

# Impact of Urbanization and Agricultural Land use of Ranebennur Taluk

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## Abstract

This paper attempts to study how **Urbanization** leads to a continuous repurpose of **agricultural land**, both directly under the form of land take, and indirectly through technology adoption with specific reference to **Ranebennur taluk**. The precise demographic definition of urbanization is the increasing share of a nation's population living in urban areas (and thus a declining share living in rural areas). Most urbanization is the result of net rural to urban migration. The level of urbanization is the share itself, and the rate of urbanization is the rate at which that share is changing. This definition makes the implications of urbanization distinct from those of urban population growth or those of the physical expansion of urban areas, both of which are often treated as synonymous with urbanization.

In **Ranebennur taluk** has grown from natural increase (births minus deaths), net rural to urban migration and reclassification (as what was previously a rural settlement becomes classified as urban or as an urban settlement's boundaries are expanded, bringing into its population people who were previously classified as rural). Nations with rapid economic growth and relatively low rates of natural increase. Many development professionals see urbanization as a problem. Yet, no nation has prospered without urbanization and there is no prosperous nation that is not predominantly urban. Over the past 60 years, there is a strong association between economic growth and urbanization and most of the world's poorest nations remain among the least urbanized nations. Urban areas provide many potential advantages for improving living conditions through the economies of scale and proximity they provide for most forms of infrastructure and services. The term urbanization is also used for the expansion of urban land uses. The conventional definition for urbanization used in this paper entails a shift in settlement patterns from dispersed to more dense settlement. By way of contrast, much of the expansion of urban land use is the result of a shift from dense to more dispersed settlement. In effect, the term urbanization is being used to refer to two opposing spatial shifts in settlement patterns, likely to have opposing effects on, for example, the land available for agriculture.

*Key words: Agricultural census; Cultivated land; Land conversion; urbanization; Land-use changes*

## Introduction

Urban expansion inevitably covers some agricultural land while changes in land values and land markets around cities often result in land left vacant as the owners anticipate the gains they will make from selling it or using it for non-agricultural uses. In most urban areas in low- and middle-income nations, the absence of any land-use plan or strategic planning framework to guide land-use changes means that urban areas expand haphazardly. This expansion is determined by where different households, enterprises and public sector activities locate and build, legally or illegally. In most instances, there is little effective control over land-use conversions from agriculture to non-agricultural uses. There may be regulations that are meant to limit this but these are often avoided by

politicians and real estate interests (Hardoy *et al.* 2001). This unregulated physical expansion brings many serious consequences. These include the segregation of low-income groups in illegal settlements on the worst-located and the most hazardous sites (they would not be permitted to settle on better-located and safer sites) and a patchwork of high- and low-density land uses to which it is both expensive and difficult to provide infrastructure and services.

Urban centres often expand over their nation's most productive agricultural land since most urban centres grew there precisely because of highly fertile soils. Most of the world's major cities today have been important cities for several hundred years, so they became important cities before the development of motorized transport (and later refrigeration) that reduced cities' dependence on their surroundings for food and other agricultural products. Of course, for prosperous cities, the demand for agricultural commodities has long-since gone far beyond what is or could be produced in their surroundings. They draw on large and complex global supply chains and have large ecological footprints, drawing on 'distant elsewheres' for food, fuel and carbon sinks (Rees 1992). The dependence of many very large concentrations of urban populations on long international supply chains for food, fuels and most intermediate and final goods makes them vulnerable to disasters in locations that supply these or buy their products, and also to rising fuel prices. The world's urban population today is around 3.2 billion people<sup>1</sup>—more than the world's total population in 1960. Many aspects of urban change in recent decades are unprecedented, including the world's level of urbanization and the size of its urban population, the number of countries becoming more urbanized and the size and number of very large cities.

**Ranebennur** urban statistics tell us nothing about the large economic, social, political and demographic changes that underpinned them. These include the multiplication in the size of the world's economy, the shift in economic activities and employment structures from agriculture to industry and services (and within services to information production and exchange), and the virtual disappearance of colonial empires.

Aggregate urban statistics may suggest rapid urban change but many of the world's largest cities had more people moving out than in during their last inter-census period.<sup>2</sup> The increasing number of 'mega cities' with 10 million or more inhabitants may seem to be a cause for concern but there are relatively few of them (17 by 2000), they concentrate less than 5 per cent of the world's population and most are in the world's largest economies. Although rapid urbanization is seen as a problem, generally, the more urbanized a nation, the higher the average life expectancy and the literacy rate and the stronger the democracy, especially at local level. Of course, beyond all these quantitative measures, cities are also centres of innovation.

### **Objective:**

This paper intends to explore and analyze impacts of **urbanization** on **agricultural land** loss in **Ranebennur taluk** also **discuss** spatial and temporal **land** use change due to crop cultivation, grazing.

### **Urbanization and food and agriculture**

Urbanization brings major changes in demand for agricultural products both from increases in urban populations and from changes in their diets and demands. This has brought and continues to bring major changes in how

demands are met and in the farmers, companies, corporations, and local and national economies who benefit (and who lose out). It can also bring major challenges for urban and rural food security. Many cities owe their prosperity to their roles within the increasingly internationalized system of production and distribution. International, national and local tourism have also proved important underpinnings in many cities and smaller urban centres. There is an economic logic underlying the distribution of the world's largest cities. For instance, the world's five largest economies in 2000 had 44 per cent of the world's 'million cities' and eight of the world's 17 megacities; most of the other large cities and megacities were within the next 15 largest economies.

There is also an obvious association between most of the world's largest cities and globalization. Growing cross-border flows of raw materials, goods, information, income and capital, much of it managed by transnational corporations, have underpinned a network of 'global cities' that are the key sites for the management and servicing of the global economy (Sassen 2006). Many of the world's fastest growing cities are also the cities that have had most success in attracting international investment. Large international migration flows, and consequent remittance flows, are also associated with globalization and have profound impacts on many cities—in areas of both origin and destination. Around 175 million people (more than 2% of the world's population) live in a country in which they were not born (Boswell & Crisp 2004). De-urbanization is a decrease in the proportion of the population living in urban areas. During the 1970s, in various high-income nations, there appeared to be a reversal of long-established urbanization trends nationally or within some regions as there was net migration from large to small urban centres or from urban to rural areas. This was labelled counter-urbanization, although much of it is more accurately described as demetropolitanization because it was population shifts from large metropolitan centres to smaller urban centres or from central cities to suburbs or commuter communities. Some of the 'smaller cities' that attracted large migration flows grew sufficiently to become metropolitan centres—so this was a shift from old to new metropolitan centres.

This was not underpinned by a shift in the workforce back to agriculture but by the growth of the labour force in industry and services that could live in small urban centres or rural areas and commute to work. In addition, with advanced transport and communication facilities, a proportion of new investment in industry and services could locate in rural areas. Telecommuting allows work to be done and incomes earned in rural areas, even if the work is for a city-based enterprise. This is best understood not as de-urbanization but as the urbanization of rural areas. Here, most rural households enjoy levels of provision for infrastructure and services that have been historically associated with urban centres; many are also within (say) 1 h of central-city theatres, cinemas, museums, art galleries, restaurants and shops. This phenomenon is also seen in the fact that many high-income nations have only 1–2% of their labour force in agriculture when 15–30% of their population live in rural areas.

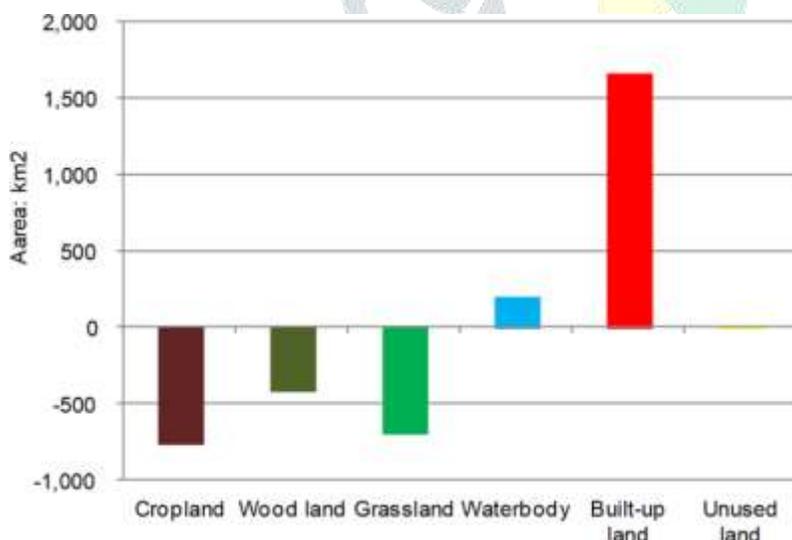
Historically, there are examples of de-urbanization where the proportion of the economically active population working in agriculture increased, especially as nations faced economic or political crises or during wars (Bairoch 1988; Clark 2009). In the past 50 years, various nations de-urbanized for particular periods driven by central planning and force (for instance in Cambodia, Vietnam and parts of China). In the past two decades, some regions in sub-Saharan Africa de-urbanized or had no urbanization, largely in response to economic crisis and to structural

adjustment (Potts 2009). Others that have had wars or long-running conflicts may have de-urbanized, unless those fleeing these conflicts went to urban areas.

The term de-urbanization has also been applied to particular cities that lose population. This is confusing in that there are always changes in any nation's urban system as some urban centres are more successful than others at attracting or retaining investment. For instance, China has urbanized rapidly over the past three decades, underpinned by rapid economic growth, and it has many rapidly growing cities but also some that have had declining populations. In the United States and Europe, many of the great nineteenth and early twentieth century ports and steel, textile and mining centres have lost economic importance and population (Pallagst *et al.* 2009); so too have some of the major manufacturing cities—for instance, Detroit as a centre of motor vehicle production. These are not associated with a shift in the economically active population to agriculture but with locational shifts in where new investments are going.

### The future for urbanization and the implications for farming in Ranebennur

Need to understand what has underpinned urbanization in **Ranebennur** in the past and how this is changing and might change in the future to be able to consider its implications for agriculture and food production. The history of urbanization and of the cities and towns it encompasses is a history of political strength and economic success. The spatial distribution of towns and cities is in effect the geography of the non-agricultural economy since it is where industrial and service enterprises have chosen to locate. It is also a map of where people working outside agriculture, forestry or fishing make a living. Changes in this spatial distribution reflect changes not only in the economy but also in how this is organized—for instance, how this is influenced by the growth of multinational corporations and how they are structured, by shifts in goods production to greater use of out-sourcing and by economic changes underpinned by advanced telecommunications including the Internet.



The rural to urban migration flows that cause urbanization are mostly a response to these economic changes. Some migration flows might be considered exceptions—for instance, growth in places where retired people choose to live, or in tourist resorts; but this also reflects economic change because of the growth in enterprises there to meet the demand for goods and services generated by the retired people and/or tourists.

This close association between urbanization and political strength and economic success is not likely to change looking to the future, although the countries and regions that enjoy the greatest success will change. Economic success for most cities may depend more today on success in global markets than 50 years ago, although intense inter-city competition for markets beyond national boundaries has been an influence for most cities for many centuries (Bairoch 1988; Clark 2009). Urbanization has also been underpinned by the expansion of the state, although the scale of this depends on economic success. In addition, competent, accountable urban governments have considerable importance for economic success. Today, many of the world's largest cities are large not because they are political capitals but because of their economic success.

How urbanization is understood has large implications for how its likely future influence on food and farming is perceived. If urbanization is regarded as a process taking place in almost all nations and as a driver of change, then it can be assumed that extrapolating past trends provides us with a likely picture of the world's future urban population. This is backed up by projections for all nations for their urban populations and their levels of urbanization up to 2025 and beyond (United Nations 2008). These suggest that almost all nations continue to urbanize except for those already classified as 100 per cent urban. Within this assumption of almost universal increases in urbanization, often there are references to urbanization being out of control because it seems to take place regardless of economic conditions. There is also uncertainty as to how to fit examples of de-urbanization into this broad picture of a world with almost all nations becoming increasingly urbanized.

But if urbanization is understood as a process that is deeply influenced by the scale and nature of economic, social and political change (see for instance Hasan 2006), then projections up to 2025 and beyond become more uncertain. How does one predict the absolute and relative economic performance of each nation up to 2025? Within this understanding of urbanization, there is an interest in the links between urbanization and economic change (which prove to be robust and multi-faceted). Since the scale and nature of economic change varies so much between nations and within nations, there is an interest here in how differences in economic change are associated with (and often the main cause of) differences in the scale and nature of urban change (including urbanization). De-urbanization is more easily incorporated into this, as a spatial manifestation of economic decline or collapse. This paper suggests that there is a substantial but often overlooked evidence base for this second interpretation of urbanization—and that this also provides a more reliable basis for considering the current and future influence of urbanization on food and farming.

### **The economic drivers of urbanization**

In low- and middle-income nations, urbanization is overwhelmingly the result of people moving in response to better economic opportunities in urban areas, or to the lack of prospects in their home farms or villages. The scale and direction of people's movements accord well with changes in the spatial location of economic opportunities. Although it is often assumed that most migration is from rural to urban areas, in many nations rural-to-rural, urban-to-rural and urban-to-urban migration flows are also important.

That much of the migration over the past 60 years has been from rural to urban areas is hardly surprising in that most of the growth in economic activities over this period has been in urban centres. Today, around 97 per cent of the world's gross domestic product (GDP) is generated by industry and services, and around 65 per cent of the

world's economically active population works in industry and services—and a very high proportion of all industry and services are in urban areas. The graphs in figure 1 show how changes in urbanization levels reflect changes in the proportion of GDP generated by industry and services and the proportion of the workforce in industry and services.

### **Does the rural population in Ranebennur suffer from an urban bias in development?**

Given the concentration of economic opportunity in urban areas, it might be expected that urban populations would have much better living standards, levels of nutrition and service provision than rural populations of **Ranebennur**. The concentration of powerful economic interests and wealthier groups in particular urban areas would be expected to produce a bias that favoured them. But it would be misleading to term this urban bias if it favours only a proportion of the urban population. The scale and depth of urban poverty in low- and middle-income nations hardly suggests that everyone benefits from an urban bias. It is common for between one-third and one-half of the population in cities to live in illegal settlements lacking adequate provision for water, sanitation, healthcare and schools. Their homes and livelihoods are at risk from eviction—and tens of millions of urban dwellers are evicted from their homes each year, mostly with no compensation or very inadequate compensation (du Plessis 2005). The same is true for some of India's most prosperous cities. In addition, the scale and depth of urban poverty is usually underestimated by official statistics because of inadequate allowance made in setting poverty lines for the costs that low-income city dwellers face for non-food necessities

The world's level of urbanization is likely to continue increasing, as long as the long-term trend in most low- and middle-income nations is for economic growth. Among these nations, those with the most economic success will generally urbanize most. Higher income nations may no longer urbanize, but this is largely the result of non-agricultural workers being able to live in rural areas or industrial and service enterprises located in rural areas.

Low- and middle-income nations with no economic success will have little urbanization. In extreme crisis, they may de-urbanize through an increase in the proportion of the population working in agriculture, forestry and fishing. But this is only likely in nations where parts of the urban poor still have the links in rural areas that allow their reincorporation into rural livelihoods.

With regard to climate change, it is difficult to predict likely impacts because these depend so much on whether global agreements rapidly reduce the drivers of greenhouse gas emissions. Climate change mitigation presents many challenges to agriculture to reduce greenhouse gas emissions and to better-off urban dwellers to shift to less carbon-intensive diets and lifestyles. A failure to reduce greenhouse gas emissions is likely to mean increasing numbers of disasters with very serious impacts on rural and urban populations. Many of the largest cities in low-income nations are particularly at risk and at present lack the capacity to adapt.

### **Conclusion**

For **Ranebennur** urbanization is often considered as having negative impacts on agriculture—for instance, from the loss of agricultural land to urban expansion and an urban bias in public funding for infrastructure, services and

subsidies. But the scale of urban poverty suggests little evidence of urban bias for much of the urban population—and clearly, urban demand for agricultural products has great importance for rural incomes. Agricultural producers and rural consumers also rely on urban-based enterprises for a wide range of goods and services—including access to markets. So the key issue is whether the growing and changing demands for food (and other agricultural products) that an increasingly urbanized population and economy brings can help underpin agricultural and rural prosperity and sustainability within a global decline in agricultural land area per person and water constraints. To this is now added the need to adapt to the impacts of climate change that have the potential to disrupt agriculture and urban demand, and the urban enterprises that provide producer and consumer services to rural populations.

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