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HISTORY OF INDIA'S URBANIZATION: ITS TRENDS AND PERSPECTIVES A STUDY ON VISAKHAPATNAM CITY

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ABSTRACT

The history of urbanization began in ancient Mesopotamia in the Uruk Period (4300-3100BCE). The industrial revolution and invention of new technologies increased urban areas in the world. In 1726, Rajasthan's Jaipur is considered India's first planned city in the Common Era. The process of urbanization in India through history, when Indus valley was civilization saw the birth as the earliest urban settlement in human history. In 2018, the population and levels of urbanization of World and India is witnessed that world population 7,632.81 millions, urban population 4,219.81 millions, in per cent 55.28 and also India population 1,354.05 millions, urban population 460.78 millions, in per cent 34.03. The degree of Indian urbanization is from year 2011 to 2021, urban population 31.28 35.39, in percentage. The major causes of urbanization are natural population increase and migration of rural to urban areas. Of course the urban development has four stages i.e. urbanization, suburbanization, de-urbanization, and re-urbanization through the processes of concentration/de-concentration and growth/decline of entire functional urban regions. The period after 1941, urbanization witnessed the rapid growth of four major metropolitan cities in India. In 2021, Maharashtra (50.45 per cent), Gujarat (44.45 per cent), Tamil Nadu (42.54 per cent), Karnataka (41.12 per cent) and Andhra Pradesh (39.13 per cent) will be the most urbanized states in the country. And India's urban population is estimated to stand at 675 million in 2035, the second highest behind China's one billion, the UN has said in a report. The Visakhapatnam city is one of the fastest growing cities in country and the world. The density of population is 384 persons per square km and population growth was 11.89 per cent during the year 2001 and 2011. Visakhapatnam is popularly known as "The Jewel of the East Coast" and has a coastal line of 132 kms. It has a natural port, airport, national highway and rail network connecting to major cities of the country. So it is high time to study the historical development of Visakhapatnam urbanization.

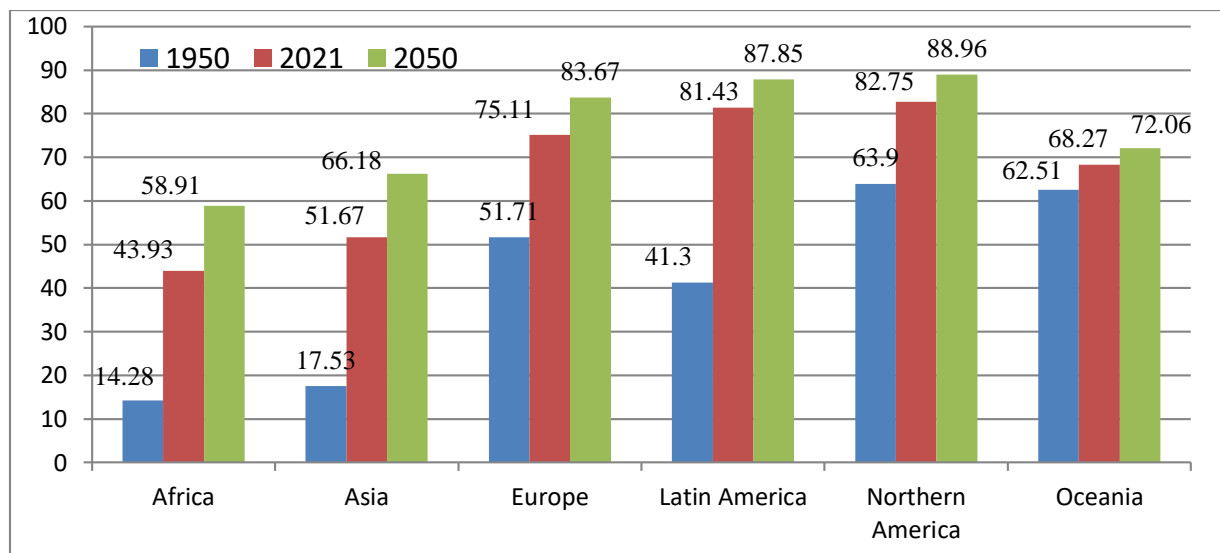
Key Words: revolution; urbanization; development; witnessed; estimated; settlement; civilization; metropolitan; industrial; ancient; invention; technology.

Introduction:

The World Urban Population Report 2021 reveals that nearly 4.46 billion (57 per cent) world's population lives in urban sectors and it is expected to increase up to 6.68 billion (68 per cent) by 2050. In 1950, world's population was nearly 751 million (30 per cent) lived in urban zones. In Asia and Africa between 2021 and 2050 the projected world's urban population will occur up to 90 per cent growth. The high urbanized regions in the world including Northern America (83 per cent), Latin America and the Caribbean (82 per cent),

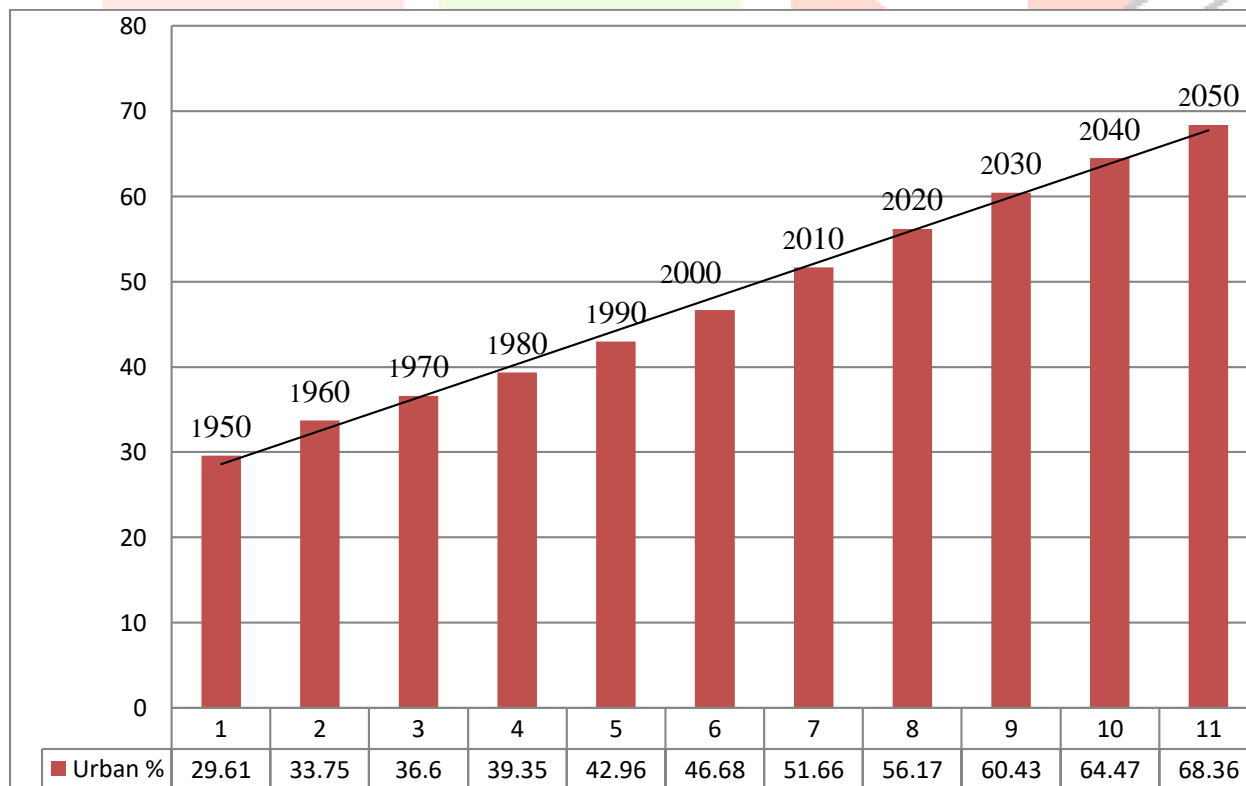
Europe (75 per cent), and Oceania (68 per cent). At present the level of Asian urbanization is something like 52 per cent. In contrast, only 44 per cent population is living in African urban areas.

Urbanization by Regions (Urban Population %) (1950, 2021, 2050)



The UN World Urbanization Prospects provide estimates of urban shares across the world through to 2050. It's projected that 68 per cent of the world's population will live in urban areas and more than two-thirds of the world will live in urban areas. The past 50 years in particular have seen a rapid increase in rates of urbanization across the world.

World Urbanization Prospects 1950 to 2050



A long historical overview of urbanization makes it evident that surplus is the basis of urbanization, be the term used in the sense of growing proportion of urban people or in the sense of attaining higher level of urban development. In the pre-colonial period surplus primarily originated from agriculture and was appropriated by the feudal lords and kings. The cities were small in size compared to today's cities and they

were also unstable. The rise and fall of cities were intimately linked with the rise and fall of the feudal power. Before the advent of Mughals there was no centralized state power for the territory, now known as India. But even during the Mughal period the cities, though attained larger size, were unstable as those were primarily based on surplus extracted through feudal state rather than through market based on surplus extracted through feudal state rather than through market based individualized exchange mechanism. Then came the colonial rule, trade became important route for accumulation of surplus, In the process of expansion of colonial trade, new port cities, like Calcutta, Bombay and Madras came up. The port cities being the centre of foreign trade assumed dominance over the others. The hierarchical urban structure emerged and was reinforced with the introduction of railway. Many of the old urban settlements sidelined, while some of the old cities and towns, which were incidentally located on the colonial trade network, became the integral part of the new urban system. This urban system was inherited by the post-independent period.

During the last half-century of the colonial rule since 1901, for which we get data on urbanization, measured by the percentage of urban population to total population, urbanization level increased steadily except in the first decade of the century, when it moved down from nearly 25.8 percent in 1901 to 35.39 per cent in 2021. Along with the administrative expansion just immediately after independence, the war, the famine and the partition of the country also contributed to the relatively high rate of urbanization during the last decade of the colonial rule. In the post-independence decades also, there were ups and downs in the urbanization rate as may be seen below. Again, the generation of surplus and its appropriation was a major determining factor but with the change that agriculture was no more the major source of surplus, industry gradually gained importance.

Objectives:

- To identify highest expansion of population settlement
- Find out the changes that take place on different areas like slums, sanitation and poverty
- Assessment the trend of the change by comparing with 1950 to 2021
- Estimate the change that takes place in Greater Viskha Municipal Corporation

Methodology:

Research design is one of the vital aspects of any kind of research. Without an idea research design it is quite impossible to pursue a successful research. This study is descriptive and exploratory research design is most suitable. The data collected from secondary sources like records of urban population projections, government records, journals and government census reports etc. The cause and effect relationship has to be explored this design is most suitable. This article finds the effects of fast growing urbanization in India through analysis of its multi dimensional impact.

Urbanization during the British Period

A number of developments in economic and political spheres after the British crown took over the administration of the country in 1857, led to a gradual increase in the urban population of India. During the post-1857 period administration was consolidated, land settlement acts were passed and new sources of revenue were introduced. There was a phenomenal growth in the fields of communication and transportation. The country got the first railway line in 1853 and the end of the 19th century all the major cities except Jammu and Srinagar were connected by the railways. They were responsible for the growth of trade and commerce, industrialization and consequent urbanization of the metropolitan port cities of Calcutta, Bombay and Madras and several other inland cities. As a result of the development of railways, a number of railway junctions emerged in different parts of the country. New roads were laid to connect various parts of the country and postal and telegraph facilities became available. The country was gradually “drawn within the orbit of the capitalistic system” (Roy, 1971). India was “first of the oriental countries to feel the impact of industrialism” (Heaton, 9). These industries which came into being mainly in urban areas, and that too in large cities, attracted workers from villages and small towns.

The British administration promoted plantation farming of tea, coffee, jute and commercial farming of cotton, for providing raw materials for British factories. Large scale plantations of tea and coffee came into existence in the plains of Assam and the Western Ghats of Karnataka, Kerala and Tamil Nadu. In 1872 the percentage of population living in the urban areas was 8.71. The number of cities having a population of 50,000 or more was 43. There were only 16 cities with a population of 100,000+. The pace of growth of urban population was very slow till 1901. In 1901 the share of urban population was only 10.8 per cent. There were 26 cities with one lakh or more persons. Most of them were predominantly mono-functional administrative

headquarters without any industrial base. There were 69 cities with a population of 50,000 or over. The number of towns was 1,888. There was a decline in the percentage of urban population from 10.8 in 1901 to 10.3 in 1911. This was mainly due to the outbreak of plague epidemic which resulted in the temporary evacuation of the urban residents. According to Kingsley Devis (1951), "In 1931 the percentage urban was probably lower than it should have been, because both the depression and the non-cooperation movement tended to produce subnormal returns for cities. The year 1931 thus marks a sharp break not only in the progress of urbanization in general but also in the growth of city population signifying that the cities in India have been holding the key to the progress of urbanization (Kar, 1961).

The Post-Independence Trends

Shortly after independence in 1951 India's level of urbanization was 17.27 and in 2021 it was just 35.39. Urbanization remained more or less stagnant when compared with the earlier decade. During the period 2011 (31.28) up to 2021 (35.39), urbanization level in India increased about two percentage points or more in each decade by 2022. It may be mooted further that in the post-independence India, apart from the industrialization strategy, the nature of rural-urban tension has influenced the urbanization process in India. The rise of rural power since the mid-sixties, particularly in the agriculturally prosperous regions of the country and the role this power played in a parliamentary democracy in the allocation of state resources (Varshney, 1993). First India has a low level of urbanization. Level of urbanization in India was 21.31 per cent in 1975, and 35.39 per cent in 2021. Urbanization level in India is also low compared to the average level of urbanization for the less developed countries taken together. In post-independence India natural growth rate of population has gone up and given the large size of the base population, annual addition was also huge. Although Government of India has recently fixed the target of achieving replacement level of population growth rate by the year 2025.

In the wake of partition in 1947, India witnessed one of the major human migrations in history representing roughly an influx of 10 million refugees into India and an exodus of a similar number to Pakistan. According to the 1951 census of India, 54 per cent of the total refugees who came to India settled in the urban areas. This implies that though only 17 per cent of India's total population was urban, a disproportionate number of refugees moved to the urban areas. A large number of persons were also left the urban areas of India and migrated to Pakistan. According to our estimates, this refugee migration accounted for 6.2 per cent of the 41 per cent increase in urban population during the 1941-51 decade (Bose, 1982). Thus, the impact of the refugees was far greater in the northern states of India than in the eastern and southern states (Ramachandran, 1989). The post-independence period was a period of planned development through the Five-Year Plans. In the decade 1951-61 the tempo of urbanization was rather slow. India after Independence experienced unprecedented industrial growth (Gill, 1990). The pace of industrialization was impressive during the sixties, seventies and eighties. There are more than a hundred industrial townships located in close proximity to the existing major cities. Over 500 industrial estates are situated on the periphery of one-lakh cities (Ramachandran, 1989). Even though India at present is experiencing a low rate of urbanization in the world her absolute size of urban population however is much larger than the total population of any country in the world except China and USA. The prevailing urban chaos, the runaway pace of urbanization, the rapid increase in the natural growth of the cities and towns, the urban-ward migration of the rural poor due to rural push. India is experiencing at present the lowest rate of urbanization in Asia with only 27 percent of the population in cities and towns. But this does not mean that urbanization is not a problem to our country. The main contributing factors for such rapid urbanization in our country are the natural increase of urban population itself and the flows of urban-ward migration. The features conspicuously associated with India's urbanization are unbalanced, semi-rural and parasitic in character, with urban primacy, metro politicization and urban hyperplasia in content.

Urbanization in India: The 21st Century Perspective

Whether India is over-urbanized or not is an important issue because of its crucial policy implications. Some scholars maintain the view that India has a low level of urbanization but it is over-urbanized. The issue of over-urbanization has been studied using several approaches. A century is a long span of time and one cannot really predict what will happen even by the middle of the century of course changes and continuity will go hand in hand. We discuss below some of the issues that appear to be most important in determining the course of urbanization in India in the next century.

Table: 1 Indian Total Population: 1901 To 2011

(In Millions)

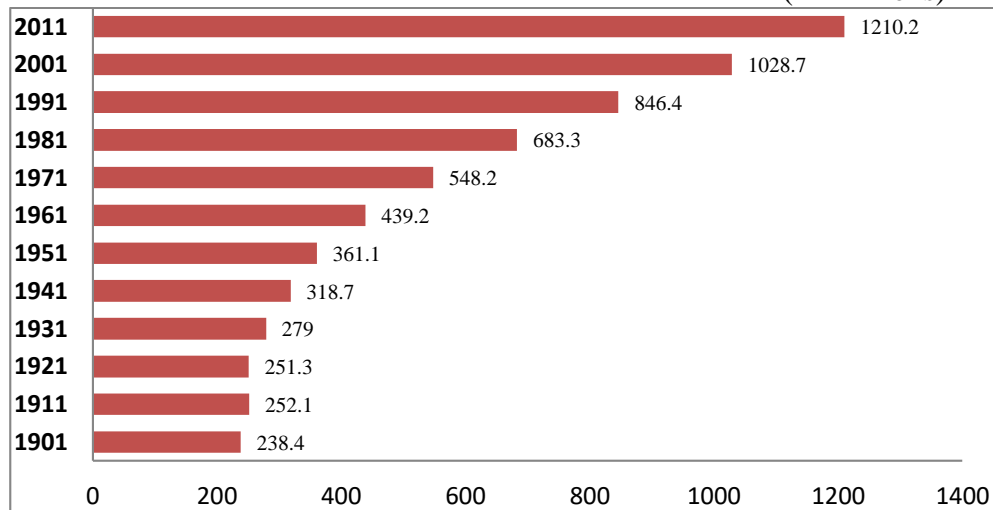


Table: 2 Indian Total Urban Population: 1901 To 2011

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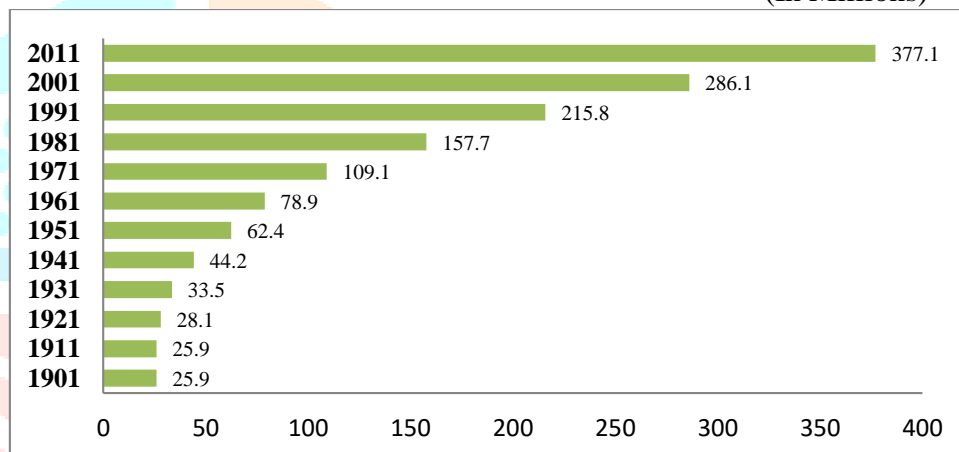


Table: 3 Percentage Of Indian Urban Population: 1901 To 2011

(In Millions)

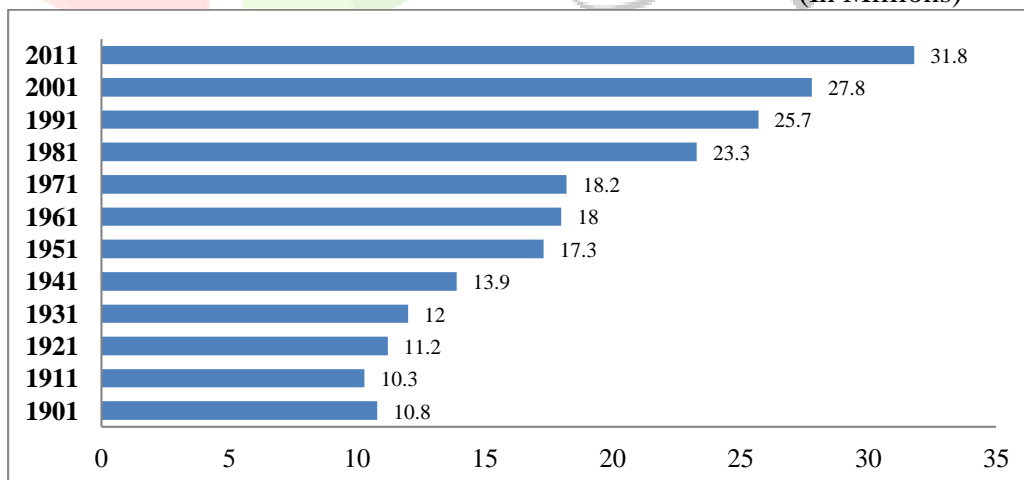


Table: 4 Projected Total Population In India
As On 1st March - 2011 - 2036

(In Crores)

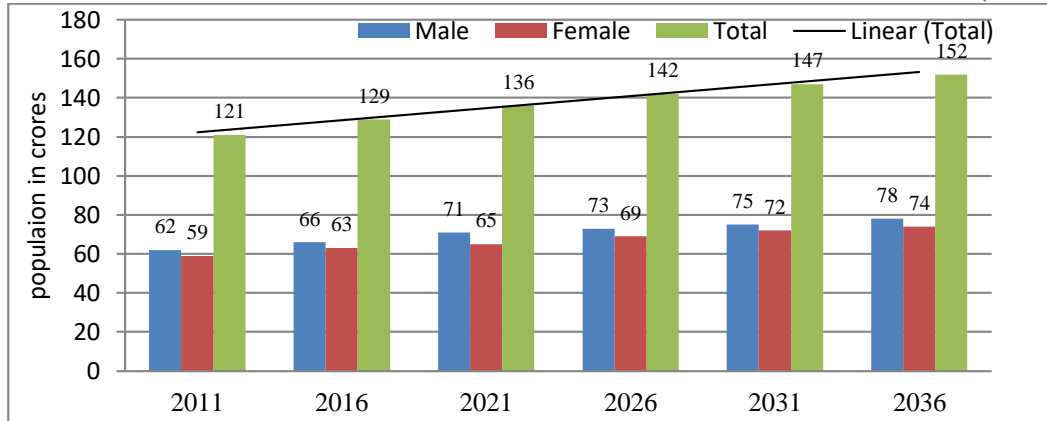


Table: 5 Projected Total Urban Population In India
As On 1st March - 2011 - 2036

(In Crores)

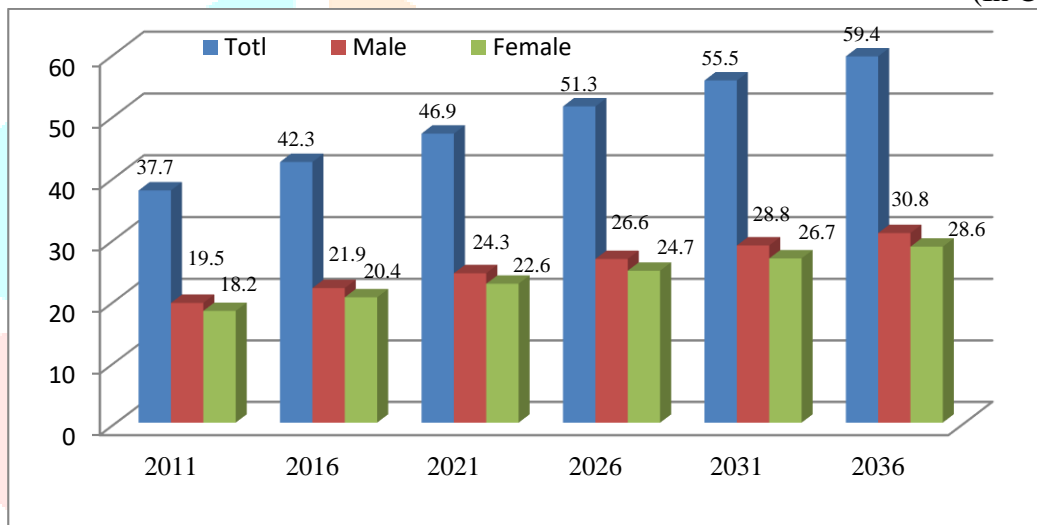


Table: 6 Proportion Percentage Of Projected Urban Population In India To Total Population By Sex As
On 1st March - 2011 - 2036

(In Thousands)

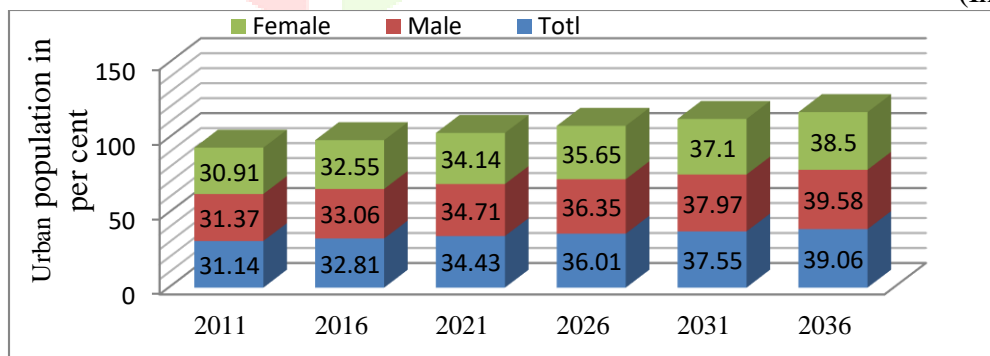


Table: 7 Indian Urban Population 2011 To 2021
(In Percentage)

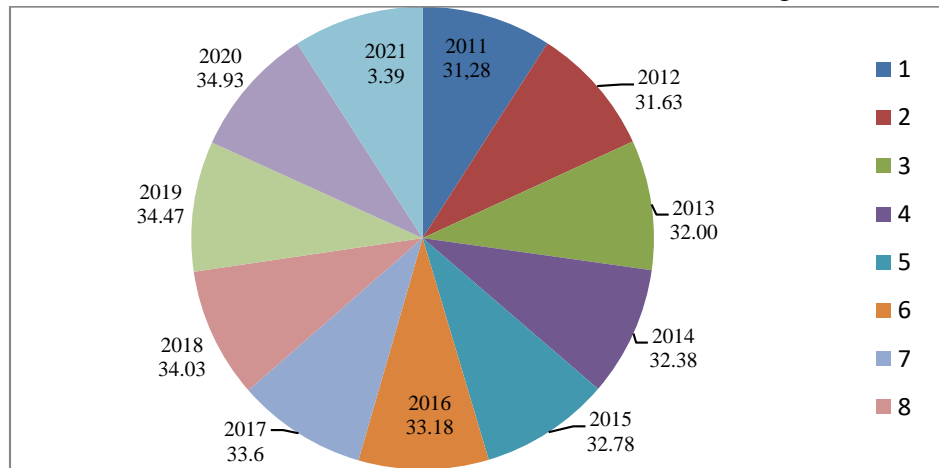


Table: 8 Projected Total Population In Andhra Pradesh
As On 1st March - 2011 - 2036
(In Crores)

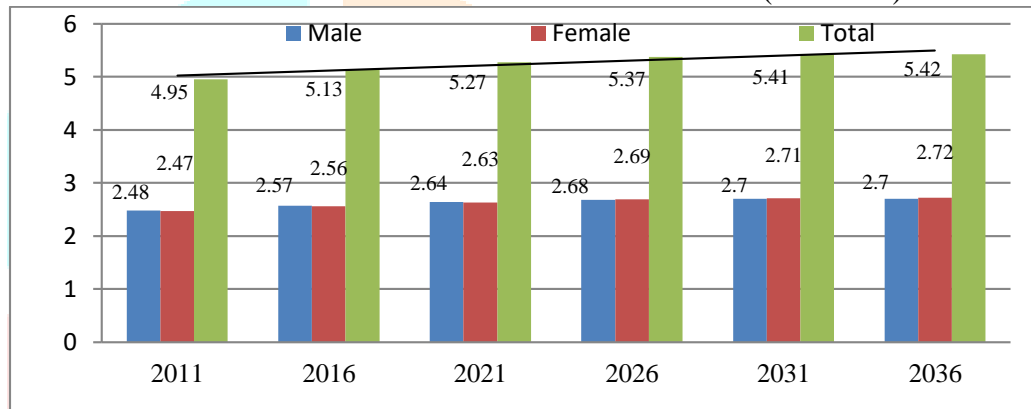


Table: 9 Projected Total Urban Population In
Andhra Pradesh As On 1st March - 2011 - 2036
(In Thousands)

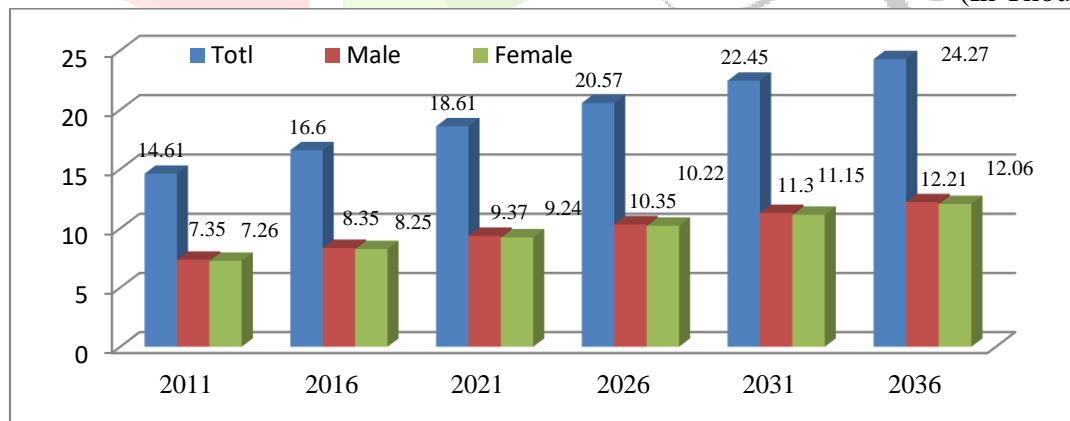
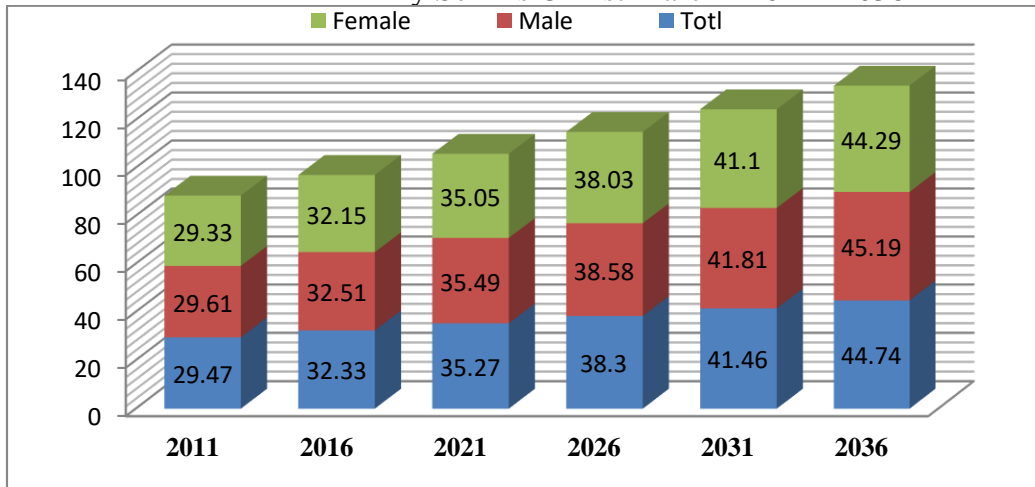


Table: 10 Proportion Percentage Of Projected Urban Population
In Andhra Pradesh To Total Population
By Sex As On 1st March - 2011 - 2036



Demographic Scenario

The population growth will be a crucial factor in determining the process of urbanization and the quality of urban life in the 21st century India. Already India has passed the mark of 1000 million population (in May 2000), Given the present demographic dynamics, which is difficult to change over in short run, by the middle of the 21st century India will have the largest population in the world. India will account for about 12.4 per cent of world urban population compared to 8.6 per cent in 1975. Of course, one may consider predicted level of urbanization to be an overestimate in view of slowing down of agricultural productivity and decline in the employment opportunities in urban-industrial sectors. The population pressure will enhance the pace of urbanization, and most probably the quality of urban life will gradually decline, unless the urban sector expands very fast under some exogenous impetus. In the 21st century India would certainly have to achieve a higher level of urbanization. With a much larger urban population, a good proportion of it has to be accommodated in a large number of mega cities.

Even though India is one of the least urbanized countries in the world, in terms of absolute numbers, the urban population is enormous since 46.9 corers persons were living in urban India by the year 2021. India's urban population is more than the total population of most of the countries of the world except China and USA. India's urban population will be more than the total population of the USA by 2000 AD. In terms of absolute urban numbers and the urban problems faced, India can be said to be over-urbanized (Misra, 1998). India's urban future will be bleak unless immediate steps are taken to check the unwanted urban ward migration along with the natural growth of urban population and proved housing, civic amenities, and employment opportunities to the growing urban population. Urbanization is familiar to the Indian subcontinent for over four millenniums, but the contemporary urban explosion has no parallel in our history in terms of its magnitude and diversity. The beginnings of such urban growth could be traced to the British period though the rapid development of urban centres is essentially a product of post-independence period (NITI Aayog, 2021).

Consequences of Unplanned Urbanization

It has been said earlier that even though the percentage of urban population id quite low in India as compared to the developed and many developing countries, the country is over-urbanized due to unplanned rural-urban migration. The urban areas are receiving far more in-migrants from the rural areas than what they really need. Visakhapatnam, the city of destiny, is a fast-emerging metropolis in our country located in the coastal plain of the East Coast situated in between Chennai and Calcutta of the 23 Metropolises (1 million plus population). Visakhapatnam occupies 21st rank with a population of 1.06 million in 1991. The city is a seat for a bunch of industries and institutions of national and international importance, a promising centre of trade and commerce and an emerging cultural and financial capital of Andhra Pradesh. Visakhapatnam had not grown either in area or population in the first half of 20th century. Its growth in these two aspects was tremendous in the second-half. While in 1901 the city's population was only 40,892 spread in an area of about 6 sq.miles, it has now about 13 lakh populations (1.3 million) inhabited in a vast area of about 112 sq. kms distributed. The city and its environs can be divided into categories, namely, hilly region, upland tracks, rolling plains and plains.

Area and Population of Visakhapatnam – (1900 – 2022)

As is evident from the area and population of Visakhapatnam there had been slow growth of population of the city from 1900 to 1950. This was due to slow natural growth of the city's population coupled with no extension of municipal limits and no significant industrial development activity taking place in and around the city. It is to be noted here that population growth is much faster in the extended areas as well as in the slums of the main city because of the real character and ways of life of their population.

Even though, after the location of steel plant in the year 1970 there was no major industry started in and around the city till 1998, the centre and the state have been taking very keen interest in the upkeep of the industrial base and further uplift in the area. The established Visakhapatnam Export Processing Zone (EPZ) aimed at further industrialization has been really promoting the process in this city of destiny. In the process of real expansion of existing large and medium scale industries, several hundred crores have already been invested in the city leading to further boost in the ancillary and small-scale sectors. The cumulative effect of all on this port city is tremendous and is going to be much more phenomenal in the decades to come and would become the real industrial metropolis on the east coast.

Table: 11 VISAKHAPATNAM - HISTORICAL POPULATION: 1950 – 2022

(in thousands)

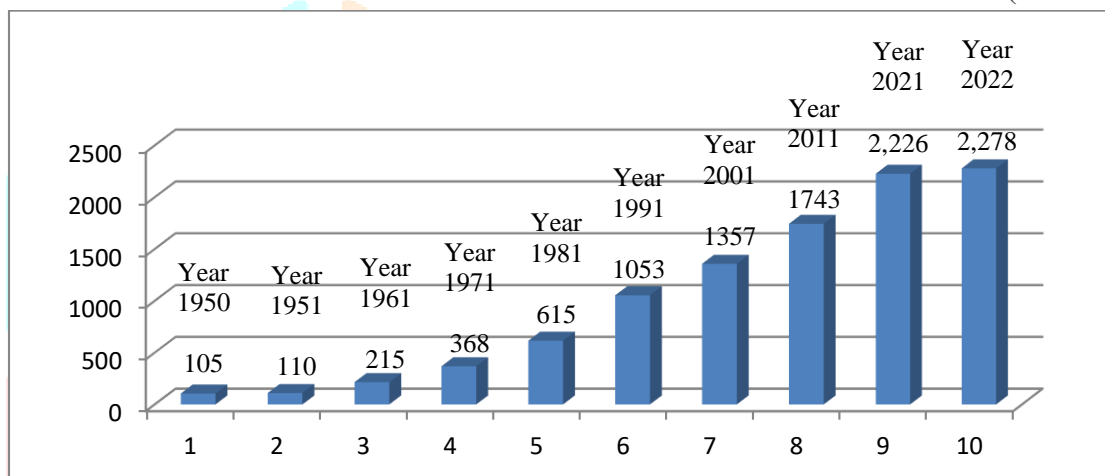
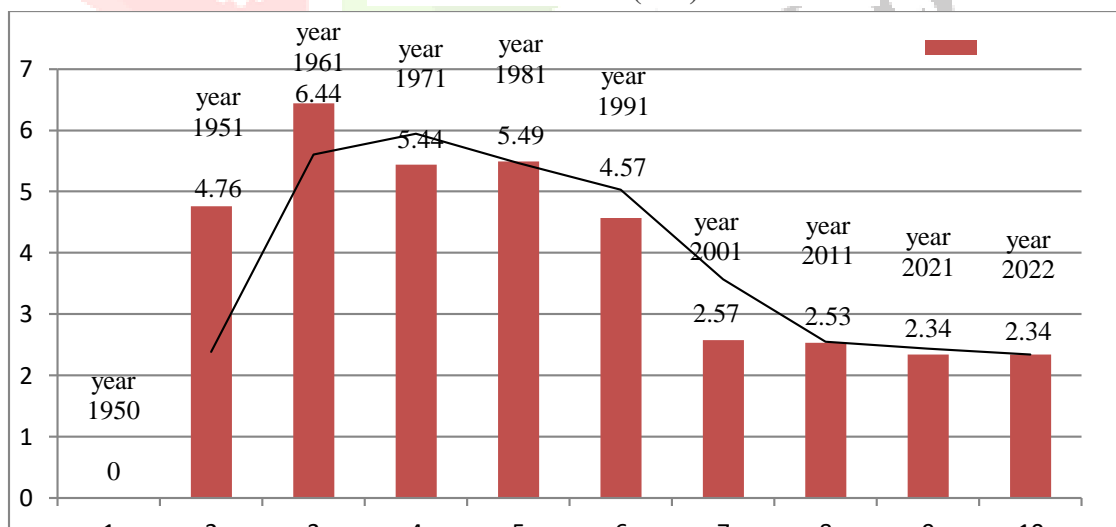


Table: 12 VISAKHAPATNAM - HISTORICAL POPULATION GROWTH RATE (%): 1950 – 2022

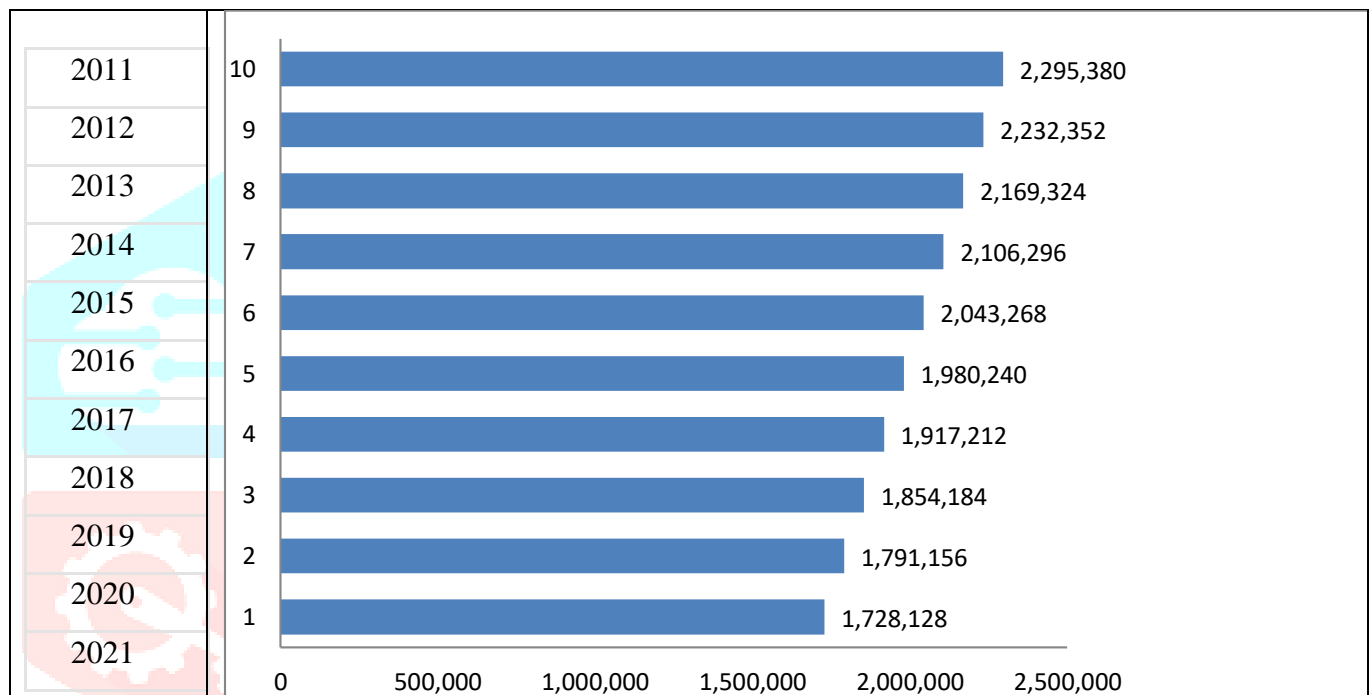


Tertiarization, in formalization and Urban Poverty

The city of Visakhapatnam, as is the case with most of the cities in the developing countries, is experiencing the twin processes of tertiarization and in-formalization and as a result the tertiary and informal sectors of activity dominate the economy over the major primary and secondary sectors. Tertiarization happened not only in the workforce but also in the national domestic product. The tertiary sector's value added

increased continuously though it has a growth rate slightly lower than that of the secondary sector. Industrialization of economy from income aspect has not been resulted in industrialization of workforce in view of labour-saving technologies, while within the tertiary sector, in the high productivity service activities the scope for productive absorption of unskilled labour has been reduced also particularly since the eighties. The demographic pressures as manifested in an excess supply of labour in relation to demand for productive employment opportunities generated by the existing economic structure, has led to the residual absorption of labour in low productivity activities, which are mostly found in urban settlements. Particularly in Visakhapatnam, since late seventies the share of manufacturing in urban employment had declined, while that of trade and construction had increased.

Table: 13 Projected Population in Visakhapatnam
Census of India was last held in year 2011 and next in 2021. According to estimated growth figures, Population of Visakhapatnam with a yearly growth.



Urban poverty is manifested more prominently than over all poverty situation, slums, informal sector, increasing actualization and underdevelopment of labour, pressure on civic services, high rate of educational deprivation and health contingencies, retarded growth of physical and mental capabilities and high rate of crime and violence are nothing but the parameters of intense poverty in our urban areas. In spite of our various programmes and policies, a significant chunk of urbanites trial below poverty line. The National Commission on Urbanization (1988) states that underdevelopment and inequality are twin causes of poverty. Magnitude of population, however, is another major cause creating scarcity of resources. Poverty alleviation programmes are stated to have been ridden with large-scale corruption. A 13-point programme is recommended by the commission outlining intervention strategies of (a) income and employment (b) basic services, (c) shelter, (d) public distribution, (e) social security and involvement of NGOs. Measures reducing inequality however are not mentioned in the programmes. Urban poverty impact is related to a great extent with rural poverty. Thus, are equally important for reducing inequality and urban poverty. Migration in any case has to be channelized and restricted.

Urban Challenges of the City

Urban problems of the city form a part of the overall pattern of underdevelopment of the region in which the city is located. Accordingly, as on today, Visakhapatnam remains as an example for rapid and unplanned industrialization and subsequent haphazard urbanization with no positive contribution coming from its hinterland. The most pressing urban challenges of the city are insanitary conditions, slums, and road accidents, widespread pollution of all kinds and shortage of housing and education facilities. While the

municipal services and amenities such as wholesome water, drainage, roads, lighting, markets, slaughter houses, parks, schools and play grounds are not up to the expected levels, the steps taken in regard to prevention of food adulteration, preventive medicine, and medical relief and rehabilitation are not worthy of appreciation. Open defecation is still the culture of the city in spite of the fact that there are many sulabh complexes located in the city. Regular lifting of garbage, curtailing movement of stray cattle and ensuring smooth flow of drains are certainly to be geared up. Regarding housing the city has been facing shortage in spite of the fact that house construction activity has been on increase. Already in 2021 year about 793 slums are located in different localities of the city and an estimated 6.6 lakh people live in these slums not covered by adequate municipal services and amenities. The slum dwellers are mostly the casual labourers, labourers engaged in unorganized, informal sectors and the migrant workers who belong to the weaker sections. In fact, the growth rate of slum population in the city has been faster than that of the general population growth rate in the city. The city during the present century has never been adequate in housing accommodation and would feel the pinch more intensely during the present century.

The present requirement of water to the domestic and industrial belts is around 52 MLD, whereas the corporation could tap from all its existing sources only 37MLD thus requiring an additional 15 MLD. Keeping in view the growing needs of the domestic and industrial belt in the next 20 years, the corporation has to find out several sources of water supply. It may be mentioned here that the number of gallons of wholesome water per head of population, which is 40, has never been achieved in the city. The worst hit areas are the slum, localities inhabited by poorer sections and hill slope areas. As such the GVMC has no other option except to find out a perennial source like Godavari water to the city taking appropriate and immediate steps. The present city has a total road length of 2,007.10 km (1,247.15 mi), covering 1,865 km (1,159 mi) of municipal roads, 70.10 km (43.56 mi) of Roads & Buildings department roads and 72 km (45 mi) of National highways. The city has the disadvantage of an inequitable distribution of road space, sparsely populated positions having extensive roads and congested portions being devoid of the same. What we need is a review of the road structure at all important road junctions of constant traffic congestion and preparation of a road plan scientifically for 25 years to come so as to minimize the road accidents and making the movements smoothly and quickly. Construction of flyovers at important junctions and planning for arterial roads to ease the internal traffic are most essential.

In a fast-growing city like Visakhapatnam with 19 streams subsist the provision of underground drainage, storm water drains and surface drains is an uphill task of the corporation. As a result, only one third of the city is covered with underground drainage facility. The city was divided into 14 drainage blocks on the basis of topographical configuration for laying sewer lines and phase I of the sewerage scheme was completed in 2024 year and phase II is in progress. To have an underground drainage system for the entire municipal area, the GVMC has to find several hundred crores and it is imperative that it should find funds and proceed with the work at the earliest as there is a possibility for further extension of its limits in the near future for smoothening urbanization and urban development process. Therefore, there is every need to have a comprehensive drainage board for the city to take up this gigantic but indispensable task.

Regarding street light one third of the city is yet to be covered with proper lighting. The GVMC has to concentrate on providing adequate lighting facilities in the vast areas recently included in the municipal limits. The 5,200 sanitary inspectors assisted by drivers and maistries have been supervising the public health activities such as maintenance of sanitation, epidemic control, prevention of food adulteration, maintaining the register of births and deaths and such other public health matters. By any standards the staff is not all adequate. Also, the present equipment used for lifting garbage etc, is inadequate. With the passage of time there has been tremendous change in the equipment pattern in dealing with sanitation and conservancy. Especially the GVMC must increase its staff and equipment to meet the needs of the people in all the extended localities like Chinagadili, Arilova, Gopalpatnam divisions. The purpose of extending municipal limits would be defeated if the GVMC does not take adequate and timely steps to meet not only the sanitations and conservancy needs but also the other equally vital health requirements of the people in these areas. Also, there was no increase in the number of maternity and child welfare centres for the last 30 years and the number of births attended to by these centres has never been significant.

It is clear from the data provide by GVMC that there is no significant increase in the number of elementary schools between 1960-2020 period since only 14 schools were added reaching the figure to 75. This does not show and parity with the increasing population of the weaker sections from which the school

going children are predominantly drawn. Similarly, the high school growing children admitted into the municipal schools have been growing, but there are only 17 high schools in the entire corporation area. The points in that both elementary and secondary education are neglected by GVMC. The teacher-pupil ratio in the schools maintained by the corporation is much higher than what prescribed and there is a short fall of nearly 30 per cent of teaching posts. The corporation right now needs to have at least 150 additional posts of varied categories.

Further, the topography of the city is such that it has an inherent disadvantage from the environment point of view. The city is surrounded by a chain of hills and hillocks giving it a shape of a bowl and most of the city is located in the depth of the bowl and the continuous flow of migrants into the city are settling down on slopes of these hills. The smoke released by the industries is not able to escape into the open skies because of the hill chain around the city. The smoke coupled with humidity creates a thick blanket of smog during winter and even in other seasons. Many of the localities and areas of the city and already affected by air, water, marine and land pollution. Studies conducted by various departments of Andhra University do indicate that the incidence of respiratory diseases in industrial zones of the city among other effects is almost double than that in the non-industrial zones and there is evidence to suggest relationship between poverty unemployment, and nutrition on the one hand and habitat on the other. The ground water quality in the city was getting degenerated significantly since 1975 because of increased industrial and urban activity and lack of environmental protection and as a result, the quality of ground water changed from fresh water subjecting the people to suffer from serious water-borne diseases.

Thus, underlying the discussion of urbanization of the city of Visakhapatnam is the massive volume of population that already resides and is expected to reside in the city. The numbers involved pose major challenges for the achievements of sustainable urbanization. Urbanization, in fact, acts as double-edged sword. Increasing urbanization has the potential for improving human life or increasing human misery. However, the challenge of the urban future will be to sustain progress in social development in the face of unprecedented pressure coming from population growth. The assumption that urban growth will power development is a myth rather than a reality in the case of developing countries like India. Improving social and economic conditions for all the people and promoting sustainable development is increasingly an urban challenge. Similarly, there is no interaction between urban researchers' policy makers and administrators within the city. Therefore, on the civic front, it is important to mention that there is greater need to educate the citizens on the role of the city government as well as their own obligations and responsibilities to the latter (Radhakrishna Murty, 2001).

What is needed urgently is that satellite towns in and around the city should be taken up on priority basis to solve the problems of mushrooming of slums and overcrowding. Adequate transport facilities to these satellite towns would make the growth of the city orderly. Further, availability of free land and contacts are the main reasons for squatting the resettlement colonies. While assessing the role of N.G.O.s in urban development of the city, it is felt that voluntary agencies have not been that actively involved in cities development programmes. The NGOs urban basic services programmes and community development societies (CDS) can promote women's involvement to the maximum possible extent. A decade long experience in the UBS scheme in our cities and particularly the success story CDS in our city shows that the level of community participation generated is slow but encouraging.

**PROJECTED POPULATION CHARACTERISTICS AS ON 1ST MARCH :
2011 – 2036 ANDHRA PRADESH**

Indicator	2011	2016	2021	2026	2031	2036
1	2	3	4	5	6	7
Population (000')						
Total	49577	51371	52787	53709	54175	54252
Male	24831	25710	26403	26834	27033	27029
Female	24747	25661	26384	26874	27142	27223
Sex Ratio	997	998	999	1002	1004	1007
Population Density (Sq. Km.)	309	321	329	335	338	339
Population by broad age-group(000')						
18 years and above	34226	37090	39521	41332	42664	43713
0-14	12527	11582	10825	10185	9359	8528
15-59	32026	34030	35406	35928	35953	35460
60+	5025	5759	6557	7596	8863	10263
Proportion (per cent)						
0-14	25.3	22.5	20.5	19.0	17.3	15.7
15-59	64.6	66.2	67.1	66.9	66.4	65.4
15-49 (female population)	55.9	56.5	55.9	54.4	52.4	49.9
60+	10.1	11.2	12.4	14.1	16.4	18.9
Median age (years)	28.23	30.29	32.52	34.83	37.20	39.56
Dependency Ratio						
Young (0-14)	391	340	306	283	260	241
Old (60+)	157	169	185	211	247	289
Total (Young and old)	548	509	491	494	507	530

DEMOGRAPHIC INDICATORS: 2011-2035 ANDHRA PRADESH

Indicator	2011-15	2016-20	2021-25	2026-30	2031-35
1	2	3	4	5	6
Population growth rate	7.1	5.4	3.5	1.7	0.3
Crude Birth Rate (CBR)	15.2	13.8	12.2	10.9	9.9
Crude Death Rate (CDR)	7.8	8.0	8.4	8.8	9.4
Infant Mortality Rate (IMR)	39	35	32	29	27
Under-5 mortality rate (q5)	43	39	35	32	30
Total Fertility Rate (TFR)	1.68	1.61	1.54	1.51	1.50
Life expectancy of males	67.10	68.60	69.60	70.60	71.40
Life expectancy of females	71.20	72.40	73.60	74.60	75.60

Conclusion

There appears to be lack of perspective and ore significantly lack of will for planned urban development in India. Decision makers are carried away more by the forces of development rather than influencing the direction of change by a conscious and well-conceived policy frame. Most urbanization policy in our country is unconscious, partial, uncoordinated and negative. However the report of the national commission on urbanization 2021year provided a broad policy frame to deal with urban problems like balanced urban settlement pattern, linkages between physical and economic planning, improving the efficiency of metropolitan, strengthening the economic base for urban centres and urban government, adapting cost effective methods like public – private partnerships. Attempts are now being made to formulate national and state level urban development strategies so that these policy objectives are transformed into urban development programmes. Thus it is hoped would usher in a new era in urban policy, planning and development in India.

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