CHAPTER-II

REVIEW OF LITERATURE

2.1 GLOBAL SCENARIO

2.2 NATIONAL SCENARIO
CHAPTER-II

REVIEW OF LITERATURE

One of the most important early steps in a research project is the conducting of the literature review. The format of a review of literature may vary from discipline to discipline. Review of literature is the process of reading, analyzing, evaluating and summarizing, scholarly materials about specific topics. A review may be a self contained unit an end in itself or a preface to rationale for engaging in primary research. A review is required, part of grant and research proposal. Generally, the purpose of a review is to analyze critically a segment of published body of knowledge through summary, classification and comparison of prior research studies review of literature and theoretical articles.

In Geography there has been no dearth of literature on the theme of urbanisation and land use /land cover and transportation. Major studies traced in the area of urbanisation and land use /land cover changes along the roads are,

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Ghani Ejaz, et al (2013) “The Golden Quadrilateral highway project and Urban/Rural Manufacturing in India”. In their article have studied the how connectivity across districts influences the levels and spatial organization of manufacturing within districts. Specially, they have considered the development and improvement of a major highway systems in India- the Golden Quadrilateral project. The authors have made analysis of work regarding the Golden Quadrilateral its upgradation which supports many of these propositions with respect to the organized sector, while the unorganized sectors advancements appears more closely link to within district manufacture. The authors discussed the Golden Quadrilateral stretch impact on Indian manufacturing for the organized and unorganized sectors. Golden
Quadrilateral network and levels of young establishments, estimation of Golden Quadrilateral improvements on urbanization of manufacturing sector.

Gauthier Howard L. (2010), transportation and Regional Development. In his research paper he has discussed the transportation and regional development, non spatial relationships between transportation and economic development. Author has suggested undoubtedly transportation is an important component of capital formation. The author has observed that the three possible relationships, with transportation having

1. A positive effect on the development process the expansion indirectly productive activities, being a direct result of providing improved transportation facilities.

2. A permissive effect on the development process, because transportation does not independently produce directly productive activities but increases in the level of economic growth.

3. A negative effect occurring when an over investment in transportation, reduces potential growth in directly productive activities.

In his article he has analysed the transportation and unbalanced economic development and transportation as a spatial system in the development process. This article is relevant to the study of the spatial structure of the economy. Specially this paper helped the review of some traditional ways of viewing transportation in the development process. It also argues the necessity of considering transport as a spatial system in regional development. It suggests some problems which arise in attempting to relate the spatial impact of transportation to goals of regional interaction.

Goldberg Michael A. (2010) “Transportation, Urban land values and Rents: A synthesis.” In this paper author has attempted investigates the relationship between transportation, land values, rents and price elastics of demand. The paper builds upon
a framework introduced by Robert Murray and elaborated upon by Haig was the interrelation between transportation and urban land values. The author explained in his paper with neat diagrams. The cost of friction and the driving mechanism in Haig’s theory of urban form and land use specialization.

Sanem Ozen Turan, et al. (2009) “Spatial and Temporal dynamics of land use pattern response to urbanization in Kastamonu.” Authors have analyzed the spatial and temporal changes in land use and land cover pattern in a typical mountain forest area in Kastamonu regional directorate of forestry in the western part of Turkey. The study covers, a large scale analysis of landscape structure and land cover change using spatial data base of GIS based on supervised classified images. Focusing particularly on the Kastamonu regional directorate of forestry. He studied the demographic change in Kastamonu city province and Turkey and listed the growth of urban and rural population from 1970-2008. He has attempted to analyze the change of landscape pattern in Kastamonu. Urbanization rates were calculated using the compound interest rate formula. He used many quantitative evidences for analyzing the land use and land cover dynamics.

Petrov Laura O., et al. (2009) “Urban land use scenarios for a tourist region in Europe”. Authors have attempted to find out the urban land use change scenarios, land use model, using the MOLAND model for future urban growth scenarios were created based on data and storylines for the Algarve region, Portugal case study and regional development and European tourist context. They provide a very useful input for starting discussions on the ‘behaviour’ and future urban development planning of European’s tourist.

Michael Pacionie (2005) “Urban Geography a Global Perspective”. In his book he has attempted to analyze in detail the global urbanization trends, the changing distribution of world urban population. He discusses in his work the causes of urban growth, the size of the world urban settlements like megacities and million cities. He brings the relationship between urbanization and economic growth. Further he
explaining the urbanization cycle and stages of urban development. He has given special importance to urban transportation. The relationship between transport and urban form of in western cities. The urban transport problem, transport and sustainable urban development form the other important issues in the book. Author has studied the distribution of urban population in terms of settlement size. He analyzed the urban population and percentage in more developed regions and less developed regions in the world.

Mcknight Tom L. (1996) “Regional Geography of the United States and Canada”. In this book author has attempted analyzing the urban morphology changing patterns in North American city. Under the changing patterns, author has discussed about the patterns of land use, like commercial land use, residential land use, industrial land use, transportational land use and other types of land use. In commercial land use, the author has described the business activities in North America. The central business district is normally characterized by the greatest intensity of urban activity. Internal transport mainly covered with traffic flow of streets and highways. Highways patterns are play a very important role for attract factories, and other business to locate along side them. Author has tried to explain external transport in United States and Canada.

Macormick Adele and Katny Murray in their article on “WSDOT Planning –Olympia” deals with the purpose of corridor study. Corridor studies typically respond to a specific problems like high level existence or future congestion, significant land use changes. They often involve more than one mode of transport. This study identifies existing and future deficiencies and evaluate alternative solutions. This planning has studied the benefits of corridor planning, corridor planning study process. The process involves the different phases like identify the study area, the goals, data collection, public meeting, traffic analysis, implementation etc. This study providing information about design analysis, route development plans,
environmental assessment, environmental impact border crossing and alternative route analysis etc.

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Lakshmana (2014), “Dynamics of Urban Growth, Resource Degradation and Environmental Pollution in Million Plus Cities in India.” In this research paper, the author has tried to examine the effects of urban growth on resource degradation and its environmental impact in million plus cities in India. The study traces out the complex contours of urban growth in terms of area, population and households with a view to understand its consequences on environment in a broad perspective. The research article deals with growth rate of TOP 10, middle and bottom 10 cities, urban growth in terms of population, urban growth in terms of households, etc. The author has also described the urban growth and resource degradation, resource degradation and environmental pollution. The study suggests that there is a need to create separate zones for or specific locations for residential, trade and commerce and most importantly, the respective governments should also pay attention to provide housing for the rapidly increasing migrant in the cities. This seems to be the only way to ensure the healthy growth of cities and avoid environmental degradation. Another suggestion of the study is to prepare master plan for providing basic services in specific locations for orderly future growth of cities based on the 2011 census figures relating to population, housing etc., in general and in million plus cities in particular.

Murthy et al (2012), “Golden Quadrilateral highway between Bangalore and Tumkur cities: A study in Highway related Tertiary activities.” In this research paper the authors have investigated the rapid growth of highway related tertiary activities like petrol bunks, motels, vulcanizing centres, godown, garages etc., between Bangalore and Tumkur cities of Golden Quadrilateral. They have analyzed the role of tertiary activities in providing services to transport vehicles and also passengers. The objectives of their study are to look into the potential changes in development of tertiary activities in year to come owing to increased accessibility by the Golden
Quadrilateral in the study area. The authors have observed the newly emerged tertiary activities along Golden Quadrilateral between Bangalore and Tumkur cities along with new type of motor vehicles. They have even quantified vehicular movement in this stretch of Golden Quadrilateral. It has brought out the rapid increase both in the number of vehicles and particularly new types as this stretch of Golden Quadrilateral links Bangalore with other important cities of India.

**Murthy et al (2012),** “Emerging towns along the Golden Quadrilateral stretch in Karnataka.” In this research article, authors have made an intensive study of economic liberalization and globalization in the last two decades have left certain strong imprints on the expansion of urban areas and growth of their population. They have analyzed urbanization along the Golden Quadrilateral stretch of Karnataka from 1971 to 2001. They have studied about salient occupational shifts of emerging towns in the study area between Mulbagal and Tumkur. In this research article, the authors have used simple statistical analysis have been adopted. Further occupational data of the emerging towns has been analyzed by portraying analysed data through trinial graphs. Shifts towards secondary and tertiary functions in the towns which fall on the Golden Quadrilateral stretch has been observed.

**Murthy et al. (2011),** “Enabling Flora Sustainability along the Golden Quadrilateral highway in Karnataka-An Environmental Analysis.” The main objectives of this research paper is to investigate and highlight the aspects related to afforestation to be done on either side of Golden Quadrilateral stretch. Though this kind of national highway are essential have discussed the negative impact of the construction and widening of highway on fertile agricultural land and natural vegetation. They have analysed the highway consequences of the widening of N.H.4. Highways have lost valuable trees which were hundred years of old, which were planted on either side of former two lane highway. Finally authors have recommended the planting of suitable species of trees keeping in view of both economic and environmental value. NHAI which is involved in the construction of
Golden Quadrilateral must initiative the development of systematic avenue trees. Authors have brought out national significance and future impact of such trees on the environment as carbon sinks.

**Murthy P., et al. (2010)** In research their article on “An overview of Agricultural Scenario along the Golden Quadrilateral stretch in Karnataka”. They have analysed the agricultural land uses along the Golden Quadrilateral stretch in Karnataka from Mulbagal (Kolar district) to Nippani (Belgaum district). The study covers a large scale analysis both natural factors (topography) and anthropogenic factors (like agricultural, industrial and urban oriented towns etc.). Article gives special importance to the development of agricultural land use. The authors have investigated the potential changes in agricultural land uses in years to come owing to increased accessibility by this stretch of Golden Quadrilateral highway in Karnataka. They have studied the agricultural crops along the entire stretch. Golden Quadrilateral highway in Karnataka has been first broadly divided into southern stretch from Mulbagal to Davangere and northern stretch from Davangere to Nippani for the detailed investigation.

**Singh Usha (2008)** “Ganga express way : A review”. In this article she has given importance to effect of transportation about Ganga express way, its advantages and disadvantages the Ganga express way project.

**Singh Shashi Bala (2008),** “Changing pattern of land use, land use efficiency and cropping intensity in Sant Ravidasnagar, Uttar Pradesh.” In this paper the author has made an attempt to analyse changing pattern of land use and land use efficiency and intensity of cropping in Sant Ravidas Nagar district of Uttar Pradesh. Simple statistical techniques are used to measure changes in land use efficiency and intensity of cropping at block level.

**Singh Arun Kumar (2008),** Post independence urbanization and urban growth in Bhopal Capital region”, has conducted a study for identifying the urbanization, settlements, urban growth, metropolitan cities in Madhya Pradesh. He
has given importance urban agglomeration, small and medium towns in Bhopal city region. The present paper provides details of investigation the trend and pattern of urbanization at the regional level with the help of secondary data collected from various sources.

**Saugato Datta (2008), “The impact of Improved Highways on Indian Firms.”**

In this paper researcher has studied the response of firms in India to an ambitions programme of highway improvements in order to measure the economic effects of infrastructure investments, an issue that has received widespread attention both in the context of developing countries such as India and more generally. The author has discussed the essential of highways for higher economic growth and development of infrastructure. The key findings of the paper are First–firms in cities affected by the highway project became 7.6 percentage points or about 60 percent, less likely to report that transportation constituted a major or serve obstacle to production while there was no significant change in the responses of firms in and off Golden Quadrilateral cities. Secondly, the differences in-differences estimate of the effect of the highway construction. On the average stock of input inventories held by a firm is significantly negative and large in magnitude. The author has attempted to understand why inventory behaviour was so different among firms in Golden Quadrilateral cities compared to unaffected firms by including controls for industrial composition and also by revisiting the perceptions data, but the results are some what contradictory. Thirdly the outcome data used in this paper are from two rounds of the World Bank enterprise surveys carried out world wide in the years 2002 and 2005.

**Chayanika Sharma and N.N. Bhattacharya (2007),** management issues in Road transport in the city of Guwathi”, have discussed the characteristics of transport system in Guwahati, major problems, causes and impact, comprehensive traffic management in Guwahati city, Assam, India.

**Kundu Amitabh (2006), “Trends and patterns of urbanization and their economic implications” -India infrastructure Report.** In this research paper he has
argued that the process of economic liberalization and associated structural reform would accelerate rural urban migration and boost the pace of urbanization. The study emphasizes the urbanization at the macro level, growth of million plus cities of 1991 during 1990’s in India. The author pointed out the urbanization pattern an analysis of the distribution of urban population across size, categories reveals that the process of urbanization in India. The present study attempts to analyse the trends in the urbanization an interstate analysis, the pattern of urban growth across states. The author has described the economic base of urban centres, access of cities and towns to urban resources, the capital market etc. It reveals that the levels of inequity in the provision of basic services across the states and size categories of urban centres in the country are extremely high. In view of this macro scenario, a case can be made for providing special capital support to less developed states that are not in a position to allocate requisite funds to their urban centres for this purpose.

**Suresh Kumar et al. (2005),** “Remote Sensing GIS Application in Evaluating Land Use and Land Cover Changes: A Case Study from Muthirapuzha Sub Basin of Periyar, Kerala” In this research article, the study reveals the changes occurred in land use/land cover pattern over a span of 28 years (1977-2004) of time, in the Muthirapuzha basin. The land use analysis reveals that in general area under agricultural plantation has increased in the last 28 years, especially tea, coffee and cardamom plantation. The author has also studied the effects of change in land use/land cover like ecological imbalance, loss of forest cover, unscientific land use practices, climate variations etc. RS and GIS applications were used for analyzing the land use/land cover change of the study area. That data can help to estimate the rate and spatial pattern of the land use/land cover changes so that it is possible to enforce scientific land development regulations for reasonable and sustainable use of land.

**Li Ling, Wang Yuanqing and Zhengyi (2005)** “A Study on Highway Network Planning Method in rapidly urbanizing area in China.” The authors have been attempted analyzing the develop highway network planning method to match the
special demands of the rapidly urbanizing. The authors investigate the different effects of highway traffic at the beginning and ending of the regions, urbanization progress to fulfill the co appeal of economy and highway traffic development. Rua Highway demands analyze in different development stage, highway planning features in Rua and the highway network planning.

Eswarappa et al. (2005), “Proposed Bangalore-Mysore Corridor Express Highway in Mandya District- A Geographical Study.” In this research article the authors have discussed the need for Bangalore-Mysore corridor express Highway, details of proposed Bangalore-Mysore corridor express Highway, Development along the proposed corridor express Highway. The important objective of the study is to understand the nature of corridor express highway development. The main objective of the research paper was to study the growth of new industrial areas and townships along the corridor express highway in Mandya district. The authors were also discussed the increased traffic flow along the existing state Highway No.-17 linking, Bangalore-Mandya and Mysore which has lead to congestion in the movement of passengers and goods. Finally this paper consist the proposed townships with their specialized functions such as corporate sector, commercial centres, industrial centres heritage centres and eco tourism centres.

Eswarappa et al. (2005), “Bangalore an Under Bounded Metropolitan City- A Study in Urban Geography.” The authors have discussed the how Bangalore city is an under bounded city, why Bangalore city remained as under bounded city? Why Bangalore City Corporation (BCC) limits have to be extended. The objective of the study was an endeavor has been made here to study the related issues of boundaries and city growth in between city corporation and city conurbation of Bangalore metropolis. An under bounded City is one where its defined boundary is highly inadequate as today city has growth far beyond its legal limits. The study deals with Bangalore city and its immediate area limits. The authors have described the concept of city out growths and resultant city agglomeration came into being from the census
of 1971, 1981, 1991 and 2001. In this study an attempt has been done to collect the opinion of experts involved in the affairs of Bangalore City. In this article many points like urban growth, demand for various services population growth in Bangalore city from 1991-2001 etc. have been discussed.

Anuradha Banerjee (2005), “Urban Future of a Mega City: Some Issues in Sustainability of Kolkata, West Bengal. This research article tries to trace the evolutionary history of growth and development of mega city in relation to its regional economy and population growth. The author has discussed many aspects under this article like demographic expansion and characteristics of Kolkata mega city, population growth from 1901-2001. The effects of rapid urbanization and urban sprawl on environment. The researcher has described the problems of continuous migration from rural hinter land to Kolkata and lack of basic amenities. The paper also highlight the effect of rapid urban growth, urbanization on land use particularly that if slums, traffic congestion environmental quality, infrastructure, urban housing in Kolkata, unrecognized settlements etc. The author was discussed the various metropolitan planning in Kolkata. Finally, the future possibilities of the Kolkata city have been also examined.

Verburg Peter et al. (2004), “Land Use Change Modeling: Current Practice and Research Priorities”. The authors have discussed the six concepts important to land use modeling. They are, 1) level of analysis, 2) cross scale dynamics, 3) driving factors, 4) spatial interaction and neighbourhood effects, 5) temporal dynamics and 6) level of integration. The objective of this paper is to review the currently available approaches to model land use change in order to identify the priorities for future land use change research. The authors have used variety of methods to implement the above six concepts. Some of the important models are microlevel perspective: model based on the micro-level perspective are all based on the simulation of the behaviour of individuals and upscaling of this behaviour, in order to relate it to changes in the land use pattern. The discussion of scale issues can be summarized by the three
aspects of scaling important for the analysis of land use change. The author has discussed various new techniques to assess and quantify neighbourhood effects. Research community indicates that large investments are being made to improve land use change models. This paper has shown that for such research a large variety of concepts, approaches and techniques is already available. Combining the strength of these concepts, approaches and techniques instead of elaborating on the approach belonging to the modeller’s own discipline along will help to built a new generation of land use models.

Robert Walker et al. (2004) “Theorizing Land Cover and Land Use Change: The Case of the Florida Everglades and its Degradation.” In their article have studied the environmental changes in South Florida, limitations in the economic theory of land use, the land cover change agent, urban-rural interaction in production and land use and a century of land cover change. This paper possesses two related objectives. The first is to unite the bid-rent model of Von Thunen and urban theorists with historical analysis in the interest of providing a theoretical approach to the comprehension of regional and cover and land use change. The second objective is to deploy the theoretical approach in an attempt to account for a specific change process. The present paper is put forward, in part, to provide additional context. The regimes governing land cover and land use change that led to wetlands reclamation. Author have used some techniques for land use and land cover change analysis.

Pterson Dana L. et al (2004), “Identifying Historical and Recent Land Cover Changes in Kanas Using Post Classification Change Detection Techniques” The author has studied the use of co-occurrence matrices and post classification change detection analysis successfully identified historical and recent land cover change in Kanas. Conversion of grassland to cropland was the most prominent historical land cover changes and some prairie types have been reduced in area more dramatically than others. The author has used satellite imagery for land use /land cover analysis.
Post classification change detection analysis was performed using the georegistered land cover maps of Kanas.

**Vijaindra, Nathawat and Sudha Ravindranath (2003), “Megalopolis development along the Bangalore Mysore urban corridor using Remote Sensing and Geographic Information system techniques.”** In this paper authors have made an in depth study regarding megalopolis development along the Bangalore-Mysore urban corridor, using remote sensing and GIS techniques. They have attempted to analyse in detail the important megacities and population in India. They have used relevant objectives and methodology for the study of future megalopolis development along the Bangalore-Mysore urban corridor.

**Sudhira et al. (2003), “Urban growth analysis using spatial and Temporal Data”.** In this paper the authors have conducted a study for Bangalore-Mysore highway. Authors have used some simple statistical techniques like Shanon entropy approach was computed to detect and quantify the urban sprawl phenomenon.

**Poyatos Rafel et al. (2003) “Land use and Land cover change after agricultural abandonment: The case of a Mediterranean Mountain Area.”** In this research article, authors have discussed the land use and land cover changes in the Cal Rodo catchment area is located in the head waters of the Liobregat river on the Southern margin of the Pyrenees (Spain). The northern part of catchment, largely underlain by mudstones, was partially deforested and terraced in the past for agricultural use. Cereal crops and sheep herding were the main traditional economic activities in the area. The researcher has find out the six land cover categories depending on the vegetation cover with the help of geographic information treatment and cross lab analysis. The important discussion of this paper were during the 19th century, cultivated areas occupied an average of 28% of the land below 1600 m in the pyreness region. Most of this land was terraced to over come the difficulties posed by topographic conditions. The present extension of terraced areas in CalRodo reflects the intensity of this agro-pastoral land use in the past. The final result of this article
was the most substantial change in land cover between 1957 and 1996 involves a significant increase of Sylvester’s forest area at the expense of grassland, crop land and scrub vegetated areas.

Subrata Dutta (2002), “Urbanisation and development of rural small enterprises: studying the linkage with focus on West Bengal.” This paper mainly attempts to describe the relationship between urbanization and rural industrialisation. The author has discussed the degree of urbanization, urban centres and small scale industries in West Bengal and Rural industrialization and the role of infrastructure in rural towns. In the light of this discussion on the spread of the green revolution and its impact on agricultural growth in West Bengal.

Ryavec Karl (2001) “Land Use /Land Cover Change in Central Tibet C, 1830-1990: Devising a GIS Methodology to Study a Historical Tibetan Land Decree.” In this research paper he has studied the historical changes in agrarian land use patterns across central Tibet. The research to understand why U-Tsang developed as Tibet’s Cultural and political heart land, one must consider its topography. Surrounded by mountainous Steppe, the broad U shaped valleys of the Tsangpo watershed provide large tracts of land for agriculture below the upper limit of cultivation at approximately 4500m altitude. This paper also study the distinguishing feature of the traditional Tibetan peasant economy was that it encompassed both cultivation and herding. It is also important to examine the relative densities of Kang tax units per specific land area because the total number of Kang does not give a clear indication of the relative proportion of cultivated land to total land cover areas. Finally this present study contributes toward a better understanding of how GIS may be used to explore and map data from historical Tibetan tax related documents pertaining to cultivated land.

Mahadevia Darshini (2001), “Sustainable urban Development in India: An inclusive Perspective”, this research paper author has discussed the sustainable development and sustainable cities, urban crises in India under this author has
discussed the level of urbanization in different cities of India. Finally an urban poverty alleviation programme like Swarna Jayanti Sheri Rojgar Yojana etc. the author has attempted analyzing the official programmes towards the sustainable city, Legal initiatives, infrastructure projects. Finally researcher suggested various spontaneous actions to sustainable urban development in India.

Xu, Wang and Xiao (2000), “A Remote Sensing and GIS integrated Study on Urbanization with its impact on arable lands: Fuqing City”, Fujian Province China) authors has attempted analyzing in detail the land cover types and land cover changes in Fuqing city and its adjacent areas in Fujian Province. Impact of Urbanization, Urban Expansion of Fuqing city and driving forces to urban expansion.

Demin Xiong (2000), “Data base Development of land use characteristics along major U.S. highways” investigates the develop methods to measures transportation land use at the national level. i.e., how much land and what types of lands are used by transportation system and to track changes over time. The current work focuses on developing land use data for major U.S. highways. The database have created contains land use types, highway length and width of pavement.

Phillip Bonner (1995), “African Urbanisation on the Rand Between the 1930’s and 1960: Its Social Character and Political Consequences.” This paper investigates the process of African urbanization on the witwatersrand. It suggests that much of the existing literature on urbanization in South Africa has tended to neglect first generation immigration into the towns and has preferred to focus instead on migrant labour and second generation African urbanities. It argues that the large scale settlement of first generation immigrants on the Witwatersrand which took place in the 1930’s and 1940’s was a product of a complex combination of factors ranging from the trivial to the grand, notably the independent movement of women to the towns, the changing residential ecology of the Rand and the forms in which industrial wages were paid. Author has discussed the consequences of African urbanization and also suggest some remedial measures to solve the urban problem.
Nath (1986), Urbanisation in India: Review and Prospects. This paper is divided into six parts. In part-I trends in the growth of the urban population during the 30 year period 1951-81 has been discussed. Part-II discusses the strategies of dispersed industrial development and urbanization. Part-III discusses the issue of resources of finance and management for urban administration and for undertaking the needed programme of expansion of housing and urban services. The reasons for grossly inadequate resource inputs in future are discussed. Part-IV and V are devoted to discussion of the problems of the maintenance to peace and security and of environmental pollution in the cities. The problems of the four gaint cities- Bombay, Calcutta, Madras and Delhi are discussed very briefly in part-VI. The author has also discussed the growth of urban population in India. Distribution of urban population by towns of different sizes spatial pattern of urbanisation in India resource for urban development, etc.

Biswaroop Das (1981), “Urban Planning in India”. In this research article the author has studied the internal problems generally of big cities and Indian urban population from 1901 to 1971. Strategies towards solving the growing urban problems. This research article also deals about elements of urban policy in India, urban planning, sums, urban economic structure and planning. Finally he has suggest the ever present characteristic of ameliorative approach to solving our urban problems. In our urban planning policy would necessarily have to be done away with what we need is to integrate the present planning problems with their future implications, being absolutely objective regarding their solution.

Campbell Gibson (1973), “Urbanization in New Zealand: A Comparative Analysis, Demography.” This paper attempts to answer several questions about urbanization in New Zealand 1) How have the paradoxical phenomena of a high level of urbanization and an agriculturally oriented economy coexisted in New Zealand. 2) How do the levels of urbanization in New Zealand and in the other ‘new countries’ of British origin. 3) Why has New Zealand never had a single dominant metropolis as is
commonly found in other countries of its size. The author has discussed the metropolitan population of New Zealand has been comprised of the same four cities like Auckland, Wellington, Christchurch and Dunedin. A number of geographical, historical and economic factors pertinent to urbanization in New Zealand were indicated. The analysis of urbanization in New Zealand is concluded with a discussion of the Maori population which constitutes about 8% of New Zealand’s population and which has experienced a phenomenal rate of urbanization during recent decades. Finally, the authors has given the answers to the questions posed in the introductory section are summarized.

Andres Grotewold and Lois Grotewold (1945) “Economic Geography.” The authors analyzed the U.S. Highway 41 between Chicago and Milwaukee. Authors mainly analyzed the service functions, distribution and trade areas of commercial establishment and to explain the process by which a former through way has been transformed into a local shopping and amusement district and the general problem of regulating traffic flow and land uses along the highways and in cities.