

EMERGING PATTERN OF URBANISATION IN TAMIL NADU

Dr. S.Dharmaraj,

Asst. Prof. of Economics,

Dept. of Economics, A.V.C. College (Autonomous), Mannampandal, Mayiladuthurai 609 305, Tamilnadu.

Abstract

Tamilnadu has emerged as the second largest economy in India. Cities exist and grow because of economies of urban agglomeration associated with industrial and trade activities. In recent past, liberalisation, rapidly growing IT sector, an educated, hardworking and disciplined work force etc, accelerating economic development have also contributed to the growth of urban areas in Tamilnadu. Urbanisation is a key indicator of economic development and should be seen as a positive factor for overall development, as an economy grows its towns and cities expand in size and volume and the contribution of the urban sector to the national economy increases. The rapid growth of urbanization has been a worldwide phenomenon in the twentieth century and it's extremely new phenomenon in human history. The process of urbanisation result in the release of workforce from the agricultural pursuits makes labourers available in industrial and other non-agricultural sectors of the urban economy. The trends in urbanisation in the state it is found that there is a positive trend registered in the case of urbanisation since the number of people in the urban area , i.e. Urban population has increased from 8.99 crores (26.99%) in 1961 to 34.95 crores (48.45%) in 2011. Further the number of towns has also increased from 339 to 1097 during 1961 to 2011 period.

Key Words: *Urbanisation- Liberalisation- Push and Pull Factors- Metropolitan City-Infrastructure –Social Change- Participatory Management*

Prelude

Urbanisation is a key indicator of economic development and should be seen as a positive factor for overall development. As an economy grows its towns and cities expand in size and volume and the contribution of the urban sector to the national economy increases. The urban centres are characterized by interplay of multilevel socio-political and economic forces which cumulatively have added complexity to city life. This complexity poses enormous challenges to the administrative system, involved in managing regulatory as well as development affairs in urban areas. Cities hold tremendous potential as engine of economic and social development, creating jobs and generating wealth through economic scale. They need to be sustained and augmented through the high urban productivity for countries economic growth. A constant influx of population into urban centers and urban areas is a phenomenon which is expanding

rapidly. The rapid growth of urbanisation has been a worldwide phenomenon in the twentieth century and its extremely a new phenomenon in human history.

The term 'Urbanisation' what is generally understood, is the increasing proportion of total population, living in urban areas sociologically. Urbanisation is a complex process but often regarded as the vehicle of a society towards in industrial and technological enrichment and this is a necessary epitome of a society. Urbanisation is one of the major social changes sweeping the globe especially in developing countries, where urban growth rates are the most intense. Tamilnadu rank first in urbanisation among the fifteen major states in the country with the highest level of urbanisation (44%) in the country among the large states.

Process of Urban Development

The process of urban development involves a wide variety of interest groups in the public and private sectors. It touches many sensitive areas such as land, infrastructure, finance, economic linkages, community involvement and environment. These are highly political subjects. It has been seen that dealing with urban development issues in a technocratic manner and ignoring the political implications for government policy, interest groups, empowerment etc., often leads to a failure of well conceived programmes and projects. It is important, therefore, to obtain the maximum public and political endorsement of strategies, programmes and projects. In addition, there is a strong need for institutional coordination among the actors involved both horizontal - interagency and public-private; and vertical coordination: centre – state local levels, raising issues of governance. Decentralisation has enhanced the potential for meaningful participation and involvement of the civil society actors, for public-private partnerships, and for participatory management through pooling of resources, skills and knowledge. There is need for enabling local leadership exercising public authority and using public resources in a manner as to ensure transparent, accountable and effective governance of towns and cities.

Urbanisation in Tamilnadu is neither unique nor exclusive but is similar to a world-wide phenomenon. Tamilnadu urbanisation has proceeded as it has elsewhere in the world as a part and product of economic change. Occupational shift from agriculture to urban-based industry and services is one part of the change. New industrial investments and expansion of the services industry in new location is also another factor.

To know the role of Pull Factors and Push Factors of urbanization, the variables like Rural –Urban population changes; towns and cities increases, migration, unemployment, agricultural work force as Push Factors; and Job Opportunities and Employment, Per capita income, standard of Living, educational institutions, Employment, Men-Women Work force Participation, industrial development as Pull Factors. Tamilnadu has emerged as the second largest economy in India. Cities exist and grow because of economies of urban agglomeration associated with industrial and trade activities. In recent past, liberalisation, rapidly

growing IT sector, an educated, hardworking and disciplined work force etc, accelerating economic development have also contributed to the growth of urban areas in Tamilnadu.

Metropolitan cities are increasingly assuming the role of engines of economic growth. Their demands for natural and socio-economic resources, such as land, housing, water, energy and other required infrastructure are often stressing their environmental settings beyond sustainable development. A metropolitan city and its region cannot have infinite population carrying capacity. Carrying capacity concept provides the physical limits to economic development governing the maximum rate of resource consumption and waste discharges. Carrying capacity may be viewed as the ability to produce desired outputs from a limited resource base and achieve equitable quality of life levels while maintaining desired environmental quality levels in a large urban setting. The carrying capacity based approach to planning is thus both a concept and a tool for assessment of various supportive and assimilative capacities of urban environmental resources and of decision-making based on their carrying capacities.

Urbanisation Levels and Growth Trends

Over a century, since 1901 to 2011, it can be witnessed a gradual increase in the urbanisation levels and growth of urban population in Tamilnadu, comparatively higher than the all India level.

Table 1.1. Urbanisation Levels and Growth

Year	Tamil Nadu			India		
	Urban Population (Millions)	Share of urban Population (%)	Decadal Growth Rates (%)	Urban Population (Millions)	Share of urban Population (%)	Decadal Growth Rates (%)
1901	2.72	14.15	-	25.80	10.85	-
1911	3.15	15.07	15.51	25.86	10.29	0.36
1921	3.25	15.02	8.86	28.08	11.18	8.26
1931	4.23	18.02	23.40	33.47	11.99	19.12
1941	5.17	19.70	22.30	44.2	13.86	31.98
1951	7.33	24.35	8.39	62.40	17.29	41.40
1961	8.99	26.69	22.59	78.90	17.97	26.44
1971	12.46	30.26	38.64	109.10	19.91	38.22
1981	15.95	32.95	27.98	159.50	23.70	46.23
1991	19.07	34.65	19.59	217.20	25.71	36.09
2001	27.48	44.04	44.06	285.40	27.78	21.36

2011	34.95	48.45	27.16	377	30.55	31.80
------	-------	-------	-------	-----	-------	-------

Source: Census of India, 2011.

Tamilnadu state is steadily transforming into a predominantly urban society. At the beginning of this century, Tamil Nadu's population was 20.9 million, of which about 0.31 million was living in urban areas. Over the years, the share of urban population has gone up to 48 percent and stood at 39.95 million. The last four decades saw an almost three and a half time increase in urban population of the state (from 8.99 million in 1961 to 34.95 million in 2011).

Table: 1:2 Trends of Urbanisation in Tamilnadu (Population in Million)

Year	No. of Towns	Total Population	Urban Population	% UP to TP	Growth Rate	Exponential Growth Rate	% Change of UP
1961	339	33.69	8.99	26.69	22.59	2.04	0.23
1971	439	41.40	12.46	30.26	38.64	3.27	0.36
1981	434	48.41	15.95	32.95	27.98	2.47	0.27
1991	469	55.86	19.08	34.15	19.59	1.792	0.12
2001	832	62.41	27.24	43.65	42.79	3.59	0.97
2011	1097	72.14	34.95	48.45	27.16	3.18	0.74

Source: (1) Census of India(Various Issues),2001 &2011.

(2) Tamilnadu Economic Appraisal(Various Issues),1961 to 2011

The trends of urbanisation in relation to numbers of towns, total population, urban population and its growth in tamilnadu over the study period (1960-2011) has been displayed in the table 1.2. The total number of the towns has steadily increased during the study period i.e., 339 in 1961 to 1097 in 2011. The total population has increased from 33.69 million in 1961 to 72.14 million in 2011 and total urban population has also increased from 8.99 million in 1961 to 34.95 million in 2011. Further, is also noted that the percentage changes in urban population has increased from 26.69 to 48.45 percent during the study period. In the decadal growth rate has registered on 22.59 percent in 1961 and 1971 has registered on 38.64 percent and subsequently 27.98(1981), 19.59(1991), 42.79(2001) and the year 2011 in 27.16. There is no uniform change registered in the annual exponential growth rate since it was 2.04 in 1961 and has increased to 3.27 in 1971, subsequently declined to 2.47 percent to 1.79 percent in the year 1981 and 1991

respectively. Further, again it has increased to 3.18 in 2011. Therefore, the numbers of towns, total population, and total urban population have continuously increased throughout the study period.

The popular perception, migration is not the principal or the dominant factor in urban growth. The urbanisation trends in Tamilnadu are a direct reflection of the structural changes that are taking place in the economy. The combined contribution of industry and services to GDP and SDP is significantly higher than that of agriculture. The urban areas are likely to play an increasingly important role with the continuing liberalisation of the economy. Much of the growth of the economy will come from economic activities that are likely to be concentrated in and around existing cities and towns, particularly large cities. *Tamil Nadu* Chennai-Krishnagiri-Hosur (43% of state's urban population by 2021), Coimbatore-Erode-Salem-Krishnagiri (19% of state's urban population by 2021), Coastal Corridors, Chennai-Cuddalore-Tanjavur-Karaikudi (7% of state's urban population by 2021), Tuticorin-Nagarcoil (4% of state's urban population by 2021).

Urbanisation Due To Industrialisation and Economic Development

Urbanisation and industrialisation are the twin process through which economy and society experience development and transformation, urbanisation could be a concomitant process or it could be an independent process of change involving mobility of people and their lifestyles. In the sixteenth and seventeenth centuries changes began in the condition of life that would eventually result in urbanisation. The nineteenth century was the century of industrialisation, urbanisation and market trade expansions. It is argued that urbanisation accelerates the process of development; It does not imply the growth of national income but also qualitative changes in the behaviour of people, in their level of living, in their economic pursuits, provision of basic social amenities and the emergence of the new value system favourable to entrepreneurship, industrial growth and modern culture. The trend towards urbanisation has been fast indeed with big towns growing more rapidly. It is a natural growth of socio-economic development in general and industrialisation in particular. Industrialisation and urbanisation are the two major transitions of the twentieth century that will shape the world in the new century. Industry provides the urban population with the goods that it requires developing and sustaining itself. The rate of urbanisation is very high in the Third World Countries, most of the nations of the third world were under the control of colonial powers, and the rate of urbanisation was not very high. After the Second World War the lagging growth and severe unemployment that affected a number of major urban centers as well as many smaller cities with depressed regions through the problem of urban economic growth to the attention of the whole nation. The transformation has been associated with dramatic decrease in agricultural employment and with increases in industrialisation of the economy. In the developed countries, rapid industrialisation is the cause of the growth of urbanisation. Industrialisation lags for behind the rate of urbanisation with the result that the bulk of the migrants find only marginal employment in the cities.

In the developed countries, rapid industrialisation is the cause of the growth of urbanisation. Industrialisation lags far behind the rate of urbanisation with the result that the bulk of the migrants find only marginal employment in the cities. Urbanisations consequent upon industrialisation have been denied to a large section of the people. Even elementary civic amenities like pure drinking water, underground drainage, electricity supply, hospitals and dispensaries, well-built and well-run schools, colleges and universities and pucca roads etc.,

Industrial development is considered as the mean for achieving rapid economic development. In the past agriculture provided the base of economy, but only in the recent year's industrialisation has been considered as a major factor for economic development. The factors promoting the process of urbanisation in the world today are many. They are also simultaneous in their operation and effect. Their influence varies from country to country according to an equally diverse range of underlying and predisposing characteristics such as industrialisation, rural population pressure, and political influences on national economic development. Industrialisation is considered the remedy for economic backwardness. Moreover, industrial development provides better employment opportunities and socio-economic infrastructure facilities. Economic considerations were given primary importance in the industrial policies, whereas environmental considerations are given secondary importance.

Urban explosion is due to the rapid growth in the services sectors, particularly in the post-internet era. The unprecedented rise of India's Information Technology Enabled Services (ITES) coupled with the renaissance of its manufacturing segment in the last two decades has hastened up the urbanisation, which as a norm goes hand-in-hand with economic development. No country has indeed reached the middle income status without industrialisation and urbanisation. The shift from an agrarian economy to an industry based economy and ultimately to a service-driven economy enhances the importance of metropolitan areas. In the case of India, the era of high growth and a rapid rise of its manufacturing and services sector are now beginning to mature.

The World Development Report(1979), summarized "whereas urbanisation in the industrialized countries took many decades permitting a gradual emergence of economic, social and political institutions to deal with the problem of transformation, the process in developing countries is occurring from more rapidly against a background of higher population growth, lower income and fewer opportunities for international migration".

Impact of Urbanisation

The impact of all this growth on space, environment and quality of life will be, to say the least, tremendous. The provision of infrastructural facilities required to support such large concentration of population is lagging far behind the pace of urbanisation. As a consequence, the urban environment,

particularly in large cities, is deteriorating very rapidly. All cities have severe shortage of water supply, sewerage, developed land, housing, transportation and other facilities. The level, quality and distribution of services have been very poor. Several studies have indicated large segments of urban population do not have access to drinking water, sanitation, basic health services and education. These deficiencies have serious health impacts particularly affecting the urban poor. Deteriorating infrastructure, weak municipal institutions and poor delivery systems have constrained the urban economy and its ability to generate employment, incomes and services for the poor. The impact of urbanisation may be considered in the context of urban infrastructure services comprising water supply, sanitation and solid waste management, land and urban environment.

Causes and Effects

Urbanization can be linked to a number of different push and pull factors. Push factors include the congestion and population density of the cities, pollution caused by industry and high levels of traffic and a general perception of a lower quality of life in inner city areas. Pull factors include more open spaces and a perception of being closer to "nature", lower suburban house prices and property taxes in comparison to the city, and the increasing number of job opportunities in the suburban areas.

Improvements in transportation infrastructure encourage suburbanization, as people become increasingly able to live in a suburb and commute in to the nearby town or city to work. Developments in railways, bus routes and roads are the main improvements that make suburbanization more practical. The increase in the number and size of highways is a particularly significant part of this effect.

Government policies can have a significant effect on the process. The Federal government in the post-World War II era, such as the building of an efficient network of roads, highways and superhighways, and the underwriting of mortgages for suburban one-family homes, had an enormous influence on the pace of suburbanization in that country. In effect, the government was encouraging the transfer of the middle-class population out of the inner cities and into the suburbs, sometimes with devastating effects on the viability of the city centers.

Insurance companies also fueled the push out of cities, as in many cases, it redlined inner-city neighborhoods, denying mortgage loans there, and instead offering low rates in the suburban areas. More recently, some urban areas have adopted "green belt" policies which limit growth in the fringe of a city, in order to encourage more growth in the urban core. It began to be realized that a certain amount of population density in the center city is conducive to creating a good, working urban environment.

The cities became seen as dangerous, crime-infested areas, while the suburbs were seen as safe places to live and raise a family, leading to a social trend known in some parts of the world as white flight.. This phenomenon runs counter to much of the rest of the world, where slums mostly exist outside the city,

rather than within them. With the increasing population of the older, more established suburban areas, many of the problems which were once seen as purely urban ones have manifested themselves there as well. Some social scientists suggest that the historical processes of suburbanization and decentralization are instances of White privilege that have contributed to contemporary patterns of environmental racism.

Recent developments in communication technology, such as the spread of broadband services, the growth of e-mail and the advent of practical home video conferencing, has enabled more people to work from home rather than commuting. Although this can occur either in the city or in the suburbs, the effect is generally decentralizing, which works against the largest advantage of the center city, which is easier access to information and supplies due to centralization. The overall effect of these developments is that businesses as well, and not just individuals, now see an advantage to locating in the suburbs, where the cost of buying land, renting space, and running their operations, is cheaper than in the city.

With more and more jobs for suburbanites being located in these areas rather than in the main city core that the suburbs grew out of, traffic patterns, which for decades centered on people commuting into the center city to work in the morning and then returning home in the evening, have become more complex, with the volume of intra-suburban traffic increasing tremendously.

Conclusion:

Urbanisation has been increasing ever since the emergence of the first urban settlement. The magnitude of urbanisation is directly correlated with the increasing rate of urban functions, wherein the role played by science and technology is more important, which ultimately results in the multiplication of functions and leads to further diffusion of urban culture. Urbanisation is closely associated with economic development which may be conceived of multi-dimensional process. India is passing through a phase of rapid urbanisation brought about by general development, industrialisation and influx of population from rural to urban areas in search of employment. The increasingly rapid rates of growth of urban population and uneven nature of this growth have played an important role in altering the nature and pattern of urban centres. Urban centres being nodes of settlements are the real social contracts and economic growth performing a number of important cities. Cities have always been considered the nucleus of human civilization and culture. In India, the social and cultural viewpoint of urbanisation means a way of life different from those rural or country dwellers. Thus, the process of changing of behaviour patterns from rural to urban is considered as urbanisation which includes qualitative and quantitative improvements in the system of housing, water supply, sanitation, means of transport and communication, administrative and educational institutions together with any other micro aspects of life as culture and traditions.

References:

Ashok Mitra(1978), "Micro Planning of Space", in India Urbanisation and Planning: Vehicles of Modernisation. Allen G. Nobel and Ashok.K. Dutt(eds), Tata Mcgraw Hill, New Delhi,212.

Bose,A(1991), “ Demographic Diversity of India: 1991 Census, B.R Publishing Corporation, Delhi.

Gupta, K.R and Prasenjit Maiti(2005), “Urban Development Debates in the New Millennium-Studies in Revisited Theories and Redefined Praxes”, Atlantic Publisher and Distributors, New Delhi, Vol.I, PP.168-169

Hayden, Delores. (2004), “ *Building Suburbia: Green Fields and Urban Growth*”, 1820-2000 New York, Vintage.

Jackson, Kenneth. (2007), “ *Crabgrass Frontier: The Suburbanization of the United States*”, New York: Oxford University Press.

Ram Prasad.B and B.Samba Siva Rao(1981), “Urbanisation: Problems of Unplanned Growth in the Third World”. Southern Economist, October,1,PP.15-17.

Rakesh Mohan and Chandrasekar Pant, “Morphology of Urbanisation in India”, Economic and Political Weekly, Vol.III, Sept.1982,P.1537.

