CHAPTER 1

INTRODUCTION

1.1 GENERAL

This is a study of the characteristics of migrants in Chennai city, and therefore is so named. However, the content of the thesis is beyond describing the simple characteristics of the migrants: rather, the study has an ‘urbanization and quality of life and work’ focus. The premise of the study is that the migrants have acted in concert with the ‘push and pull’ of their origins and the final destination, that is Chennai city. In their decisions to move, rather than stay back where they were born and living (origins), they have deliberated on the pros and cons of their moves and most importantly they have borne a dream of life and work in Chennai city, which the researcher could evaluate in some deeper sense using a questionnaire survey which could reveal the migrants’ perceptions as to the quality of life and the overall impressions of life in Chennai city and also evaluate different and important conditions of life and work compared to ‘before’ their coming to Chennai in such aspects as the nature, value and knowledge of Chennai urban environment, health, education, housing and basic infrastructures, employment, Chennai economy, recreation and safety’. This thesis is a comprehensive report on the study conducted by the researcher on the theme and its sub-themes as a research scholar at the Anna University, attached to the Department of Planning.
The present chapter has the purpose of building a brief background for the study and introduces the problem of study, the aim and objectives, the research questions that the researcher has set himself to answer and also the hypotheses that could be tested. Besides, the chapter outlines the scope and limitations of the study and the structure of thesis, in its commissioned chapters.

1.2 BACKGROUND FOR STUDY

A more realistic vision of future population flows concerns migration to and from cities. In 2008, half of the world’s population was in urban areas. Most of the expected population growth over the next few decades will be predominantly urban and basically concentrated in cities of the developing world (Haydea Izazola and Alan Jowett 2008, www.populationenvironmentresearch.org/seminars.jsp). One third of these cities’ population lives in slums, with precarious housing and limited or non existences to basic services. The crowded cities also suffer from severe air pollution, which affects not only the urban poor, but urban populations in general. These cities are also expected to suffer the effects of climate change in the future. For most people in urban areas quality of life has been threatened (for example, Cutter 1985; Hemmasi 1994, 1995). Different aspects quality of life assumes varying degrees of importance when it comes to migration processes.

For some migrants to the cities, especially for the poorest and the less educated, their priority may be for guaranteeing an income to sustain their families, while neglecting quality of life concerns. In most cities of the developing countries, people live with little or no concern for quality of life; yet it is largely for the reason of improving their lives, towards a certain level of quality of life, migrants have left their safer homes behind and have
suffered in unimaginable ways in the cities before they could actually make some quality out of their lives and work.

1.3 URBANIZATION AND MIGRATION IN MEGACITIES OF INDIA

Of growing concern are the country's teeming new megacities, which are swelling rapidly even as jobs dry up and funding for infrastructure disappears (Patrick Barta and Krishna Pokharel, India News in The Wall Street Journal, May 13, 2009). Across India, poor migrants keep streaming into cities like Chennai, many of which are woefully mismanaged and ill-equipped to handle the influx. India has at least 41 cities with more than one million people, up from 23 two decades ago. Half dozen others have joined the megacity list in 2011 (Census of India 2011). Urban experts say the risk is now rising that some of these cities could face the same fate as Mumbai and Kolkata, which became synonymous with poverty and decay in the 1970s and 1980s. The country already has 25 of the world's 100-fastest growing urban areas, according to City Mayors, an international urban-affairs think tank, and compares with eight in China. Pune, near Mumbai, has more than four million people, about the same as the Houston area. Kanpur, in north central India, has more than three million, as does Surat, in western India. India is expected to add 10 million people a year between 2000 and 2030 to its 5,161 cities, according to the United Nations.

The Jawaharlal Nehru National Urban Renewal Mission (JNNURM) was launched in 2005 by the national government to help more than 60 major cities by spending US $10 billion to upgrade sewers, water supply, roads and other necessities. But that falls far short of the US $ 52 billion the government estimates it will take to fix India's urban infrastructure. Chennai, like many other Indian cities, is managed by a bewildering array of government bodies that do not always coordinate activities very well. In
theory, Chennai is led by an elected mayor and 155-member City Corporation, similar to a U.S. city council. Together, they share oversight of basic services such as water, housing and roads. But in practice, the elected officials' authority is sharply limited by the half-dozen or more other government bodies that wield power in town. Chief among them is the Chennai Metropolitan Development Authority, a group of unelected bureaucrats who have the authority to develop new housing projects and roads within them. But after a few years, when the developments are completed, the CMDA hands over management of the projects to the City Corporation, which does not always have enough money to maintain basic services such as water, sewage and street lights.

Mobility and migration are a part of development process resorted by people to improve their socio-economic condition. Migration plays an important role in changing the demographic composition of any country, state, and districts population. It is as important as fertility and mortality. Man can control the fertility and mortality, but in the case of migration, it is difficult to control. We cannot achieve development by stopping or controlling the process of migration. Migration is a social phenomenon which is influenced by both under development as well as development. It is found that in Delhi and Mumbai, migrants constitute about 44 percent of the total population in 2001. This has increased from the earlier figure of 39 percent in Delhi and 35 percent in Mumbai in 1991 (also see Bhagat and Mohanty 2009; Chandra 2010).

The contribution of migrants to the total population has increased for all the cities except Chennai where it has declined in 2001. The proportion of female migrants to the total female population has also increased in all the cities except Chennai and Hyderabad where it has declined. Total migrants of Chennai dropped from 27.63 per cent in 1991 to
25.03 per cent in 2001. Male migrants to Chennai declined from 27.44 per cent in 1991 to 25.96 per cent in 2001. The corresponding figures for female migrants were 27.83 per cent in 1991 and 24.06 per cent in 2001.

Sex ratio of the population is an important demographic parameter. Numbers of females per 1000 males is taken as the sex ratio of the population. Urban sex ratio which is highly skewed in favour of males has marginally improved in 2001 in comparison with 1991 except Delhi and Mumbai where it has declined further. The sex ratio among migrants is still more skewed in favour of males than the general population. This is found to be true for all the cities during 2001 Census. It implies that there is a predominance of male migration to these mega cities. In Chennai, sex ratio stood at 933 in 1991 and improved slightly to 950 in 2001, for the general population. But for migrants, there was a reversal of the process, for sex ratio declined drastically from 946 in 1991 to 881 in 2001.

It is found that more than half the female migrants in Delhi (55.2 percent), Mumbai (60.0 percent) and Kolkata (59.0 percent) have been staying in the city for more than ten years in 2001. It is proportionately low for Chennai (40.0 percent), Hyderabad (34.0 percent) and Bangalore (40 percent). Recent migration of less than one year duration is between 1.0-2.0 percent in all the cities. Bangalore has the highest proportion of female migrants (20.0 percent) of duration 1-4 years followed by Hyderabad (18.6 percent) and Delhi (17.9 percent) in 2001. Similarly, the cities having the highest proportion of female migration of duration 5-9 years is Delhi (18.0 percent) followed by Mumbai (15.7 percent), Hyderabad (14.0 percent) and Bangalore (14.0 percent).

The reasons of female migration have been categorized into seven, namely; employment, business, education, marriage, family moved, natural
calamities and others in the 1991 Census of India. During 2001 Census, however, two reasons, namely, family moved and natural calamities were dropped. Instead two new reasons of moved after birth and moved with household were added during the 2001 Census period. As it is well known, the most important reason for female migration in India is marriage. Census data also show that 46.0 percent of the females migrate to Mumbai due to marriage followed by Kolkata (38.0 percent), Bangalore (33.5 percent), Delhi (33.0 percent), Chennai (25.2 percent) and Hyderabad (21.0 percent) in 2001. The proportion of marriage migration has declined over the period in Delhi, Chennai, and Hyderabad and has increased in Mumbai and Kolkata. It has however remained constant in Bangalore.

The volume of male and female migration has increased in all the six mega cities during 1991 and 2001. The proportion of female migrants to the total female population has increased in all the cities except Chennai and Hyderabad where it has declined. The sex ratio among migrants is still more skewed in favour of males than the general population. Sex ratio of population has increased in six mega cities except Delhi and Mumbai and sex ratio of migrant population is declining in six mega cities except Bangalore during 1991 and 2001. The proportion of migration for employment has increased over time in Delhi, Mumbai and Bangalore while it has declined in Kolkata, Chennai and Hyderabad during 1991 and 2001.

Duration of stay in megacities differs from community to community. Most student communities come for four to five years and return home at completion of their studies while those who managed to get job, continue or migrate to other cities. Those who work in Government jobs and private sectors continue to stay until they get retired and return to their native states but this phenomenon is likely to change in days ahead due to unrest of
socio-political situation in their home states such as the northeastern states, for example. It will also be important to understand what pushes and pulls the northeasterners to megacities and challenges they face (Madhu Chandra 2010 in countercurrents.org).

1.4 THE PROBLEM OF STUDY

Given the background on migration and migrants in India and particularly in megacities, the present study is a simple and straightforward analysis of characteristics of migrants of the metropolis of Chennai, which receives a regular flow of people from its hinterlands and rural areas looking for jobs and also for better prospects through education and even marital alliances. However, the present study focuses not only on the socio-economic, demographic, cultural and other characteristics of the migrants, but also looks at how they perceive their achievements, in terms of quality of life, they have achieved in the city through their hard life and work. In essence, the study attempts at measuring and scaling quality of life, well-being in life and work and also evaluating their perceived understanding of nature, value and knowledge of the urban life and work they have braved, through a multivariate analysis.

1.5 AIM AND OBJECTIVES OF THE STUDY

The aim of the study is to examine the living and working conditions of the migrants of Chennai city and evaluate their perceived understanding of the nature, value and knowledge of the present (after) urban environment and aspects such as the health, educational, housing and basic infrastructures, employment, economy, recreation and safety of the city when compared to the time of their arrival at the city (before).
The objectives of the study are:

- To examine the locational aspects of migration, that is, their places of origin and destination (Chennai) and understand what caused their migration (both push and pull factors);
- To determine and assess the migrants living and working conditions in the city since their arrival, thereafter and now in order to look at the opportunities and constraints for work and making a living;
- To evaluate their perceived understanding of the nature, value and knowledge of the city in its varied aspects – urban environment, health, education, housing and basic infrastructures, employment, city economy, recreation and safety – in comparison with the state ‘before’, particularly on arrival; and
- To assess their feelings relative to the quality of life and well-being in life and work so as to make suggestions and recommendations for making their life more better in the future.

1.6 RESEARCH QUESTIONS

Besides the basic research questions that the present research addresses, the following are the specific research questions that directly emerge from the objectives above. They are:

1. What is the spatial pattern of migration to Chennai city, discernible from the questionnaire survey data as to the
regional (Tamil Nadu) and national (other states of the Indian Union) contexts?

2. Have there been discernibly higher levels of change in the living and working conditions of the migrants to the city since their arrival, their stay and now? If so, what were the opportunities for, and constraints to, their living and working in the city?

3. What characterize the evaluation of the nature, value and knowledge of the city in its varied aspects relative to migrants’ life and work?

4. What characterize the changes in the overall quality of life and impressions on the overall well-being in life and work of the city migrants?

1.7 HYPOTHESES

1. Migration to Chennai is primarily short-run than long-run and streams are largely urban-to-urban than rural-to-urban.

2. Over time, there have been significant differences in migrants’ perceptions of the city and such differences are statistically significant but vary from migrant to migrant.

3. There have been significant differences in the perceived quality of life and that of the impressions on the overall well-being in life and work of the migrants.

1.8 CHENNAI CITY, THE STUDY AREA

Chennai, governed by the Corporation of Chennai, comprises of 200 Councilors representing as many wards, elected by the residents of
Chennai. Previously 10 Administrative Corporation Zones with 155 wards, presently, the city has been divided into 15 Administrative Zones, which have been named after the city with 200 wards in which they are headquartered.

The Councilors, in turn, elect a Mayor and a Deputy Mayor, who represent six Standing Committees. The Secretariat building, at Fort St. George, houses the State Executives and the Legislative headquarters. There are three parliamentary constituencies, namely, North Chennai, Central Chennai and South Chennai. These constituencies elect 18 members of the Legislative Assembly to the State Legislature.

Apart from these constituencies, the metropolitan region comprises of many suburbs that are a part of Kanchipuram and Thiruvallur districts. The larger and smaller suburbs are governed by municipalities and panchayats, respectively. The total metropolitan area of the city is 1,189 km². The Chennai Metropolitan Development Authority has laid down their Second Master Plan to develop satellite townships around the city, which include Mahabalipuram, Chengalpattu, Maraimalai Nagar, Kanchipuram, Sriperumpudur, Thiruvallur and Arakonam.

Chennai city, with its current population of 4,681,087 (4.6 million) is one of the largest cities of South India. The population density of Chennai is 26,903 to a square km, which is currently the largest in the state of Tamil Nadu. The latest sex ratio of Chennai is 986 females to 1,000 males, Chennai has witnessed a tremendous growth in its manufacturing, retail, health care and IT sector in the last 10 years. It is regarded as India’s fourth largest city after Delhi, Mumbai and Kolkata.

Chennai has become an important destination for trade and tourism, in recent years. It has evoked as a city with tremendous potential for industrial growth because of its economic viability and available infrastructure. The
State Government Departments are geared towards increasing trade and commerce links with other countries and developing greater industrial growth. This entire boom in the trade and business of Chennai city accounts largely for its rapidly growing population. More business and job opportunities in the city lure people from in and around Chennai to come and settle here. Major multinationals have already set up their branch offices in Chennai, leading to more people being hired by these companies. So, the population of Chennai has grown rapidly in the last 20 years due to its major industrialization and tremendous growth.

1.9 RESEARCH METHODOLOGY

The present research has depended on both the primary sources of data and secondary sources of data. The primary sources are essentially the migrants of Chennai city. A sample of 305 migrants has been chosen from every one of the ten zones of the city, comprising of 155 wards (presently 15 zones with 200 wards). Thus, the sample is widely scattered and represent different parts of the city. The samples chosen have been interviewed using a custom-designed questionnaire, with a distinct number of questions in each of its sections. Personal details of the respondents solicited have been from 10 questions whereas the details on migration have been gathered using 8 questions, and details on migrants’ living and working conditions have been collected using 15 questions. The questionnaire has also been designed in a way that there have been three different sections of scaled items, namely, overall quality of life with 9 items for scaling, overall impressions of quality of life with 5 items of scaling and a longer section of the questionnaire with 32 different items of scaling on eight different aspects of the city: urban environment, health, education, housing and basic infrastructures, employment, city economy, recreation and safety. (Appendix-1)
The secondary sources of data have generally been census abstracts of various census years, documentary sources of the government agencies, research reports and international and national reports on migration by different organizations such as the UN, International Population Institutes and national institutions of different kinds. Data as well as perspectives have been collated from the reports and documents for the purpose of writing up the thesis. In addition library research has been gone through meticulously using different University libraries and also other research institutions such as the Madras Institute of Development Studies and Anna Centenary Library.

Among the statistical tools used in the study are (a) the simple frequency and percentage analysis of questionnaire survey data (one-way as well as two-way tables) and (b) the multivariate statistical analysis of factor using principal components approach. In order that the data are amenable to statistical analyses, the questionnaire data have been converted into different datasets (3 datasets) using the MS EXCEL spreadsheet and the analyses themselves have been performed using the SPSS package.

For the purpose of description of sample and respondent related characteristics, a frequency and percentage analysis has been done for all variables extracted from the questionnaire and put into the dataset. First, a simple frequency of each of the fields with column percentages has been made and then two-way tables using certain select pairs of variables have been carried out, in order to measure variations. The analyst begins to explore the data, by measuring the central tendency of the data, and more importantly, the dispersion of the data around this central tendency.

Frequency analysis is particularly useful for describing discrete categories of data having multiple-choice or yes-no response formats. This analysis involves constructing a frequency distribution. The only technical requirement of the frequency analysis is that the categories of response be
mutually exclusive and exhaustive. This means that the same observation cannot be counted as belonging to more than one response category. The frequency analysis must be exhaustive in the sense that all respondents must fit into a category. The tables so generated are numerous, only select tables are therefore included in the text while others are interpreted so as to show the variations therein.

Factor analysis is a statistical technique designed to analyze the interrelationships within a set of variables by reducing the complex data to an easily interpretable form (Davis 2002). In multivariate analysis, the bi-variate techniques are extended so that more than two variables can be considered, the ‘m’ variable becoming the ‘m’ axes of the test space. Procedures of multivariate analysis are often concerned with the problem of reducing the original test space to the minimum number of dimensions needed to describe the relevant information contained in the original observations. Multivariate procedures differ in the types of original information they preserve. Some understanding of matrix algebra is essential to using and understanding the multivariate analysis.

It is a particular psychometric model that has been in wide use in social sciences. This helps in the study of the logical implications of systematic inter-correlations within sets of tests. However, the social sciences follow just one of the many approaches to the reduction of dimensionality in correlated systems of measurements and the rotation (varimax, a short form for maximizing variance, for example) of a reduced number of axes to more meaningful positions.

The Factor Analysis (FA) is also a classification procedure in that it may be usefully applied to multivariate situations to classifying the N individuals, on the basis of ‘m’ variables. One particular feature of the FA is that ‘p’ underlying factors in the multivariate sample space model is always
less than the ‘m’ variables: p < m. The underlying factor dimensions are
drawn from the use of inter-correlations system by generating ‘p’ number of
scores each for the ‘N’ individuals. The scores may however be drawn from
the varimax rotation, which stands for maximizing variance. If we can
measure ‘m’ variables with respect to areal units, the scores may be assigned
to these areal units for constructing one or more maps showing real areal
differences (or regional variations) in respect of ‘p’ reduced dimensions.
Graphical representations and charts have been created to illustrate the
questionnaire survey data analyzed. Maps used in the thesis have generally
been prepared using the modern geographical information systems.

1.10 SCOPE AND LIMITATIONS OF THE STUDY

The scope of the study is rather broad and relatively simple, for it
understanding of the characteristics of the migrants of Chennai city in general
and for revealing their perceptions as regards (a) quality of life and overall
impressions of quality of life of migrants and (b) conditions of migrants
compared to conditions before in respect of eight different aspects of city life
and work. Essentially, therefore, this study allows us an insight into their
(migrants’) perceptions and evaluations of what life and work in Chennai city
have been and whether or not they hold, here and now, a happy and
accomplished sense of their achievements in Chennai in the years of their
living here. This insight is considered in the recommendations and
suggestions made at the end of the thesis to make and enhance their happiness
last and also improve upon.

The study has however had some limitations under which the
researcher has had to work, namely: (a) as a single scholar study, one
pertinent limitation has been that of ‘time and money’ that could be devoted
to the study, as a part time researcher; (b) another limitation of the study has
been the decision on ‘what essentially to focus on’ in the study given the
constraint of the theme having been overworked in social and planning sciences including sociology, anthropology, economics, geography, and environmental and spatial planning; and (c) the last and a serious limitation being the exposure of researcher to the theme of migration itself, he being an administrative staff of the University with limited time for extensive study on the theme and the allied or related themes.

1.11   THE ORGANIZATION OF THE THESIS

The thesis is organized in seven commissioned chapters and they are as shown below. A brief introduction is given to each of the chapters.

Chapter 1: Introduction: This chapter introduces the problem of analysis, the objectives, and the scope and limitations of the study.

Chapter 2: A Review of Literature: It is a chapter dealing with a review and appraisal of relevant literature in India and abroad. For conceptual clarity, and for disciplinary convenience, the review is given under various headings which could be useful for the study.

Chapter 3: Chennai City: A Profile: This chapter deals with a description of Chennai city in its geographical, socio-economic and demographics details. There is particular focus on migration to Chennai and the various streams – rural to urban, urban to urban and possibly urban to rural – for which secondary and documentary data are available.

Chapter 4: Research Methodology: This chapter speaks of the methodology adopted in the study. Particular attention and focus is given to five areas of methodology, namely, (a) primary sources of data, including sample, sampling, and questionnaire interviews, (b) secondary sources of data (Census, documents, research reports and papers), (c) methods of statistical
analysis (but mainly simple frequency and percentage analysis and multivariate factor analysis), (d) graphical and other representations of data (maps, MS EXCEL diagrams and charts) and (e) library research (for review as well as for assembling ideas for the thesis).

**Chapter 5: Characteristics of Migrants of Chennai City:** This is a chapter with a purpose of describing the characteristics of migrants of Chennai city using interview data. The questionnaire has been designed in a way that some specific aspects of migrants could be discussed using the survey data. The discussion thus relates to characteristics of migrants as gleaned from the data collected for the study. The data have been analysed using the simple frequency and percentage analysis and hence the characteristics are mainly spoken of in percentage terms and illustrated diagrammatically using MS EXCEL spreadsheet.

**Chapter 6: Life and Work of Migrants of Chennai City:** The chapter is entirely analytical and the analysis of data has been done using the multivariate factor analysis. The discussion principally centres around the life and work of migrants but in terms of eight pertinent aspects of their life and work: (a) Urban environment (5 variables), (b) Healthcare aspects (access and affordability, quality of institutions and personnel – 5 variables), (c) Educational aspects (access, affordability, quality, experience, distance-time-cost – 5 variables), (d) Housing and Basic Infrastructures (quality, maintenance, affordability and liveability – 3 variables), (e) Employment aspects (support, challenges, hazards – 3 variables), (f) Chennai economy (satisfaction of needs, progress, happiness – 3 variables), (g) Recreational
aspects (opportunities, use, access, affordability, time-cost – 5 variables) and (h) Safety (individual, women and children, community – 3 variables).

The data from the questionnaire survey from 305 migrant-respondents have been analysed using the multivariate factor analysis to extract 5 dimensions and the five are discussed threadbare. Migrants have also been categorized using the rotated factor scores as to their perceived understanding of nature, value and knowledge of Chennai economy and their life and work in it.

Chapter 7: Conclusion and Recommendations: This chapter summarises the thesis and then capsules the findings and conclusions of the study towards discussing the implications of the study for policy, discipline (particularly planning) and for planning theory. It makes recommendations based on the findings and conclusions, particularly reported in Chapters 5 and 6. The recommendations and suggestions offered here are operational and practical. Suggestions for further research are also made.

Appendages: The thesis has the following appendages. Appendices are essentially the questionnaire custom-designed and pilot-tested for the study before use with the migrant-respondents and sample data and analytical results. References are a list of references cited in the text of the thesis.

1.12 CONCLUSION

This chapter has both introduced the thesis which represents a study on the characteristics of the migrants of Chennai and the problem of study and the related essences of study. The brief background built using a small number of recent studies provides for an understanding of the problem of the study, the objectives set-forth, the research questions to be answered and the hypotheses to be tested and also the need for a methodology briefly described as well.
The study is about Chennai migrants and their characteristics, but more importantly their perceptions of quality of life and work in Chennai. The chapter has given the scope of the study, its limitations and also the structure of the thesis.