Chapter - 3

Urban planning-An International and Indian Perspective
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Improving human development index has led to reduced child mortality and insured longevity of life. This is leading to ever increasing pressure on the planet earth. Therefore urban planning needs to be taken care of at national as well as international levels. Some of the major highlights are as below:

The United States:

Creating facilities to accommodate ever increasing urban inhabitants cannot be left to chance. Cities will require massive rehabilitation, regrouping of densities, allocation of open space, and effective mass transportation. Left to speculation and exploitation by free enterprise, suburbanization outside corporate city limits seriously the impacts of economic stability of the cities. As socially responsible attitudes develop in the United States, large cities will collaborate with country or regional enterprises for the same kind of orderly decentralization of population.
Big cities are swollen and decaying. Some states can accept more population only to their own determent economically, socially and physically. Florida is already suffering. Oregon chooses not to grow in population. In its plan and land use regulations, each state has to consider its particular attributes. Responsibility develops upon the national imperative. There is much land and though it is perhaps underdeveloped, it is precious.

In his review of the New Communities Act of 1968, the veteran British New Town proponent Sir Fredive J. Osborn anticipated the administrative problem of a Federal department without town-funding experience confronting developers necessarily concerned for profitability but themselves not having staffs adopted to building complete towns, and local municipalities accustomed only to providing public services for a development and growth rather than cooperating in town design. Some think that good new town creation is only possible if a public body comparable with our development corporation is entrusted with the land ownership and ground work learning the provision of building mainly to commercial developers. They are probably right.¹

Time is growing short. As the population grows, vigorous redevelopment of existing cities can upgrade the environment and
accommodate more people. Based on the assumption that “most of America’s expected growth from now until the end of the century will occur within existing metropolitan areas”\(^2\) the National Task Force of the American Institute of Architects recommended that future urban growth should proceed in neighborhood increments identified as “growth units”.

**Britain:**

Throughout the nineteenth century the British were stirred by the woeful impact of the industrial Revolution on the living environment. Improvement in housing conditions was the focus of concern and action. In 1909 there began a series of legislative steps by the ladder of urban planning. It was a cogent, complete experience in the search for a physical structure to accommodate the people and the functions of urbanization.

England suffered heavy damage to its cities during World War II. One third of its 13 million dwellings were damaged, and there was practically no new building. With devastation all about them, the people found it necessary to consider plans for reconstruction. A large proportion for the English line in urban communities, but there are only seven large industrial centers. These are agglomerations of urban areas
ranging from two to eight million people, and congestion in these cities is acute.³

Canada:

Canada has also suffered from a fragmented policy towards new-town planning. The Canadians have had a long history of pioneering settlements and exploration of new areas, but it was not until 1973 that a New Communities Act provided capital and planning and management assistance for new towns. The Act also provided 100 million dollars per year until 1978 for land acquisitions. While the Act aims at many of the same things planners’ implemented elsewhere—stabilization of population movement and stimulation of economic growth—the Canadian policy has suffered from use as a component to urban growth strategies rather that as a part of a regional more comprehensive plan. The Canadian new Communities project is still in its infancy and has the potential to become a strong tool in the development of most uninhabited areas.

The community of Don Mills was begun in 1953 by the Don Mills Development Corporation, a private land investment company. Being part of North York, one of the thirteen municipalities in the Toronto metropolitan area, it is not politically independent but represents an approach similar to the New Towns of England. Occupying a site of
2,053 acre, it was planned as a new industrial community for a population of 25,000 located one-half mile from a limited-access highway and twenty-five minutes from the Toronto Airport, it is served also by two railways that have encouraged a wide diversification of industrial enterprise, and the entire town has been developed by private companies. It is distinguished for the high level of architectural quality that prevails.

Brazil:

Around the middle of the twentieth century Copacabana, near Rio de Janeiro, was a seaside paradise. A quarter of a century later, 250,000 people occupy tall buildings in three square miles by the sea. A new city is now planned ten miles away. Barra de Tijaca, occupying seventy-five square miles of open space and mountains stretching along fourteen miles beach, was planned in 1969 by Lucio Costa, the planner of Brasilia. Planned as a series of urban communities of 12,000 separated by green belt and two large centers for 80,000 to 10,000 people each the new city is expected to accommodate a population of 2 million. Designed with the flair of architect Oscar Niemeyer, the first centre is dominated by seventy to storied apartment towers, six office buildings and elaborate associated amenities. Thus Brazil is an example of
planned urban development—foreseeing the demand well in advance and prepare accordingly.

France:

The places of great historic interest in Paris, the centre of most of the important commercial financial educational and political activity, and the entertainment center are confined to an area of less than ten square miles in the heart of the city. The city however covers an area of four square miles with a population of 3 million. More than 4 million people have settled in surrounding districts. This region of between 7 million and 8 million people occupies 300 square miles. Since an urban population increase of 20 million is anticipated by the turn of the century, a multiplication of housing “colonies” is inadequate. Implementation of an urban policy of planned decentralization in the country has been slow. For every town planner there is a word of caution in this example of France.

Spain:

In Spain where the same concentration of population in large urban centre exists, a 1970 legislative decrease created Urban Urgent Action (ACTUR), a plan for eight new satellite towns ranging in population from 60,000 to 120,000. Three of these are mean Barcelona,
the principal city of Spain and the others serve Madrid, Simille, Velena and Cadiz. It may be a good replica for the other countries too.

**Sweden:**

Sweden was the first country in Europe to enact legislation for planning, with the urban Building Act of 1874. However, the social and economic circumstances have not been compelled attention to planning on a regional scale. The first Town Planning Act of 1907 and the 1931 act were similar to the 1909 and 1932 planning acts in England, but emphasis was placed on site planning and street and building arrangements rather than on regional relationships. The consumer cooperative movement reflected the direct and pragmatic approach to the solution of economic and social conditions for which the Swedish people have demonstrated capability.\(^5\)

**Denmark:**

A series of urban concentrations in a linear alignment, known as the Finger Plan, was adopted in 1949, part of the plan for the development of an integrated decentralization of the entire metropolitan region of Copenhagen. It is estimated that the urban population of this region will increase 70 percent about one million people, by 1980. The figure Plan was expanded in 1958 with the recommendation for two large urban centers southwest of Copenhagen.
Each of these new centers will accommodate 250,000 people, population considered by the planners to be of an optimum size to support all necessary major urban services, to provide a desirable diversification of industrial employment and to facilitate the convenient circulation of motor vehicles without the congestion that reflects the larger cities. Although the new communities are intended to have self-sufficient economic bases and their sizes and facilities would exclude them from the category of satellite towns, a key purpose of the Finger plan is to commence communication between the new centers as well as the central city of Copenhagen. The aim is integration with rather than isolation from, the metropolitan complex; and this linear structure is therefore dependent upon a rapid and efficient system of rail transportation. In fact we also need to look at developing mass rapid transport system (MRTS) in Indian cities.

Finland:

The policy of planned decentralization is also illustrated in the new town of Tapioca in Finland. Situated on a superb wooded site Size miles from Helsinki, the new satellite town is exemplary. Although it is relatively a model in size, a population of 17,000 on 670 acre – Arne Ervi’s town plan, chosen by a competition in 1952; reflects the sensitively and skill of the several architects who participated in its
destiny, among them Jorma Jarvi, Keija and Heiki Siren, Viljo Rewell, and Aluis Blomstedt are prominent. Residential groups are situated among the forest area in three neighborhoods of about 600 people. Each is provided with convenient shopping centers with indoor and outdoor recreational facilities. Bicycle and pedestrian ways are carefully separated from motor roads. Housing ranges from one and three storied dwellings and three and four - storied walk up apartments to eleven storied apartment towers. Dwellings are purchased with the aid of loans at low interest from the state Housing Board.6

Israel:

Israel faced several unique problems in planning new town. First the nation started entirely from scratch in order to create a homeland from widely dispersed Jewish populations. Second, the geographical area involved is quite small and population must be spread away from the cities to avoid concentration on the Sharon (Mediterranean) coast. And third the nation feels acute defense and geo-political needs, and towns are placed accordingly.

Most of the Israeli development towns are self-supporting communities built from the ground up. All of them were built through government support and planning and all are considered in the public domain. More than 20 percent of the total population now resides and
works within the twenty eight developed towns. There are no specific towns for specific jobs – all are planned for mixed land use and all provide basic social and daily services. Because many current residents came to Israel without any wealth, housing for the development towns is publicly subsidized.\footnote{7}

\textbf{Egypt:}

The late president of Egypt Anwar-el Sadat stated that "until his administration, is a single city has been erected in Egypt since the opening of the Suez Canal." In the short course of his presidency a cluster of new towns was designed and construction started. Most of the efforts were directed to the developments in the delta land of the Nile adjacent to Cairo. Ramadan's new town lies fifty kilometers from the centre of Cairo Ismailia highway. It has a target population of 500,000. Town of Ramadan is to be an industrial city with medium industries. Some major facilities were already constructed and the school, shopping, and cultural facilities for the first unit were completed in 1980. Other communities include Sadat Industrial New town, located sixty five kilometers from Cairo adjacent to the Cairo-Alexandria Desert road. It like Tenth of Ramadan is planned for a population of approximately 500,000. Many more cities of similar type but of various sizes are being constructed and planned.
People's Republic of China:

Since 1949 more than ten industrial towns have been created in the sub-urbs around Shanghais. These towns are eighteen to forty two miles away from the central city. They have been developed in conformity with sound city planning principles and provide for industrial, residential, and commercial areas as well as greenbelts, railway stations, schools, parks, medical facilities, and other amenities.

Graph 3.1

Urban population of world’s largest cities

Source: Business Today, 15 January, 2006 volume 15, No.1

Some of these communities were built as an extension of existing small enclaves, where the population ranged from 3,000 to 5,000 persons. They have now grown into small industrial complexes with
more than 70,000 residents. This with the existing central city has been constructed to ensure regional services such as energy and transportation. Two open spaces between the old cities and the new towns are being utilized for intensive agriculture to provide food for the residents; this is narrowing the difference in attitude between city and country residents and workers.

One of the most exciting of the new town policies can be seen in action along the Chinese coastline. Four cities there have been developing new towns in what are called special Economic Zones; Zuhai near Portuguese Macau, Shenshen, near British Hong Kong; Shanton (Swatow), and Xiamen (Amoy).

Japan:

Japan’s major cities are phenomena of congestion. In an attempt to deal with what is perhaps the world’s most pronounced example of urban congestion, Japan’s new-town program calls for satellite towns beyond the greenbelt surrounding large cities. Tsukuba, an academic new town under construction northeast of Tokyo in 1980, plans to accommodate forty three educational institutions between 100 and 200 thousand people More than half of the population is stated to live in high-rise buildings at the town’s centre. Senri, which was constructed to draw of Osaka’s swelling population, now has a population of 150,000
in all; there are Seventy Seven new towns Japan, most of them started after 1960. The biggest problem now facing Japanese planners is locating the new towns so that too much of the sorely needed agricultural land is displaced.8

India:

Proper urbanization is one of the most pressing challenges facing India today. It is inevitable that over the next 20-30 years, India will double in urbanization from 30% to 60%. This will be at a time when India also has the largest pool of young people in the world. The combination of urbanization, the demographic surge, globalization and the economic growth that consequently will be unleashed, present the most significant opportunity for India to reach a developed nation status. But for this, India has to get its cities right. Classical matters are based on implicit assumptions of slow steady growth, not the explosive torrent of people rushing into each of our metropolitan areas. To make our cities world class, India will have to think of a new paradigm.

Some Basic Facts of India’s Urbanization: 2001:9

- Total urban population: 285 million
- Percentage to total population of India: 27.78
- Percentage to world’s urban population: 10.02
- Percentage to Asia’s urban population: 21.10
• Larger than the total population of small countries like France, Germany
• Larger than the total population of big countries like Brazil and USA
• Larger than the total population of parts of countries like Eastern Africa, Western Africa and Western Europe
• Larger than the total population of the whole continent of Australia Total population of 35 million- plus cities: 107.88
• Percentage to total urban population: 37.8
• Total population of 393 class I cities: 195.95 million

Chandigarh:

The ancient capital city of the state of Punjab in India was Lahore: when India and Pakistan were partitioned, Lahore was contained within Pakistan. The site of Chandigarh on the rolling plains near the foothills of the Himalayas was selected for the new capital of the Punjab. Prime Minister Nehru appointed le Corbusier serve as advisor to the government for the plan of the new city. In collaboration with Maxwell Fry and Jane Drew of England and P. L. Varma, Chief Engineer for the state, a master plan was developed in 1951.

A future population of 500,000 was anticipated, but the initial stage of the plan provided for a population of 150,000 on a 9000 acre site. The plan is a huge gridiron of major roads intersecting at distances of one-half mile in one direction and three quarters of a mill in the
other. These roads define neighborhood sectors, each 240 acres in size and housing about 15,000 people. The commercial and civic centres occupy the heart of this great square.

The plan is no bolder than might be expected from the creative mind of Le Corbusier. Situated on a vast plain in hot and arid region, it nevertheless evokes positive response from those who view it. The highly disciplined order and the sweeping scale of the entire concept are at once impressive. In this respect it shares an affinity with the tradition of the Moghul Empire which, during the period of Islamic domination in India, executed unsurpassed strokes of bold planning and city building. Yet there is a basic difference between the monumental group of this new capital and the earlier Moghul tradition. Even in a dead Mogul city like Fatehpur-sikri a human scale seems to pervade the paved courts and the varied structures within and about them. This city lived for only fifty years but, stark and empty though it now is the relation between buildings and space, the light and shade of arcades and sheltered areas convey a vivid impression that the place was meant for people. Somehow this quality is not present at Chandigarh. Thus, one may ponder the art of planning and await the emergence of Chandigarh as a complete reality to evaluate the grand concept it represents.¹⁰
Jawaharlal Nehru National Urban Renewal Mission (JNNURM):

Despite the significant contribution of India’s urban sector to the economy, the cities are croaking under the weight of neglect. According to India’s population census 2001, more than 285 million people (i.e., 27.8 percent total population) live in urban areas. The urban sector contribution to India’s net domestic product is estimated to be 50-52 percent.11

The launch of Jawaharlal Nehru National Urban Renewal Mission (JNNURM) has given new hope for the citizens. JNNURM reflects a significant shift of policy towards meeting of urban services. The policy has shifted from funding asset creation to promotion management of assets. It is reforms drive, fast track, planned, development for over 60 identified cities, with focus on efficiency in urban infrastructure and services delivery, communities participation and accountability of local government towards citizens.

The Mission has two sub-missions one on urban infrastructure and mother on governance with thrust on water supply, sanitation, urban transport and basic services to the urban poor. The Ministry of Urban Development (MUD) has been designated as Executives Agency (EA) from infrastructure and governance component of the JNNURM.12
JNNURM will be for 7 years starting 2005-06 and includes a central outlay of approx-$11 billion equivalent for urban infrastructure development. The Mission will finance on a grant basis between 35 percent and 90 percent of costs limited with urban infrastructure investments depending on the classification of the city. The remaining financing will be provided partly through state governments and rest through external funding agencies, the private sector and capital market.

An exercise of this nature and scale will surely face challenges, which must be addressed effectively. Seeing the complex array of tasks associated with JNNURM, it is important that the technical aspects procedures be in a medium easy to comprehend for greater compliance.

Significant support is needed to enable MUD to effectively guide states and city governments. The other areas needing attention are the need for well defined individual agendas, city Development Plans, Detailed Project Reports and other reports necessary to access JNNURM funds. Also an adequate dose of public private partnership would be required along with transparency in accounts and regular monitoring of individual project investment among others.

Urban renewal involves huge costs and no doubt has a long gestation period. But with the strong partnership of citizens, industry
government and stakeholders, there is every reason for this new initiative to be successful.

The Planning Commission, which acts as the secretariat for the Prime Ministers Committee of Infrastructure, has prepared the blueprint for fleshing out the plant of developing urban India, which has shaped into Jawaharlal Nehru National urban Renewal Mission. Prime Minister Dr. Manmohan Singh launched Rs. 1 lakh crore
Jawaharlal Nehru National Urban Renewal Mission on December 3, 2005. The JNNURM aimed at improving urban infrastructure and urban basic services in over 60 cities with a million plus population, all state capitals and some cities of religious historical and tourist importance.

A combined investment by Central Government State Government and urban local bodies of over Rs. 1 lakh core is proposed to be spent on this ambitious program in the next five years. Of this center’s share would be about Rs. 50,000 crore and the remaining Rs. 50,000 crore would be arranged by local bodies with the close cooperation of state governments. Commencing from 1st April 2005 to 31 March 2010, the plan identifies total 60 cities for upgradation, viz.:

(i) 7 Mega Cities: Mumbai, Kolkata, Chennai, Delhi Bangalore, Ahmadabad and Hyderabad.

(iii) 24 Other Big Cities: Categorized (as per 2001 census) with population less than 10 lakh, such as remaining state capitals, and cities of religious, historical and tourist's importance.\textsuperscript{14}

Graph-3.2
Pollution level of different Indian cities

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{pollution_graph.png}
\caption{Pollution level of different Indian cities}
\end{figure}

Source: Adapted from Business Today, 15 January, 2006 volume 15, no.1

Funding Structure:

The pattern of funding requisitely worked out regarding the JNNURM would be as follows:

(i) For 7 Mega Cities and 29 Million Plus Cities: Of the total project cost, 35 percent would be made available by the centre 15 percent by states and balance 50 percent by financial institutions (35:15:50)

(ii) For remaining 24 cities: The ratio would be 80:10:10:1:1:80 percent funding by Centre 10 percent by the states and balance 10 percent by financial institutions.
The per year funds requirement under the JNNURM involves Rs. 11,424 crore each for the 7 mega cities and those with Million plus population in which the center’s share would be Rs. 4,000 crore per head. Other cities with less than 10 lakh population in which the center’s share would be Rs. 4000 crore per head. Other cities with less than 10 lakh population would require Rs. 1250 crore annually in which centre would hitch in Rs. 1,000 crore whereas another Rs.1,000 crore being earmarked for remaining cities.

Though the Center’s commitment works out to Rs. 10,000 crore annually, it is expected that in the initial years there would be a time lag in working out the preliminaries, calling for bids and awarding contracts. Concisely, the center’s funding structure is as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Funds Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Year</td>
<td>Rs. 6,000 crore</td>
</tr>
<tr>
<td>Second year</td>
<td>Rs. 9,000 crore</td>
</tr>
<tr>
<td>Third year</td>
<td>Rs. 12,000 crore</td>
</tr>
<tr>
<td>Fourth year</td>
<td>Rs. 15,000 crore</td>
</tr>
<tr>
<td>Fifth year</td>
<td>Rs. 8,000 crore</td>
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JNNURM would provide Rs. 5,000 core in the first year alone to state and meet the gap in housing and urban infrastructure. This is likely to be stepped up to over Rs. 10,000 crore a year later.\textsuperscript{15}
Facts and Figure:

(i) City roads are extremely congested and fast deteriorating due to excess load of vehicular traffic-specially toward driven vehicles.

(ii) Deplorable conditions of roads and streets.

(iii) Bustling and exploding crowd at roads, railway stations bus stations public places and markets.

(iv) About 21 percent of the urban population live in squatter settlements where access to basic amenities like safe and clean drinking water healthy living clean environment, firming healthcare, primary education - is abysmal or inappropriate to the majority or non-existent;

(v) Nearly 46 percent of urban households have water toilets but only 28 percent are connected to the sewerage system;

(vi) Municipal authorities collect only 60 percent of the garbage;

(vii) Apart from Mumbai, Kolkata, Delhi and Chennai, none of the Indian Cities has a “Mass Rapid Transit System (MRTS);

(viii) The admission problem in schools, colleges, Universities, Technical Educational Institutes has assumed an incessantly alarming shape.16
Figure 3.2
Problems and Solutions of Urban Structure of India

Overlapping roles

Attering Fiscal flows

Fragmentation

Limited autonomy

Weak Citizen links

Lack of incentives

Lack of incentives

Lack of capacity

Institutions for better Services
- Separate policy, regulation and roles
- Decentralization (74th Amendment)
- Eliminate fragmentation and overlap
- Operational autonomy
- Citizen empowerment and participation

Decentralization

Reforms linked to services delivery outcomes
- Performance management
- Fiscal flows linked to outcomes
- Reliable information to enable measurement

Citizen demand

Integrated Financial Management
- Multi-year planning
- Hard-budget constraint
- Both revenue and expenditure reform
- Accounting reform

Source: Jawaharlal Nehru National Urban Renewal Mission Report
Urban Governance Reforms:

Prime Minister Dr. Manmohan Singh dreamed at the launching meet of the mission, “to improve urban infrastructure and providing urban services for the poor, we urgently need urban governance reform.” Basic problem of urban local bodies is poor governance and ‘free lunch’. No citizen wants to share his responsibility to keep the city clean and environment healthy. Elected representatives of ULBs (Urban Local Bodies) either have no power to deal with the situation on lack of political will. The proposed mission is reform-linked program.

State government and ULBs would be required to sign a MoU with the Central Government, giving an undertaking implement the reform agenda. Fund releases would be linked to assessment of the implementation of reform agenda. The mandatory reforms at the state level include the following.

(i) Core Reforms: These are mandatory on the part of State governments for their implementation, viz;

(ii) Implementation of decentralization measures as envisaged in the 74th Constitutional Amendment;

(iii) Adoption of modern, accrual based double-entry system of accounting in ULBs;
(iv) Passage of Public Disclosure Law" (PDL to facilitate quarterly performance information to all stakeholders;

(v) Community participation law to institutionalize citizen participation;

(vi) Qualitative ness in work management;

(vii) Improvement in water billing and collection system;

(viii) Improve trade licensing system;

(ix) To ease out procedural delays and complexities in passing out building parts;

(x) Enforcement of e-governance for property tax collections so as to achieve at least 85 percent collection efficiently with in five years;

(xi) Transfer by the states our five year period all special agencies delivery civics services in urban areas in ULBs;

(xii) Create accountability platforms for all urban civics service providers during transition period.17

Compulsory Reforms:

❖ Repeal of Urban Land Ceiling and regulation Act;

❖ Reform of Rent Control Laws;
Rationalization of stamp Duty to bring it down to up to 5 percent within seven years;

Introduction of independent regulators for urban service.\(^{18}\)

**Mission’s Ambit:**

Under the JNNURM, the ULBs would include municipal bodies under municipalities Act and planning and development bodies under the planning and development Act. The Mission would encompass physical infrastructure development projects e.g.

- Water Supply;
- Sewerage System;
- Sanitation;
- Solid Waste Management;
- Roads and Street lights;

To ensure upliftment and development of such areas, focal thrust would also be imparted to:

1. Urban transport and Mass Rapid Transportation System (MRTs);
2. Environment protection and improvement;
3. Development of slums and their relocation;
4. Urban employment projects;

5. Housing projects for economically weaker sections;

6. Health and education projects to ensure ‘Quality Elementary Education’ and Health for all’.

The mission would be guided by a National Steering Group (NSG) chaired by the Urban Development Minister and Co-Chaired by Ministry of State for Urban Employment and Poverty Alleviation.

Conclusively the Jawaharlal Urban Renewal Mission proves to be a life infuser towards infrastructural development of big cities.

Presenting 2005-06 Budgets in the Lok Sabha, Finance Minister P. Chidambaram stated. “The demographic funds in the country indicate a rapid increase in urbanization. India needs urban facilities of satisfactory standards to cope up with the challenge. If 16 our cities are not renewed; they will die. The National Urban Renewal Mission is designed to meet the challenge. “The prevalent Budget outlines an expenditure outlay of Rs. 5,500 crore would be in the form of grant. The Mission would initial financial assistance for completion of highly prioritized projects like ‘Mumbai Metro Rail Project’, ‘Mumbai trans-Harbor Link Project’, Mumbai Western Expressway Sea-Link Project and ‘Bangalore Metro Rail Project’.
In the present scenario the Indian cities as well as the urban areas are still beyond the accessible limits of basic infrastructural indispensabilities. Large scale migration and tendency of even well off ruralities to permanently settle in urban areas have lent a serious concern to the problem. The Centralization of industrial and commercial establishments in cities and mega cities manifest itself in the fact that rural areas lack even the basic facilities e.g. transport, electricity, communication, education, health, banking etc. This lends strength to the fact that already weekend urban infrastructure is crumbling. The problems emanating from rapid urbanization have their solution in the suggested emphasis by our country's ex-president Dr. A. P. J. Abdul Kalam to ensure implementation of the concept of ‘PURA’ (Provision of Urban Amenities in Rural Areas) coupled with sincere efforts towards green signaling the prioritized Projects like JNNURM on mandatory basis.19

Newly Expanded Urban Areas:

The rural masses often tend to be influenced by the economic demonstration effect and shift to urban areas while the lower middle class or the middle class expands usually on the outer peripheral of the city town areas. This is a continuous process leading to creation/expansion of newer urban areas. This expansion should
ideally be planned, equipped with basic civic/economic amenities
namely drainage, sewage, road, market, parks etc.

Shortage of potable water, its erratic supply, low quality of water
and pollution are some of the basic problems of these areas. Even today
majority of houses dispose night soil through manually cleaned service
toilet while 15 to 20 percent defecate in open (District Aligarh, U.P.
India). This indicates high risk to children from oral transmission of
viruses and diseases. Since most of urban expansion areas are by passed
by the urban civic services and thus the degree of risk is tremendous.

The planned urban development will be a huge drain on the
municipal resources on the one hand but on the other hand if ignored
on the consideration of lack of resources may have a multiple effect in
terms of cost. Cost of upgrading these facilities in already settled areas
is much higher when compared to cost of planned development. The
unplanned development also lead to faster spread of diseases, like
polio-the eradication programme of which has already consumed
billion and billions of dollars would over. There are clear evidences of
spread of this disease into unplanned outer skirts of many districts of
India. It is reported in the Times of India (dated 11.10.2004) the 12
districts in Uttar Pradesh have reported 47 new cases of polio. If this is
not checked in time may wash out earlier investment in the polio eradication programme.

There is a need of development of Cost Benefit Model which addresses the ground realities of the Indian Urban Scenario. The available models of cost-Benefit Analysis are developed according to the concerns and parameters of developed world. In this thesis a modest attempt has been made modify the Cost Benefit model for urban development which may take into account ground realities of Indian cities and social indicators. To contextualize the said model District Aligarh has been chosen as the sample. Thus it is logical to present a profile of Aligarh city and discuss its pattern of urbanization.
References:


4. Ibid. pp. 577-579

5. Ibid. pp. 580-581

6. Ibid. p.583

7. Ibid. p.585

8. Ibid. pp. 587-588


11. Yojana, July, 2006, p.4


17. Yojana, July, 2006, op.cit., p.6

18. Ibid.p.6

19. Ibid.p.6