

CHAPTER - VI

CONCLUSION.

Introduction:

This chapter gives a summary of the main findings of the study and suggest some areas for further research.

Background:

Every economy undergoes the process of urbanisation at one stage or another. Although the process necessarily has certain specificities depending upon the region under study, it necessary involves demographic, industrial and economic changes. Agglomeration of people into large and heterogeneous settlements is one feature characterising the process of urbanisation. This concentration and interaction of large population necessarily brings about a change in the social structure of the population. Further modern urbanisation process has had a strong linkage with the scientific and technical advancement of the modern era. There has been a reciprocal relationship between the process of industrialisation in urban area due to the greater availability of infrastructure and other facilities in urban area and the process of urbanisation itself. In fact, many try to explain the growth of urbanisation by looking at the growth of secondary and tertiary sectors of an economy.

Definition:

The study of urbanisation necessarily involves defining what an urban area is. Like other countries India too has a definition of an urban area of its own. This definition has remained more or less the same over the different censuses though certain refinements have been made from time to time.

In India an urban area is defined as :-

- a. All places with a municipal corporation, cantonment board or notified area committee, etc.
- b. All other places which satisfy the following criteria.
 - I. a minimum population of 5,000.
 - II. at least 75 percent of male working population engaged in non-agricultural pursuits, and
 - III. a density of population of at least 400 persons per square km.

In addition to this standard criterion, the concept of urban agglomerations was introduced in 1971 census in lieu of the concept of town group of the 1961 census.

An urban agglomeration, as per the definition, is comprised of continuous urban spread and normally consist of a town and its adjoining urban outgrowths or two or more physically contiguous towns together with contiguous well recognised outgrowth, if any, of such towns. Further the concept of outgrowth was introduced in 1971 census to account for such well defined areas as railway settlements, university campus, military establishments, etc. which might lie around a core city or statutory town. Still further the 1991 census put forth the concept of standard urban area

for catering to the needs of planners for coherent data on urban units and potentially urban area around them.

The characteristic features of standard urban area are that it should have

- i) a core town of maximum population of 50,000.
- ii) contiguous areas made up of urban as well as rural administrative units should have close mutual socio-economic linkages with the core town; and
- iii) the probability that the entire area will get urbanised within the span of 2-3 decades.

Underlying Force:

Without going into the economics of urbanisation, an urban growth necessarily implies an absolute increase in urban population. In other words an urban growth has three basic components, viz.

- I) Natural increase of population;
- II) Net immigration into urban areas, and
- III) Extension of urban boundaries.

In rapidly growing cities the growth is mainly accounted for by natural increase and immigration.

State of the Study:

The present study of urbanisation relate to Manipur, a small province in the North Eastern Corner of India. Topographically, the total land area of 22,326 square km. consists mainly of hills (approximately 90 p.c.) and a valley in the middle (approximately 10 p.c.). It is in the small

valley area where majority of the population reside and most of the economic activities occur. The population of the state has increased from 2.84 lakhs at the turn of the century to 18.37 lakhs in 1991. The respective population growth of India and Manipur were 24.66 per cent and 32.64 per cent during 1971 to 1981 and 23.85 per cent and 29.29 per cent during 1981 to 1991. In other words the population growth of the state has been above the national average. As per 1991 census the per household population of Manipur stands at 6.19 persons as compared to the national average of 5.52 persons. The literacy percentage of 71.63 in the state is above the national average of 64.13, but drop out rate in the state from class I to class X is higher at 77.32 per cent than the national average of 70.90 per cent.

The per capita net state domestic product at constant prices stood at Rs. 1,419 in 1980-81 as compared to the national average of Rs. 1,630 and it has risen to Rs. 1,991 in 1994-95 as compared to the national average of Rs. 2,410. This implies that the gap between the state and national average has nearly doubled during the last one and half decades. The Net State Domestic Product share of the primary sector decreased from 48.85 per cent in 1980-81 to 34.79 per cent in 1990-91 whereas the share of the tertiary sector increased from 42.89 per cent to 51.96 per cent during the same period and the share of the secondary sector increased from 8.26 per cent to 13.25 per cent only. The economic implication of this is that the industrialisation process has still eluded the state. The examination of the composition of the service sector indicates less value addition.

Purpose of the Study:

The purpose of the study is to examine the urbanisation process in the state and thus fill up the gap of lack of such studies.

Urbanisation Process:

It is historically evident that the process of urbanisation in Manipur started from an early period. Imphal, the site of royal palace and by virtue of it the seat of administration, accompanied by a few trading centres has been the main attraction. In 1891, when the British occupied the state, the whole of Imphal was notified as urban area. In 1901, 72,234 persons in Imphal, that is, 25.4 per cent of the total population were reported as urban dwellers. Since then the urban population has been increasing continuously. In 1941 the number of urban inhabitants reached 99,716 persons constituting 19.47 per cent of the total population. The level of urbanisation also reached 16.21 per cent against the All-India level of 31.97 per cent.

By 1951, following strict application of the definition of an urban area prescribed by the census of India, the area under the jurisdiction of 'Imphal Town Fund' covering an area of only 5.18 sq. km. was reported as urban area of Manipur. The area beyond the jurisdiction of 'Imphal Town Fund' was treated as rural. Consequently the urban population was reduced to 2,862 persons constituting only 0.50 per cent of the total population. In other words, most of the entire population of Manipur was considered as rural. Another reason for the decrease of urban population

could be the outbreak of the Second World War during which majority of the people in Imphal fled away.

But in 1961 census, with the constitution of the Imphal Municipal Board for the First time in 1956, the jurisdiction of the board extended to an area of 14.99 sq. km. The urban population also increased to 67,717 persons constituting 8.68 per cent of the total urban population and since then the process of urban growth started to pick up. The changes in the administrative units and the government expenditure in different plan periods also contributed to the process of urban growth in Manipur, there was thus breakthrough in the history of the process of urbanisation. Thus in 1971 six new towns in the valley and one new town in the hill were added and urban population in Manipur increased to 1,41,492 persons. It further increased to 1,84,785 persons in 1981. The level of urbanisation in Manipur reached 27.52 per cent above the all India level of 25.72 per cent

Another feature of the process of urbanisation in Manipur is its confinement in the valley region. In 1971 census, seven towns out of eight were in the valley and only one town was in the hill. In 1981 twenty-three out of thirty-two towns were in the valley. Interestingly all the towns in the hills except Churachandpur town in Churachandpur district and Moreh town in Chandel district were declassified in 1991 while six new towns were classified in the valley in the same census year.

Urbanisation level in the state has been rising and is above the national level. Since 1971, there is a class I town. There is no class II town at the moment and there are three class III towns. In 1981 the number of class IV towns were four. Maximum number of towns are of class V and class VI category with nine towns in class V category and sixteen towns in class VI category. The 1991 census recorded five towns of class VI category and seventeen towns in class V category. This shows that in the near future Manipur would not be having more of the class I towns. In other words, the urban growth scenario in Manipur is that there are only one city with many other satellite towns.

When examining the number of persons who were active in certain economic activities we can see that in 1961 census 40 percent of the urban dweller were main workers. In the following census though the number of working population were increasing the working population ratio to the total population were decreasing. Thus in 1991 only 26 percent of the urban population were workers.

Again when examining the urban working population by their individual categories, we can see quite an interesting picture. In 1961 when only one urban centre was in Manipur about 52.79 per cent of the working population were engaging in manufacturing, household industries and other than household industries. Another 47.89 per cent were in construction, trade and commerce, transport, storage and communication and other services etc. Thus persons working in agriculture and its allied activities were very low at 2.95 per cent.

In 1971 census 24.75 per cent of the male worker were in agricultural activity while only 5.80 percent female worker were in agricultural activity. In 1981 the male and female workers in agriculture increased to 37.30 percent and 36.78 percent respectively. In 1991 the female worker in agriculture increased and its ratio was even higher than that of the male . Thus male agricultural working population were 30.76 percent of the total urban working population and for the female agricultural workers it was 43.79 percent. The increase in the agricultural population in the urban areas is mainly due to the fact that the new towns in the valley districts are predominantly rural in character. Only in Imphal city and other two hill towns of Churachandpur and Moreh the main economic activities of the urban dwellers are service, manufacturing, construction and trade and commerce.

Factors of Urban growth:

The urban growth during the last two decades of 1971 - 81 and 1981 - 91 was very high. When examined, it has become evident that the two factors of urban growth namely natural growth and migration are predominantly important. The urban birth rate is found to be about five times the urban death rate. Thus the natural increase of population in the urban areas is found to be quite high and influences the urban growth of the State. The impact of migration on the urban growth of the hill towns is more than that of the Valley. In the two hill towns of Moreh and Churachandpur urbanisation is credited more to the immigrants because in both the towns more than 50 per cent of the total urban population (63.43 p.c. in Moreh and 52.49 p.c. in Churachandpur) were immigrants.

Regarding the urban growth phenomenon through the changes of town boundaries, some of the towns like Imphal, Moirang, Nambol and Churachandpur extended the town boundaries in 1971 and 1981. But the changes of boundaries, being not a continuous process, are not highly important in the process of urban growth.

In Manipur there is not a single industrial town reflecting the very low level of industrialisation in the state. But it should be noted that there are a large number of small scale and cottage industrial units where a large population are working and shaping the State's economy. These working population help few towns to grow but cannot create a purely industrial town. In other words the contribution of the industrial sector to the Urban growth of Manipur is notably less.

In the process of urbanisation the provision of an adequate urban infrastructural facilities and basic urban services is an important issue. But the study reveals that most of the urban infrastructures and basic services are inadequate and lack easy access. In terms of infrastructures like road and transportation, these are highly inadequate in the hill areas. The two natural highways, which are the lifeline, are not adequate. There are a number of sub-divisional headquarters which are not connected with State and district headquarters through proper roads. Even in the valley proper inter-town connecting roads are very few. The existing municipal roads are also not adequate for the ever increasing traffic.

The water supply system is also another bottleneck. All the towns of Manipur are facing huge deficiency of water supply and thus in most of the towns safe drinking water is not sufficiently available.

Regarding the houseless population it is almost negligible . But the housing conditions of most of the dwelling houses are not up to the urban standard. In other words most of the residential houses lack the essential facilities like save water supply, drainage, sanitation and proper medical facilities. Such facilities are more or less better in Imphal city than in the other towns. Moreover, majority of the urban dwellers are residing in semi - pucca and Katcha houses. The standard of the houses are found to be improving in Imphal city since 1971. Still the households living in pucca houses are very less in number and is found to be the lowest among the North - Eastern States.

New Areas for Research:

Along with the problems of urban infrastructure the state is now facing certain urban problems like high population density, traffic congestion, urban unemployment, solid waste disposal, and pollution, etc. In order to check such unwanted phenomena created due to high rate of urbanisation, proper planning and policy implication are important. Hence more study is required in these areas so that we can ascertain the problems accompanying the high rate of urbanisation and thus suggest positive interventions to overcome them.