



## 1.1 INTRODUCTION :

Cities are symbols of human occupance of land, that began with the permanent agriculture. The role city play in shaping human civilization has been a mixed one. On one hand, the city has freed man from the conservation of the village and enriched his life by imparting urbanity to it. On the other hand the city has bred poverty, crimes, social inequality (Jagmohan, 1983).

The process of urbanization is three dimensional, of this process the last phase of metropolitalization is very important. This process is linked with the commercilization and industrial growth of the region. Cities play important role in the generating income and production.

During the last 40 years of independence, our rural areas have increased their population by 76 percent, while during the same period rural landscape has lost more than 20,000 sq.km land which is captured by expanding cities.

The cities of the developing world are expanding rapidly inspite of low income generation, less development of industries and poor facilities. This rapid growth is the result of large population growth, migration character and rural poverty, because people in rural areas free that life in cities is perhaps better than in the village.

Since independence considerable progress has been made in the growth and development of our cities. There

are more than 600 cities in our country. We are preparing the master plans for their development.

Cities are the product of time. Every phase of man's life in any country contribute to the existance of cities. Cities are geographical fact of many dimensions. Man has described and analysed them from a variety of perspectives; as moral entities, as product of human history, as a relationship between man and his habitat, as a set of economic inter-relationship, as well as cities are centres of human life. They have affected man's life, because man has changed nature too, so he has created a new relation with all the resources available on the earth. Now, this inter-relationship between man and nature has became complex. In the 20th century many people are attracted towards cities, and that is why many serious problems have been created.

The city may also be thought of functionally as an open ecological system for the urban culture of 'Give and Take' and the changing quantity of material and energy. The functions are essential for the background of development, as well as transport system. The city fulfils the above mentioned functions can be supply the two factors like urban environment and urban man are consist in the city. Besides this there are other two essential factors, they are - biological needs such as water, space, energy, air, shelter, waste disposals, and cultural needs - such as technology, communication,

education, transport, information, economic system, political administration, social activities and defence.

At the beginning of the 19th century particularly in the foreign countries, the favourable condition for the production of material and markets attracted the people. The new technological devices altered the structure of urban community and national life. By the effect of modern transportation, commerce and communication, the world has become more uniform. The rapid growth of cities has reflected their increasing importance as commercial and service centres.

The 20th century has been called as an age of urbanization. 8% of the world's population lived in the urban areas in 1900. This percentage will rise upto 50 percent and 3 billion people will be living in the cities of the world in year 2000. In his book, 'The challenge of our cities' Jagmohan says, " India is no exception to this process of urbanization. Though our rate of urbanization is low comparatively, but our urban population size is very large. According to the 1981 census, it is 156 million, fourth largest urban population amongst the countries of the world. The U.S.A., the U.S.S.R. and the China have more urban population than India. India will go ahead both of U.S.S.R. and U.S.A. by 1985, and India will have the second largest urban population in the world, next to China."

In cities more space for housing, more population, slums and squatters settlements municipal services, land availability, migration character and scale, transport service, general environment, employment, and current conditions are not satisfactory.

In our cities, the availability of municipal services is very less. Only 40% of our cities have pure good water supply and maximum 60% of water supply is not good in quality. There are only 8 percent underground drainage pipe lines. There are not good public lavatories for about one half of the inhabitant of the cities. The proportion of open space in our cities is very low. The open space is only 0.83 acres per 1,000 population which is six times less than that in the American cities and 15 times less than those of British towns.

The most serious problems of our cities are about slums and squatters settlement. Now at present 30 percent of the urban population lives in these slums settlements. The newly industrializing cities have higher proportion of their city population living in slums for example - Visakhapattanam 35%, Calcutta 34%, Madras 24%, Ahmedabad 22%, Bangalore 10% and Bombay 25%. In absolute number, the slum population in a city could be as high as one million people. In Bombay the density of population is 400 persons per acre.

The transport systems of cities are inefficient. In our country out of one eighth of the 16,000 annual road

accidents took place in the four major cities. The rate of accident of our country is highest in the world. Everyday three to four persons die on the sub-urban trains and two are killed on the road. For example in Delhi city, 982 persons died in road accident in 1982.

Congestion and traffic jam are more in our cities. Less than one half of the roads are metalled as well as traffic staff is very less in our cities. For example in Delhi city there are 35 lakh commuters everyday, but there are only 12,000 city police to manage the traffic. Bullock carts, cars and heavy trucks have to compete for the same limited space, so the pollution is created, for example in Delhi city there are 20 types of vehicles. There are 6.25 lakh registered motor vehicles and 13 lakh non-motorized vehicles.

We have a number of city problems and that's why we have been soft pedalling the intricate issues involved. According to John Kennedy, "The cities their demands, their needs and financing are the great unspoken, over looking problems of our cities." This observation is most important in relation to our Indian cities than the western cities.

After the above discussion of many problems of our cities, the economic problems are very important in any cities of the country. Because of the congestion and pollution of environmental problems, social problems are increasing

day by day. The developing country like India cannot solve these problems and cannot supply better physical and social, environmental conditions in the future. International community agrees to more integrated distribution of world resources. It is observed that the 80% of the world resources are possessed by 20% of the population. The remaining 80% of the population cannot have happy and healthy settlement with just 20% of the resources.

#### 1.2 THE OBJECTIVES OF THE PRESENT STUDY :

In the light of above discussion the objectives of the present study are as follows -

- i) To study the demographic spatial growth of Ichalkaranji city.
- ii) To find out the growth of functions and services in relation to the population growth of Ichalkaranji city.
- iii) To find out sphere of influence and delimit the fringe zone of Ichalkaranji city.
- iv) To identify the important problems of Ichalkaranji city.
- v) To suggest few remedies for solving major urban problems.

#### 1.3 DATA BASE AND METHODOLOGY :

The data of population growth have been collected from various census records. The data regarding the growth of functions and services has been collected from municipal records and records of shop inspector office. The data about

slums, residential area development, water problems, land values, quarries have been collected by intensive field work.

The data regarding the drinking water has been collected from the Environmental Engineering Office and Water Works. The data of crimes has been collected from the various records of different police stations. The data regarding the traffic is collected from Maharashtra State Transport Department Office in Ichalkaranji city. The zone of influence has been delimited by collecting the data of selected functions through the intensive field work. In order to understand the problems of city bus transport, interviews of some passengers have been conducted randomly.

#### 1.4 METHODOLOGY :

The analysis of data have been done by using different techniques. Zone of influence has been calculated by Empirical Method. The city fringe zone has delimited by methods evolved by P.W.Deshmukh. The isopleth of land values have been measured by putting land values in each grid for which the entire city area has been divided into the different grids. In order to understand the interrelationship between population growth and functional growth, the Karl Pearson's Co-rrelation method has been used. The details of the methodology are given at the appropriate places in the text.



R E F E R E N C E S

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