

landuse within the city and to the spatial interactions of one part of the city with another. These interactions are reflected in the amount, direction, time and character of the movements of persons and goods between various functional areas that together make up the urban agglomeration. The study of urban transport/ as a result, has become a major concern of geography besides the increasing number of urban places in recent years, especially the extension of the urban agglomeration into the adjacent rural areas. As a result of their interest in morphology, some geographers have recently turned their attention to problems involved in guiding urban growth and development.

Harold M. Mayer, in his article, "Geography and Urbanism" outlines<sup>17</sup> the major problems with which modern geography deals. Among these, he stresses the geographer's interest in the areal association of activities within urban places. The economic base of cities, the areas which cities serve in one way or another and patterns of distribution of cities are important subject matter of the study of urban geography. He further describes the growing interest in describing and understanding the spatial frictions existing in cities because of their morphology and the need for planned development of urban centres. Robert E. Dickinson,<sup>18</sup> in his paper, "The Scope and Status of Urban Geography : An Assessment," elaborates several problems, especially on the geographic approach to the study of a specific urban settlement. Dickinson states that the task of a geographer in all urban study is to determine the characteristics of site and situation of urban settlement, its historical development and the limits which it has currently attained. The article is also concerned with comparative functional and morphological studies and presents a valuable review of the significant papers that have contributed to a better understanding of the location, spacing and size of cities along with their layout and build.

In social surveys and town planning schemes it is invariably assumed that the geographer is primarily concerned with the physical ground plan on which the city rests. It has further conceded that the geographer follows such appraisal by tracing the effects of physical ground plan on which the growth and character of the city depend. But as a rule the investigation of these particular aspects is handled by the economist, sociologist, historian and architect. There are, however, numerous thorough studies of cities by geographers which indicate clearly that urban geography has a well-established scope and developed techniques for its study.

Economist, historian, sociologist and geographer study the urban settlement from different angles and it would be better at the outset to



define the geographer's conception of urban settlement. The urban settlement is regarded by a geographer as a man-made habitat on the earth where secondary and tertiary functions dominate the scene. The problem of exact definition lies in the smallest urban settlements in any area. With such cases it will be found that size and administrative status are not essential criteria of true urban character. Function and form are the essential criteria of true urban character. The word 'urban' as opposed to 'rural' implies an activity that divorced from the cultivation of the soil which carried out in close association with commercial activities at fixed places. These activities in the broadest sense, are cultural, commercial, industrial, administrative and residential. Farming, however is not excluded from the occupations of the human communities. A farming element is particularly characteristic feature of the towns on the Mediterranean lands and of east central Europe. It was important in origin of the early medieval towns of western Europe.

Specialization of urban functions in one place or another is a marked feature in the lands of western civilization. The development of transport facilities help the location of an isolated factory, a group of worker's houses in the open country, a mining camp and a inland resort. All these may be described as urban settlements. Whenever, these activities occur in combination in a permanent compact settlement with some measure of community organization, the place assumes the character of a town. A city is king among the towns enjoying leadership over its neighbours. A fundamental trait of both town and city in all ages has been they are institutional centres (commercial, cultural and administrative) for their surrounding territory. It is only in recent years that industry has become a primary cause of urban development.

By virtue of its distinct activities, the layout of buildings of urban settlements are also distinct from the rural settlement. The urban activities are accommodated in shop, workshop, office, warehouses and public building and their mutual and outside contacts by street, road, river and more recently by rail. The dwellings of the worker's normally commands the entire build-up area.

The larger the town, the more the buildings. The various wings of the town spread from the nucleus, along the main streets. In large towns the urban functions are so numerous and varied that they have to compete for space as near as possible to the nucleus so as to form a central business district that throng with activities in the day and acts as dead heart during night hours.



## Cycle of Urban Development

The origin, growth and stage of an urban settlement favours its cyclic character. Whether it is a hamlet or a village, the availability of tertiary activities adds an urban character in it. Hence, the size of service centres ranges from roadside to ecumopolis, a stage of world urbanization. Some of these terminologies are very loosely defined but some are very precise.

### Roadside

A roadside is an isolated housing unit of gasoline station, petrol pump, betal shop or tea stall etc. situated along a highway. The owners of such units either reside in the same house or on the first story, as the situation may favour. Roadside settlements are found especially in India, U.S.A., Canada and European countries along the lines of high traffic. This is the initial stage of urban settlement growth.

### Hamlet

A hamlet is larger in population size than a roadside and consists of a few buildings some of which are residential and some commercial. One of the major factors in the origin of a hamlet is the presence of a motel and few permanent residences of businessmen.

### Village

A village is still larger in population size (150 to 10,000) and acquires a variety of functions such as daily retail market, high school, dispensary, post office, electricity and nodal point for different modes of local transport. It comes under the primary and secondary service centres.

### Town

A town is a place having a municipality or an administration of a notified area committee. The population may range from 2,000 to 20,000



### Classification of Towns

and it may have predominance of tertiary functions, e.g., shopping, transport, house renting and store house of various items along with a wholesale grain market. (It may be a centre for Anchal Headquarter, telephone exchange, college and railway station as well.)

### City

In case an urban centre acquires a population of more than 1,00,000 than it is known as a city. This criteria has been adopted by the census of India. It acquires diversified functions such as administrative, business, education, transport, industrial and religious, etc. and different nodes of business area may be identified and it must be a railway junction or perform a university level service.)

### Conurbation

In a conurbation cities coalesce with each other due to expansion of industries and grow together economically. Politically it may be independent, viz., Mumbai and Thana constitute an urbanized cluster but they are independent from the point of view of administration.

TABLE 4.1 : Hierarchy of Urban Settlements

| Sl. No. | Level of Settlement | Example                   | Population (1991)                 | Characteristics                                  |
|---------|---------------------|---------------------------|-----------------------------------|--|
| 1.      | Roadside            | Hirmani<br>Gacchi Hat     | 20                                | Temporary businessmen                            |
| 2.      | Hamlet              | Thahi                     | 250                               | Satellite village of Majraha                     |
| 3.      | Village             | Baheri                    | 15,000                            | Daily market                                     |
| 4.      | Town                | Rosra                     | 35,000                            | Sub-divisional headquarter                       |
| 5.      | City                | Bhagalpur                 | 490,000                           | Divisional headquarter                           |
| 6.      | Metropolis          | Patna                     | 1,100,000                         | State capital of Bihar                           |
| 7.      | Conurbation         | Bombay                    | 12,600,000                        | Brick and mortar contiguity of cities            |
| 8.      | Megalopolis         | North-Eastern U.S.A.      | 90,000,000                        | Mid-Atlantic sea coast in North America          |
| 9.      | Tyranopolis         | Country/continental level | National level                    | Biggest urbanization continent or national level |
| 10.     | Ecumonopolis        | World Urbanization        | 20,000,000,000                    | World urban community                            |
| 11.     | Nekropolis          | Ghost City                | Hrioshima (1945) and Basra (1991) | May develops in any stage of urban growth        |

Source : Prepared by Author 1000



*Metropolis*

According to the census of India an urban centre having 10,00,000 of population is known as metropolis. Hence, the term millionaire city is self-evident. The 1991 census of India showed that there were 25 metropolis in the country and about 150 in the entire world. It is also known as a cosmopolitan city.

*Megalopolis*

This term has been used for the most massive concentration of urbanized settlement on the Atlantic Sea Board of North America over a stretch of 900 kilometres from Boston in the North upto Florida in the South. It resulted obviously from the coalesce of chain of metropolitan areas, each of which grew around a substantial urban nucleus. The super metropolitan character of this vast area and the greatest urban growth ever observed earned it a special name megalopolis given by Jean Gottmann.

*Tyranopolis*

When the whole country is urbanized than it may be called tyranopolis. Until now this situation of urban development has not aroused throughout the world but the increase of urban population of Great Britain, Germany and U.S.A. the spread of tyranopolis by 100 per cent urban development is not very far.

*Ecumonopolis*

This is the stage of world urbanization. Near about A.D. 2050 the world may pass through this last stage of urban development and people will get food from ocean which covers about 78 per cent area of the globe.<sup>7</sup>

**Classification of Towns by Population**

In terms of population, towns have been classified into: Small towns, major towns, city and metropolis, as shown in table below. These classifications are made on the basis of number of inhabitants in an urban centre and their density per square kilometre. Towns having a population below 50,000 are called small towns; and those whose population ranges from 50,000 to 99,999 are called major towns. A city has above 100,000 inhabitants, and a metropolis has a population of 1,000,000.



| <i>S.No.</i> | <i>Class of Town</i> | <i>No. of Inhabitants</i> | <i>Example</i> |
|--------------|----------------------|---------------------------|----------------|
| 1.           | Small town           | Below 50,000              | Meerut         |
| 2.           | Major town           | 50,000—99,999             | Patna          |
| 3.           | City                 | 100,000                   | Bangalore      |
| 4.           | Metropolis           | 1,000,000                 | Delhi          |

### **Classification by Functions**

The towns may be classified according to the predominant functions found in them. Such as, it may be a residential or dormitory town, political or administrative town, transport or communications towns, commercial, industrial or a business mart besides mining, educational and religious towns. The details of functional classification of towns is given in the next chapter.

The towns may also be classified on the basis of environmental situations available, mode of transport, types of industrial establishments, kinds of administrative units, the size of population, areal extent and locational variability. Cultural variations in terms of festivals, dress materials and linguistic variations are other sorts of bases of classification.



## WORLD URBANIZATION

THE GROWTH of population in urban areas is known as 'urbanization' whereas the decrease of population is known as 'de-urbanization'. The gonadays have seen the birth of thousands of towns and cities, many of which have largely expanded during the last 50 years. The growth is almost explosive. At present urban population explosion is found in each and every country, leading to the formation of fabroblast and sacroma settlements.<sup>1</sup>

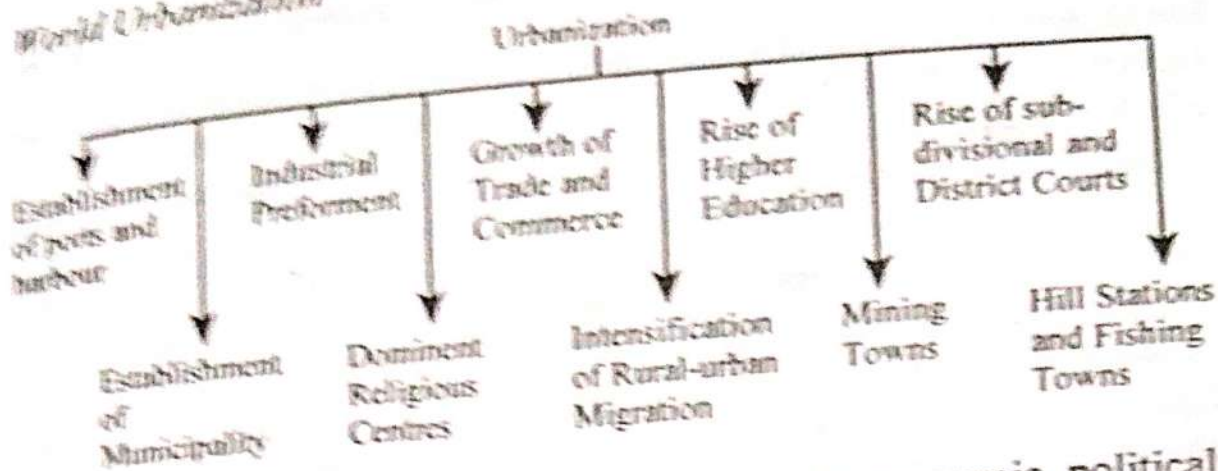
The economic development of society and the progressive division of social labour have of necessity led to the formation and expansion to towns and cities, with ever increasing migration of people to perform a wide variety of functions. Urbanization throughout the world is not reflected in a steady direct linear increase in the proportion of town dwellers in each given society in temporal dimensions. Towns and cities have taken shape as centres of administrative and cultural significance through the centuries.

Urbanization depends on the socio-economic system of the society and the rate of its development. Each nation which has founded towns and cities imparts to them their own special appearance and their own unique content. With time this content alters, reflecting the changes in the development of the productive forces. While towns are necessary as strong points of power and military force they express the preparatory stage of urbanization. This process is characterized by the growth in labour productive in the rural and urban economies, class stratification of society, and the growth in the country's population.

The urbanization as a social phenomenon seem to have percolated even in countries which were rural and the greater acceleration in growth rates have been observed for towns and cities which are old and new. It is closely associated with the spread of industry, commerce, manufacturing and the improvement of transport and industries. The main factors contributing to the urban development are as follows :



## World Urbanization



Urban growth is influenced by physical, socio-economic, political, demographic, cultural and technological factors. It is therefore, essential to study the impact of these factors and as to accelerate the tempo of urban development.

Urbanization is a dynamic socio-economic forces which involves urban element that suffer considerable temporal and spatial variations. In case the process is viewed with a definite regional background, urbanization influences the surrounding rural-urban fringe, which could really be seen in rural-urban linkages. Hence, urbanization is equipped with the potentialities of development of non-agricultural sector to fulfil the economic requirements or urban manufactured goods in the hinterland. Nowadays, the term 'urban' has developed much wider connotation than ever before. In the context of regional development, reference may be to the various economic and social problems which are closely linked with the process of urbanization and creates a strange behaviour by which one could find that there is more impersonality and higher specialization.

The World Urbanization has four directions :

1. Coastal location of very many cities.
2. Peripheral location of small towns, industrial suburb and urban sprawls.
3. Complex building structure in developed countries but simple structure in developing countries.
4. Urban centres are the emblem of polarization of population and economic development.

### Pull and Push Factors

Changes in the level of urbanization has been caused by pull and push factors. Due to pull factor the urban amenities like higher education,



banks, wholesale, retail business, employment opportunities, recreational facilities and religious places attract people towards urban centres, whereas retirement from job and marriage migration push urban people outside urban centres.

The basic function of urban centres which they perform for the surrounding zone of influence and the income comes to the town is known as basic income. The functions which a town perform for its own population and the income accrues out of it is known as non-basic function. These two basic and non-basic have immensely helped in changing the levels of urbanization in most parts of the globe.

### *Sectoral Changes*

So far as the sectoral changes of urbanization is concerned the industrial sector grows fast in comparison with the agriculture sector of sub-urban zone. It means with the industrial establishment the population supporting capacity of the urban centres improves a lot in comparison with the agricultural economy.

### **Degree of Urbanization**

The degree of urbanization refers to the percentage of total population living in urban areas. The formula for computing degree of urbanization is as follows :

$$L = \frac{U}{T} \times 100$$

where  $L$  is degree of urbanization,  $U$  is urban population, and  $T$  is total population.

In accordance with the international comparison, this index is further defined in two ways :

- (a) Instead of total urban population living in cities with 100,000 and more inhabitants is considered as urban population.
- (b) In place of total urban population, the population living in urban places at least 20,000 inhabitants is considered as urban population.

### **Rate of Urbanization**

It is simple arithmetic growth rate of the degree of urbanization, between two or more census figures.



$$\text{Rate of Urbanization} = \frac{L_2 - L_1}{L_1} \times 100$$

where  $L_1$  and  $L_2$  are the degree of urbanization at two point of time.

There are two ways of measuring the urban growth. One is the instantaneous method which ascertains population in all urban categories in each and every census, tracing the changes in each class regardless of the cities that make it up. Other is the continuous method which begins with particular centre and traces the subsequent extension of these groups.

### Tempo of Urbanization

In 1991 about 45 per cent population of the world is living in urban areas. The level of urbanization is 84 to 85 per cent in Australia and New Zealand; 77 per cent in Japan; 72 to 75 per cent in North America, South America, Latin America and Europe; 66 per cent in Central America and former U.S.S.R.; 34 per cent in Africa and Asia; 32 per cent in Pakistan and just 26 per cent in India.

In South America the percentage of urban population in Argentina is 83 per cent, Chile 81 per cent, Uruguay 84 per cent, Venezuela 84 per cent, Brazil 68 per cent and Cuba 66 per cent. In Asia Singapore is 100 per cent urbanized, Kuwait 89 per cent, Hongkong 90 per cent, Yemen 11 per cent, Bhutan 4 per cent, Nepal 6 per cent, Myanmar 28 per cent, Sri Lanka 27 per cent and Bangladesh 15 per cent urbanized in 1991.

In 1991 the density of population in bigger urban centres vary from 67,00 per km<sup>2</sup> in Calcutta to 57,000 in Ottawa, 55,000 in New York, 52,00 in Montreal and 49,000 in Moscow.

### Trends of Urbanization

The trends of urbanization differ substantially from country to country. In the United States of America in A.D. 1800 only 5 per cent people were residing in urban areas. This has gone upto 70 per cent in 1980 and it will be 85 per cent by A.D. 2000. So far as the logistic curve of urbanization is concerned, it is typically of S shape for Costa Rica, Tanzania and Switzerland.

The average annual population increase for 34 countries comes to 4.5 per cent especially for the continents of Asia, Africa and Latin America. In the entire 19th century the continent of Europe experienced an annual growth of only 2 per cent. Most of the urbanization of



19th century was migration based, whereas today it is in the form of Shantytowns,<sup>2</sup> development of colonies and flow of industrial workers to towns and cities. In Switzerland, Tanzania and India about 80 per cent urban growth is due to rural-urban migration. In the year 1900 the four leading cities of the world are London, Paris, New York and Shanghai. In the year 1920 only 24 cities have touched the million mark but in 1991 it is about 150 in number.

TABLE 18.1 : Millionaire Cities, 1870-1991

| <i>Date</i> | <i>Number of Cities</i> |
|-------------|-------------------------|
| 1870        | 7                       |
| 1900        | 20                      |
| 1920        | 30                      |
| 1939        | 57                      |
| 1951        | 95                      |
| 1964        | 140                     |
| 1979        | 213                     |
| 1986        | 257                     |
| 1991        | 300                     |

### **Density of Urban Population**

Cities are always very crowded places in the world. In Calcutta about 69,000 persons reside in one square kilometre and the corresponding figure for New York is 55,000, Montreal 52,000 and Moscow 49,000. The overall density is 25 for United States of America, 3 for Canada and only 11 persons for the Common Wealth of Soviet Union.

### **Levels of Urbanization**

In 1991 about 40 per cent of the world's population is urban, and about 25 per cent urban population live in the centres of 20,000 persons or more. About 10 per cent people live in cities of 100,000 persons and more than 5 per cent people live in million cities. In case the 1981-91 growth rate of urban population is 3.5 per cent per annum continues by the year A.D. 2000 about 50 per cent world's population would be urban and by the year 2050 the entire world will be urbanized. In such a situation the people will get food from ocean and our mighty forests. In most of the industrialized countries, e.g., Britain, Germany, Australia, Argentina, California, Canada, New Zealand and the Common Wealth of Soviet Union, there will be a decreasing demand for farm labour but



### *World Urbanization*

an increase in demand for industrial workers, and skilled people in transport, trade and commerce, administration and in educational institutions have revolutionized the scene. In most of the above mentioned countries the percentage of urban population ranges between 60 to 90 per cent. In older settled countries the urban people live in medium and small sized towns besides market towns, small industrial towns along with a few large cities.

In countries of peasant economy, e.g., in Tanzania, Kenya, Uganda, Sudan, India, Pakistan and China the percentage of urban population has increased fast but the pace of urbanization is still very slow between 5 to 20-per cent. In developing countries of the world the urban population is growing fast in comparison with total population.<sup>3</sup> In between 1900 and 1990 the urban population grew by 300 per cent. This increase is spectacular in Tropical Countries where due to the provision of health facilities the mortality rate has declined but on the other hand, this has enhanced the rural-urban migration thereby giving rise to shanty towns.<sup>4</sup>

In economically advance countries the growth of urbanization is not very high, because they had already covered 70 to 90 per cent during the past decades and further there is little scope for development on the current technology.

### **Urban Regions**

The world could be divided into two regions from the point of levels of urbanization :<sup>5</sup>

#### *Highly Urbanized Regions*

In some countries of the world the level of urbanization has reached at a very high stage except few towns, cities and regions. Such areas are Australia, New Zealand, the East Coast of Brazil, China, Japan, Venezuela, Canada and the eastern parts of U.S.A. and Argentina. In all these areas the towns having coastal location are bigger in population size and the inland towns are of smaller size. The four fully urbanized regions of the world are as follows :

1. North-Western Europe—London, Paris.
2. North-Eastern U.S.A. and Canada—New York, Philadelphia.
3. Eastern Coast of Japan and Australia—Tokyo, Sydney.
4. Easter Coast of Asia—Shanghai, Calcutta and Manila.



In these regions industrialization and urbanization dominate the scene along with port location.

*Less Urbanized Regions*

Most parts of Asia, Africa,<sup>6</sup> South-America and Siberia have very low levels of urbanization. In these areas less than 10 per cent population are urban. The causes are low levels of transport development, lesser industrialization and the predominance of farm economy and forest economy. We may say that urban centres dominate the scene and even in city level centres the facilities are very poor and spontaneous settlement dominate the scene.<sup>7</sup>

The problems created by urbanization and urban centres are :

- (a) Urban development threatens the expansion of world's agricultural sector;
- (b) It exacerbates the water supply and aggravated the situation of waste disposal;
- (c) It produces almost incurable traffic problems;
- (d) It provides obvious targets for aerial attack;
- (e) It has favoured the decline of traditional culture;
- (f) It has brought refinement in criminal activities;
- (g) Urban machine civilization have damaged the rural cottage industries and seriously affected the morality of people; and
- (h) Urbanization favoured the transport of pollution to the nearby rural areas in terms of waste disposal and emitting smoke.



## URBANIZATION IN INDIA

URBANIZATION is the most powerful socio-economic component of modernity. As the West has modern urban civilization than the east has ancient traditional civilization. The current is regarded as metropolitan civilization based on industrial and multi-national commercial development. The massive influx of population from rural to urban areas have created the problems of slums and squatters throughout the urban world.

According to G. Trewartha the level of urbanization is defined as the proportion of urban population to total population residing in urban places. The shift of population from village to city and the process of transformation of villages into city is called urbanization.

In India urbanization has come to occupy an important place in economic development of different regions. Urban development is a direct and immediate concern to 26 per cent of population who live in towns and cities.

### History of Urban Growth

It is often said 'India lives in her huts and cottages of olden days' but it is also true that India has a tradition of urban living and town planning, which goes back to 3000 B.C. The cities of Indus Valley Civilization, Mohenjodaro and Harrapa, which flourished 3000 B.C. were large and well planned (Fig. 20.1). The Indus Valley people had attained high standard of town planning and architectural style. Hence, in India urban tradition continued through centuries and during the ancient period of our history when there were many large well planned and beautiful cities in different parts of the country. Patliputra of Chandragupta Maurya, Ujjain of the Gupta's Kannauj, Banaras and Mathura were some of the great cities found in Northern India. In the South, cities were established in the Medieval period by the Chalukya's, the Rashtrakuta's, the Chola's, the Hoysala's and others. However, the urban tradition of the south



could seem to continue through Vijayanagar which flourished during the 15th and 16th centuries to modern Mysore and Bangalore.

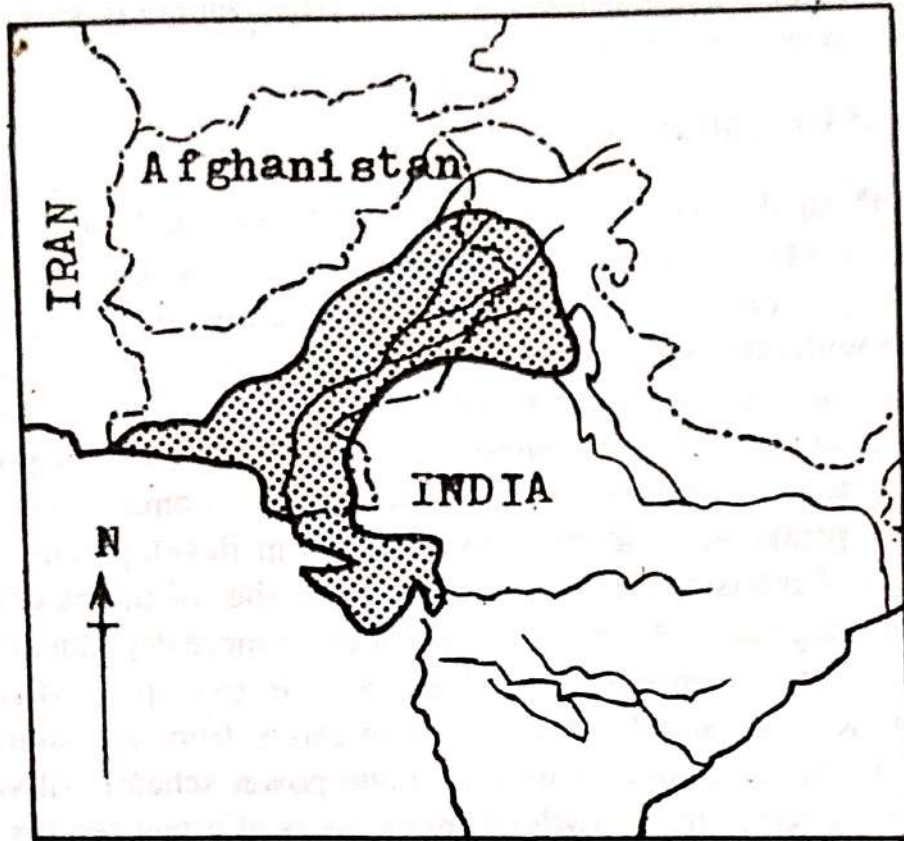


FIG. 20.1 : Ancient Urbanized Area of India and Pakistan

The Muslims and later the British made their own distinctive contributions to the evolution of cities in India. Many of our cities especially those in the North Indian plains bear the imprint of the Muslim influence. The metropolitan port cities like Calcutta, Mumbai and Chennai are the outstanding examples of British contribution. The cities like Delhi and Bangalore represent a syntheses of different traditions both indigenous and foreign including Hindu, Muslim and British. Thus the cities that arose in Pre-British India were few in number and archaic in type. They did not rest primarily upon industrial and commercial development but rather on political and religious functions. The Muslim rulers frequently shifted the seat of Government, and when they did so the capital city suddenly dwindled to dust and a new city arose around the next administrative headquarters. Cities also arose at strategic points where military required a permanent camp, such as bridge heads, mountain passes and cross roads. Still other cities arose at religious sites where pilgrimages were made and temples were built. In this way, for a



long time, commerce and industry followed the cities located for non-economic reasons. Modern city has come to predominate just recently, which are based on industry, trade and natural resources. This new type indicate that urbanization is going on in India at fast rate in comparison with the ancient period but the pace of urbanization is still slow in comparison with the western world.

### Elements of Urbanization

Hence, both in the past and the present religious and administrative centres as a matter of fact acted as an important urbanizing force. Sacred towns emerged on the banks of holy river, close to a temple or in association with religious personalities as for example, Amritsar, Ajmer, Gorakhpur, Haridwar, Puri and Deoghar. Some of these sacred places in course of time proved to be important cultural centres and principal seats of learning. In modern period industrial and commercial factors become the prime consideration towards urban development. Trade, commerce and industries are influencing a number of towns of small, medium and large size. Regional development is more dependent on the easy means of communication lines, as for example, Mirzapur, Modinagar, Kanpur and Jamshedpur. The safety from the menace of rivers and the development of irrigation and power schemes of various 'plans', further led to the growth of varied types of urban centres in the region. A number of new mill towns in the Western drier States of U.P., Haryana and Punjab on the one hand and on the other a number of frontier guard towns or check posts with industrial-cum-commercial activities have grown up recently along the border zone of North India. Towns also grew along the railway lines, which are especially noted for their busy railway activities. In southern India most of the cities have been developed as port, e.g., Mumbai, Ernaculam, Chennai, Vishakhatnam, Cochi, Tutikorin and Marmogoa, etc.

In North Indian plains most of the cities have been evolved till the middle of the 19th century. When rivers were the only main arteries of movement and the settlement clung to their banks. In the last one hundred years the development of towns have been greatly influenced by the advantage of rail transport. The recent development of city centre takes the shape of star like formation pushing out the built up area along the main channel of movement. The urban expansion on the cost of productive agricultural land is continuously going on since the beginning of human civilization. This sort of growth is clearly visible in Calcutta, Kanpur, Allahabad and Delhi of northern India. These are the largest



centres of trade and commerce, manufacturing and almost all of them are poly-nuclear origin. Calcutta urban agglomeration has 74 satellite urban centres, Kanpur has 6, whereas Allahabad and Delhi both have several smaller points of nucleation.

So far as the urbanization from demographic point of view is concerned, i.e., the proportion of population live in towns and cities, India is in the midst of gigantic urban increase. The growth of urbanization is an index of national development as it is most intimately related with industrialization and commercial development in the region.

### Rural-Urban Ratio

In India 74 per cent population is rural and 26 per cent is urban. From 1921 to 1991 there has been a slow but steady growth of urbanization which is shown here in Table 20.1.

TABLE 20.1 : Percentage of Rural and Urban Population in India (1921-2001)

| Year  | 1921 | 1931 | 1941 | 1951 | 1961 | 1971 | 1981 | 1991 | 2001 |
|-------|------|------|------|------|------|------|------|------|------|
| Rural | 88.8 | 88.8 | 86.1 | 82.7 | 82.0 | 80.1 | 78.0 | 74.0 | 70.0 |
| Urban | 11.2 | 12.0 | 13.9 | 17.3 | 18.0 | 19.9 | 22.0 | 26.0 | 30.0 |

Urban centres in India, however, has grown at a fast rate, than the provision of infrastructure facilities mainly because of the low living standards of bulk of population who migrated to the urban places in search of livelihood.

The 'Urban-Rural Growth Differential' (URGD) was expected to go up, but this has declined during the last decade. Besides, the rate of growth of rural population has actually gone up during the last decade. The annual growth rate of rural population which had declined from 1.96 per cent in 1961-71 to 1.78 per cent in 1971-81 went up to 1.80 per cent in 1981-91 decade. Coupled with the sharp decline in the rate of growth of urban population, the increase in the rate of growth of rural population is one of the astonishing result of 1991 census. The 'Urban-Rural Growth Differential' was 1.25, 2.05 and 1.29 per cent respectively.

### Growth of Urbanization

The growth of urban centres was slow from the year 1881 until 1941. The increase was from 9 to 13.9 per cent of the total population. Regarding the rapid growth of population since 1931 census, Yeat's Commissioner of the 1941 census wrote that "Another and much more



potent reason than is usually realized, is the fact that city life has began really to appeal to the ordinary middle class or lower middle class Indian, because for the first time accommodation within his means and to his taste has become available. The huge blocks of flats which in less than a decade have completely altered the face of Mumbai and parts of Calcutta, with their amenities of running water, electric light and the city features of the tram, the bus, the cinema, etc. have meant that every year an increase in the number of persons could be seen who seek to pass their retirement or leisure in a city instead of their former home. The education question is also a powerful tool as the best education is not available in a country like India where even if the middle class attach much value to education. This is a powerful influence."<sup>1</sup> During 1941 census the urban population grew by about 40 per cent and by 1951 it comprised 17 per cent of the total population. The census data show that while the total population grew by 21.5 per cent during the 1950's, urban population grew by 26 per cent. In between 1951 to 1961 the urban population increased from 17 to 18 per cent of the total population. This clearly shows that the tempo of urbanization had really slowed down, due to the changed definition as in 1961 more than 800 places were deurbanized in case the census definition of urban had not changed, the urban population would have increased by 48 per cent in 1991. During the period 1961-71 over all population grew by 7 per cent but the urban population grew by 37.9 per cent. The 1991 census data shows that India is urbanizing now in terms of population growth on overwhelming rate. \*

Comparing the decennial growth rates of urban population over last two decades, we find that States which were less urbanized in 1971 had a very high growth rate during 1971-81. In this decade, Orissa had a decadal urban growth of 68 per cent followed by Uttar Pradesh 61 per cent, Haryana 60 per cent, Rajasthan 59 per cent, Madhya Pradesh 56 per cent and Bihar 55 per cent. On the other hand, the States at high levels of urbanization are : Maharashtra, Tamil Nadu, West Bengal, Kerala and Gujarat. The Punjab had relatively much lesser growth rates of urban population. During 1981-91, however, the picture is somewhat confusing. The States of Tamil Nadu, West Bengal, Karnataka, Punjab, Gujarat and Maharashtra are more urbanized but the pace of urbanization is relatively low. In the States like Bihar, Orissa, Uttar Pradesh and Rajasthan the less urbanization is found due to agricultural economy (Fig. 20.2).

Table 20.2 indicates the increase of urban population from 15.05 to 212.86 millions in between 1872 to 1991 in India. From 1971 to 1991



the growth of urban population is almost double within 20 years and still India lags behind many well urbanized countries of the World.

TABLE 20.2 : Percentage Growth of Urban Population in India (1872-1991)

| <i>Census Year</i> | <i>Urban Population<br/>in Millions</i> | <i>Decadal Growth<br/>in %</i> |
|--------------------|---|--------------------------------|
| 1872               | 15.05                                   | 32.89                          |
| 1881               | 20.00                                   | 10.85                          |
| 1891               | 22.17                                   | 16.60                          |
| 1901               | 25.85                                   | 0.35                           |
| 1911               | 25.44                                   | 8.27                           |
| 1921               | 28.08                                   | 19.12                          |
| 1931               | 33.45                                   | 31.97                          |
| 1941               | 44.15                                   | 41.42                          |
| 1951               | 62.44                                   | 26.41                          |
| 1961               | 78.93                                   | 38.22                          |
| 1971               | 109.09                                  | 38.17                          |
| 1981               | 156.18                                  | 23.34                          |
| 1991               | 212.86                                  | 25.72                          |

Source : Census of India, 1901, 1961 and 1971, 1981 and 1991.

Pattern - 011 -



Urbanization has brought enormous problems of housing in its wake besides adding to the problems of health and scarcities of various kinds. A characteristic feature of urbanization in India has been that population tends to concentrate heavily in the larger cities. This has also created problems of town planning. The Ministry of Works and Housing looks after all the problems relating to urbanization and public health through its various wings and organizations namely Town and Country Planning Organization, Urban Community Development Cell, Urban Development Cell for Metropolitan Cities and other areas of national importance, Central Public Health and Environmental Engineering Organization.

### Metropolitan Cities of India

A central scheme has been taken up during the Fifth Five Year Plan period which aims at providing central assistance to State Governments to supplement their resources for integrated urban development of metropolitan cities and other areas of national importance. The main reasons for the deteriorating situation in cities have been lack of integrated approach to the problems of urban development and urban administration, lack of funds, multiplicity of authorities in the fields of local government and urban planning and absence of any unified authority to formulate, coordinate, finance and supervise the implementation of various schemes and programmes.

The Fifth Five Year Plan has made a tentative outlay of Rs. 230 crores (excluding Rs. 20 crores specifically earmarked for the development of National Capital Region). Detailed guidelines have been issued to the State Governments for preparing projects for assistance under the scheme and they have been asked to take steps to draw up a comprehensive urban development plan. Table 20.5 for population of Metropolitan cities in India reveals that Mumbai is the biggest metropolis in India which has a population of 99 lakhs. This is the primate city of India. The Greater Mumbai along with its conurbation has a population of 126 lakhs. The metropolis of Calcutta has a population of 44 lakhs but the conurbation has a population of 108 lakhs. Similarly, Delhi has a population of 72 lakhs and Chennai 54 lakhs. The causes of such a huge concentration of population are commercial, administrative and port facilities found in these metropolises besides industrial and educational development. The other important metropolises are Ludhiana, Kalyan, Bhopal, Indore and Vishakhapatnam. The population of these metropolises are just above 10 lakhs.



TABLE 20.5 : Metropolitan Cities in India, 1991

| Sl.No. | Name           | Population |    |
|--------|----------------|------------|----|
| 1.     | Hyderabad      | 30,65,496  | 5  |
| 2.     | Vishakhapatnam | 10,51,918  | 14 |
| 3.     | Ahmedabad      | 28,72,865  | 6  |
| 4.     | Bangalore      | 26,50,659  | 7  |
| 5.     | Cochin         | 11,39,543  | 11 |
| 6.     | Indore         | 10,86,673  | 12 |
| 7.     | Bhopal         | 10,63,662  | 13 |
| 8.     | Greater Mumbai | 99,09,547  | 0  |
| 9.     | Kalyan         | 10,14,062  | 15 |
| 10.    | Ludhiana       | 10,12,062  | 16 |
| 11.    | Jaipur         | 14,54,678  | 10 |
| 12.    | Chennai        | 53,61,468  | 3  |
| 13.    | Kanpur         | 19,62,750  | 8  |
| 14.    | Lucknow        | 15,92,010  | 9  |
| 15.    | Calcutta       | 43,88,262  | 4  |
| 16.    | Delhi          | 71,54,755  | 2  |

Source : Census of India, 1991.

The most striking feature of urban development in India has been significantly the growth of metropolitan cities as compared to the small and medium size towns (Fig. 20.5).

India has twenty cities with a population of more than 1.5 million or more in 1991. In order of size these are Mumbai, Calcutta, Delhi, Chennai, Hyderabad, Bangalore, Ahmedabad and Kanpur. Calcutta conurbation has a population of about 108 lakhs, Greater Mumbai 128 lakhs, Delhi 93 lakhs and Chennai 54 lakhs.

There are more than 400 city centres in India which have a population of more than 100,000 each and more than 150 million people live in these cities.

The current State of India's urbanization can thus be characterized by five major distinguishing features :

- The level of urbanization in India is relatively low when compared to the rest of the world and three-fourth of India's population continues to live in rural areas which are pools of poverty and social backwardness;
- The pace of urbanization which had started picking up during 1971-81 has slowed down substantially, the current annual gain in urban population being just 0.24 per cent;
- There is a very high disparity in both the levels of urbanization as well as the pace of urbanization among various States;



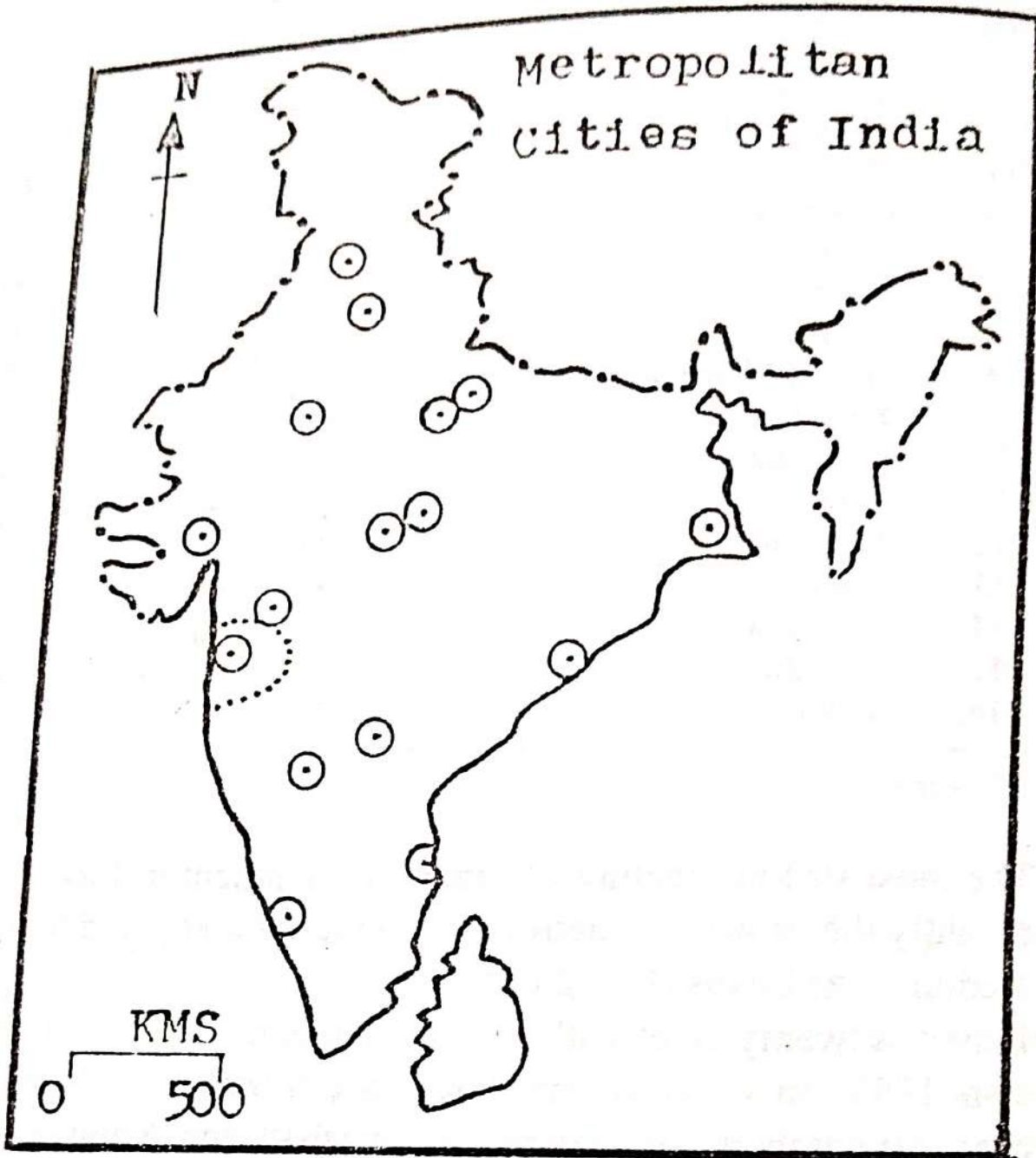


FIG. 20.5 : Metropolitan Cities of India

- (d) In some of the more urbanized States, the urban growth has been halted leading to stagnation in urbanization and the implied stagnation in economic development; and
- (e) Even in less urbanized States, the rate of growth of urban population has been arrested.



## **UNIT-IV**



## URBAN EXPANSION

Urbanization and urban growth has been considered as one of the essential indicators of economic growth & development of the country. With the increase of population, cities are growing rapidly in physical dimensions. The process of urbanization has brought about significant changes in landscape pattern and land cover of the area.

- **URBAN EXPANSION**
- The spreading of urban developments towards outskirts of the city is termed as “Urban expansion”
- Massive urbanization accompanied by rapid expansion of cities is one of the most important transformations of our planet.
- The density gradient of people has increased on the outskirts of cities and decreased in centre thus expanding the city outward.

### TYPES OF URBAN EXPANSION

- VERTICAL
- HORIZONTAL

#### VERTICAL EXPANSION

- For any developing city that faces land scarcity, high rise buildings are the solution.
- Rising population shrinking space and desire to live close to the main city have led to the idea of multistoried buildings.
- The tallest buildings in the world are in the cities of Dubai, shanghai, New York, Hong Kong, Tokyo and Chicago.

#### HORIZONTAL EXPANSION

- It is characterized by buildings and urban structures with small open spaces, residential places.



- The growth or expansion is observed in a horizontal direction from the centre of the city towards the outskirts.
- This is mainly to increase the services and facilities equally to the outskirt regions.

### **URBAN SPRAWL**

- It is the rapid expansion of the geographic extent of cities and towns.
- It is the widespread development outside the city center on previously undeveloped land.
- The term denotes unplanned or poorly planned, uncontrolled and uncoordinated expansion of low density urban land uses into agricultural and forest areas.

### **URBAN FRINGE**

- It is described as the landscape interface between town and country.
- It is the area at the very edge of the city.
- It is the transition zone where urban and rural uses mix and often clash.
- It is also known as outskirts, rurban, peri - urban or the urban hinterland.
- It contains a mixture of land use – residential, recreational facilities and farming.

### **SUBURBAN AREA**

- A suburban area is a mixed use or residential area existing either as part of a city or as a separate residential community within commuting distance of a city.
- Suburbs first emerged on a large scale in 19<sup>th</sup> and 20<sup>th</sup> centuries as a result of improved rail and road transport.
- They have lower population densities than inner city.
- It is an outlying part of a city or a large town.



- Word suburbs comes from Latin, ‘Sub’ means below/near, ‘urbis’ means city
- Suburbs have more single family homes than apartment buildings
- The houses have gardens, parks, spacious compounds and yards with trees and grass.
- People living in suburbs travel to city for work.
- They are characterized by detached, semi-detached houses and flats.

Suburbs in different parts of the world are known as:

- *Australia and South Africa* – Neighborhood
- *United Kingdom* – Residential area out of a city
- *United States and Canada* – Separate residential area / recognized municipality.
- *India* – outskirts.

## **CITY REGION**

- City region is a metropolitan area and it’s hinterland.
- It is a term in use since about 1950 by urbanists, economists and urban planners.
- It denotes a city conurbation or urban zone with multiple administrative districts.
- In India, city regions are products of relationship among various orders of cities and their surrounding areas.
- They change their shape over time, and the extent of city regions is proportional to intensity of activity in and around it's central business district.



## **POTENTIAL FLOWS IN CITY REGION**

- People – daily commuting to work, shopping, recreation and migration
- Goods – manufacturing and semi processed materials
- Services – Banking, educational, health and business.
- Capital and assets – Taxes, property rights, investments
- Knowledge – technical information and ideas.
- Pollution – automobile emission, solid waste

## **PRIMATE CITY**

- A primate city in Latin where prime – first rank, is the largest city in its country, province, state or region.
- It is a centre of politics, finance, media, culture and education. It is not rivaled in any of these aspects by any other city in that country.
- It must be at least twice as populous as the second largest city in the country.
- It receives more internal migration.

## **PRIMATE CITY – GLOBAL EXAMPLES**

- Examples: Budapest, Jakarta, Lima, Mexico, Seoul and Tokyo have been described as primate cities in their respective countries.
- Bangkok, capital of Thailand has been called the “most primate city on earth” (roughly 35 times larger than Thailand’s second largest city).
- Some global cities are considered national or regional primate cities.
- London in UK – National

New York City in USA – Regional



- India has no such primate city

### **SATELLITE TOWN**

- Satellite towns are smaller municipalities adjacent to a major city.
- It provides it's residence with superior quality of living in the form of road connectivity, electricity, water and drainage.
- The purpose of these towns is to provide a perfect balance between the population and the resources.

### **SATELLITE CITIES – EXAMPLES**

Some Satellite cities in India are:

- Delhi are – Gurgon, Noida, Faridabad
- Mumbai – Navi Mumbai, Thane
- Chennai – Kanchipuram, Mamallapuram, Sri Perumbudur, Thiruvallur
- Hyderabad – high tech city
- Kolkata – Salt lake city
- Chandigarh – Mohali

### **NEW TOWN**

- It is a form of urban planning designed to relocate populations away from large cities by grouping homes, industries, hospitals, shopping centers to form new communities.
- The new town movement was built in UK after the World War II and has been planned well and built as a remedy to overcrowding and congestion.



## **UNIT-IV**

### **URBAN GEOGRAPHY**

#### **UMLAND**

A city cannot sustain by itself but it is linked by its surrounding countryside interdependently. For this very purpose, an appropriate word 'Umland' has been used by different geographers. The term 'Umland' is a German word, translated from a Swedish word 'Omland' ('Om' means around and 'land' means area). This term is mainly applied for inland towns that deal in all directions but unfortunately this term has also been applied to the immediate environs of a town as well as to a larger area served by it. The word 'Umland' with a geographical perspective was first used by Ander Allix, a French geographer in 1914. He claimed to have coined it himself to express his concept of economic domain meaning thereby the areas immediately around an interior city. The word 'Umland' was substituted by many geographers for 'Urban Hinterland', 'Sphere of Influence', 'Catchment Area', 'Urban Field' and 'City Region'.

Umland can be defined as the geographical region which surrounds a city and maintain inflow and outflow relationships with the city. It is an area over which an urban centre exerts some kind of indirect cultural, economic, military or political domination. Umland of an urban centre change their shape and area over time and quite reasonably planners and geographers seek to redraw. Umland boundaries change from time to time to keep in tune with perceived geographical reality of rural-urban relationships. The extent of Umland is usually proportional to the intensity of functions in and around an urban centre. But the spacing of competing centres of population is also being highly influential. The contacts between the city and the countryside are varied and are getting multiplied. These

urban-rural and rural-urban contacts involve the movement of people, goods and services.

There is a close functional link between the city and Umland. Urban agglomeration does not produce their own food, milk, vegetable service. For production of such units, it is the Umland which is main drive and fulfills all the requirements of the city. The Umland in turn derives several benefits from the city. The income of Umland and economic growth are achieved by providing employment opportunities to city area. It also provides services like Hospitals; schools, fire protection services, administrative services, justice, Police, shopping centers, quick transport services, finance, entertainment etc. Thus we find that the both the city and Umland are inter-connected.

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## **METROPOLIS**

Metropolitan is a term used to describe a relatively large urban area, both of the size of area, population, and the scale of economic and social activity. While the etymology, said metropolitan or metropolis is derived from the Ancient Greek language, which the word *meter* means *mother*, and the word *polis* means *city*. A **metropolis** is a large city or conurbation which is a significant economic, political, and cultural center for a country or region, and an important hub for regional or international connections, commerce, and communications.

In general, the metropolitan can also be defined as a large residential center that consists of a large city and some in the surrounding area with one or more major cities that serve as a point of contact (hub) to the towns in the surrounding areas. A metropolitan area is an agglomeration of several settlements, settlements should not be the city, but the overall form a unity in nature activities and lead to the city center (a large city that is the core) that can be seen from the flow of labor and commercial activities.

## **METROPOLITAN CITIES IN INDIA**

The concentration of population towards metropolitan centers and its diffusion to their peripheries has resulted in many complex problems such as land scarcity, inward and outward mobility of labour, economic, social and spatial segregation of population between the core and periphery. In India, a metropolitan city is defined as, one having a population of 1 million and above. As of 2011 census of India, there are **46 metropolitan cities** in India and the top ten are,

Mumbai, Delhi, Kolkata, Chennai, Hyderabad, Bengaluru, Ahmedabad, Pune, Surat and Visakhapatnam.

## **METROPOLITAN CITIES OF THE WORLD**

The following are the world's Top 10 Cities with some of the most famous global metropolis in Europe, Asia and America

1. Paris
2. London
3. Bangkok
4. Singapore
5. New York
6. Kuala Lumpur
7. Hong Kong
8. Dubai
9. Istanbul
10. Rome

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## MEGALOPOLIS

A megalopolis, sometimes called a megapolis; also mega region, city cluster or super city, is typically defined as a group of two or more roughly adjacent metropolitan areas, which may be somewhat separated or may merge into a continuous urban region. *Megalopolis* is often spelled *Megapolis*. Both are derived from (*mégas*) in Ancient Greek meaning 'great' and (*pólis*) meaning 'city', therefore literally a 'great city' (compare "megacity"). Modern interlinked ground transportation corridors, such as rail and highway, often aid in the development of megalopolises. Using these commuter passageways to travel throughout the megalopolis is informally called *megaloping*.

*Megalopolis* – a paradigmatic study of the post-World War II urbanized Northeastern seaboard of the US subsequently applied to different regions of the world. It was introduced by Jean Gottmann (1915–94) and it contributed also to regional, economic, historical, and political geography.

A metropolitan area includes a core city as well as nearby communities, making it a larger settlement of people than just a city. A megalopolis is any multicity area with more than 10 million people. Megalopolises—concentrations of urban centres that may extend for scores of miles. Examples of this phenomenon have appeared in the United States, on the northeastern seaboard and along the coast of southern California, among other areas. Other megalopolises include the Tokyo–Ōsaka–Kyōto complex in Japan, the region. New York City and surrounding areas including Long Island are an example of a megalopolis.

**Examples - India**

- Kolkata Megalopolis - Some areas of Presidency, Medinipur and burdwan divisions. Population 65 million.
- Delhi Megalopolis - National Capital Region (India). Population 46 million.
- Mumbai Megalopolis - Mumbai Megalopolis includes Mumbai Metropolitan Region, Pune Metropolitan Region and Nashik Metropolitan Region.

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## CONURBATION

A conurbation is a region comprising a number of metropolises, cities, large towns, and other urban areas that, through population growth and physical expansion, have merged to form one continuous urban or industrially developed area and supports 3-10 million populations. In most cases, a conurbation is a polycentric urbanised area, in which transportation has developed to link areas to create a single urban labour market or travel to work area.

Patrick Geddes coined the term in his book *Cities In Evolution* (1915). He drew attention to the ability of the then new technology of electric power and motorised transport to allow cities to spread and agglomerate together, and gave as examples "Midlandton" in England, the Ruhr in Germany, Randstad in the Netherlands, and North Jersey in the United States. The term as described is used in Britain, whereas in the United States each polycentric "metropolitan area" may have its own common designation. Internationally, the term "urban agglomeration" is often used to convey a similar meaning to "conurbation".

The Greater London Built-up Area, or Greater London Urban Area, is a conurbation in south-east England that constitutes the continuous urban area of London, and includes surrounding adjacent urban towns as defined by the Office for National Statistics. Examples - London, Birmingham, Manchester, Bristol, Liverpool/ Merseyside, Leicester, Edinburgh and Glasgow.

The Mumbai Conurbation is a conurbation that comprises the metropolitan city of Mumbai (City, Suburban and Navi Mumbai), and seven urban areas - Thane, Mira-Bhayandar, Kalyan-Dombivali, Ulhasnagar, Vasai-Virar and Bhiwandi-Nizampur as well as several other towns and villages.

## Settlements in order of size

|                          |   |                            |
|--------------------------|---|----------------------------|
| <b>Megalopolis</b>       | Where conurbations have joined to become one large urban area.                                      | 10 million + people        |
| <b>Conurbation</b>       | A group of large cities and their suburbs that have strong links connecting them to each other.     | 3-10 million people        |
| <b>Metropolis</b>        | A city and surrounding towns that are in close proximity and have started to merge into each other. | 1-3 million people         |
| <b>Large city</b>        | A city with a large population and many services.   | 300,000 - 1 million people |
| <b>City</b>              | A city would have a wide range of services but not as many as a large city.                         | 100,000-300,000 people     |
| <b>Large town</b>        | Large towns now see a much more varied range of shops available when compared to villages.          | 20,000-100,000 people      |
| <b>Town</b>              | Towns see an increase in services, for example, they would have senior schools and police stations. | 1,000-20,000 people        |
| <b>Village</b>           | Villages start to have some basic services like a petrol station or a village shop.                 | 100 - 1,000 people         |
| <b>Hamlet</b>            | Hamlets have very tiny populations and few services, if any.  | < 100 people               |
| <b>Isolated dwelling</b> | Isolated dwelling often in rural areas, these tend to be farmhouses or holiday homes.               | a few buildings at most    |