

## URBANIZATION IN RAJASTHAN

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### ABSTRACT

*Rapid urbanization is being experienced in the country and Rajasthan. Certain cities are growing faster than others. The urban population has been growing at a rate of 30-40 percent per decade since 1961, which is well above the rural population rate of 20 percent. The level of urban population has also been increasing from a stable level of 10 percent of total population at the beginning of 20th century to a current level of around 30 percent. This increasing urbanization is putting lot of pressure on urban civic infrastructure services as the demand for such services is multiplying many folds. Municipal finances hold an important key to the production and delivery of these civic infrastructure services. Urban areas are administered by Urban Local Bodies (ULBs) of different size, structure and jurisdiction. They are categorized into municipal corporations, municipal councils and municipalities of various classes, based on parameters like population, revenue generation and any other historical or special features.*

### INTRODUCTION

State of Rajasthan was formed or integrated in 1956. In other words the state started its development process little later than the other states of the country. As development and urbanisation go hand in hand, the process in the beginning decades were slow. But after three decades Rajasthan also picked up the speed of growth and from 1980 it got accelerated. The growth rate was as high as 6.2% in the last two decades of twentieth century and consequently the level of poverty also came down from 27% in 1994 to 15% in 2000. This growth rate was seen not only in industrial sector but service sector also witnessed a good growth. Agriculture was raised by irrigation and basic infrastructure.

Although urbanisation in the state is lower than the national average but the growth rate of urbanisation was 2.7% in the decade of 1990 which led to migration and resultantly to the growth of urban sector.

This is how in last seventy years the urban population has increased almost eleven times.

In the year of 1901 only 1.48 million people were urban which grew to 17.05 million in 2011. In the year of 1901 14.41% of state's population lived in urban areas which grew to 24.87% in 2011.

### DEFINING URBAN

Every nation determines the definition of a urban place. Therefore the term is defined differently in different nations. As UN (1998) puts it, "because of national differences in the characteristics that distinguish urban from rural areas, the distinction between urban and rural population is not amenable to a single definition that would be applicable to all countries." Some nations use the minimum population as a criteria where others use facilities and total geographical areas as a base for the definition.

Census of India (2001) defines it as: All statutory places with a municipality, corporations,

Cantonment board or notified town area committee, etc.

A place satisfying the following three criteria simultaneously:

- 1) A minimum population of 5000;
- 2) At least 75% of population engaged in non-agricultural pursuits; and
- 3) A density of population of at least 400 per square kilometers (1000 per square mile). This definition was adopted by the census 2011.

## URBAN DEVELOPMENT IN RAJASTHAN

Rajasthan is a state which has 75% of its population living in villages, this is higher than the national ratio. The state is chiefly dominated by agriculture-and-service sector. According to the 2011 census out of 68.62 million people of the state, 17.08 million lived in the urban areas which is way high than the 3.87 million people in the year of 2001.

The major shift from rural to urban can be seen after globalisation.

In the beginning of the twentieth century the state had only 104 towns which comprised of 15.06% (1.55 million) of the total population of Rajasthan. This increased to 2.12 million in 1941 and the number of towns grew by 124. Number of towns grew to 201 in 1981 and the population in these towns grew to 7.21 million. This counted to 21.5% of the state population.

A study conducted by Sati (1988) discussed some interesting facts about urbanisation in Rajasthan. The research says that in the time period of 190-1981 two cities, that is, Jaipur and Kota witnessed the 'very high level of urbanisation', 10 towns were in the 'high' category, 8 towns grew on 'moderate' level, 4 towns under 'low' and 2 under 'very low' category.

Sati, D.N. 1988. Process and levels of urbanization in Rajasthan. In, Geographical Facetsof

Rajasthan (eds., H.S. Sharma and M.L. Sharma), Kuldeep Publications, Ajmer, pp.219-231.

Other towns were the towns like Nasirabad, Ajmer, Beawar, etc. These towns initially came into existence because of the railway lines passing through from here in British period, in the later half of the Nineteenth century. Same was the cause of development of towns like Abu Road, Bandikui, Mavli, Pali and Reengas.

## URBAN PLANNING AND ADMINISTRATION IN RAJASTHAN

Since the development of the cities were around forts and intense within a walled area, the first big effort was to disperse the town outside the denser area. This was done by creating new centres such as new bus stand, vegetable mandi, food grain mandi etc on the fringes of the towns. This re-location gave new business opportunities to people to move outside the walled city and the city to expand out of the circular areas. Industrialisation was obviously placed outside the towns by creating RICCO industrial areas which also facilitated the developmental authorities to develop and plan the city well. But Unfortunately proper planning and check on land uses kept missing from the city planners which led to many unmanageable issues in cities like unrestricted growth of many towns control on the urban land uses soon led to unbridled growth and mismanagement.

To manage and control the planning of towns in Rajasthan is done by the following bodies :-

1. Town and Country Planning Organisation, to prepare master plan for developmental purposes.
2. Municipal Corporations to manage sewerage, roads, waste.
3. Other Municipal Councils/ Municipalities manage the land development and housing.
4. Urban Improvement Trust also deal with the land development

5. Public Health and Engineering Department is to manage and control water supply and sewerage disposal .
6. Rajasthan Housing Board is to look into the matter of water supply, sewerage, housing and solid waste management.

## CAUSES OF URBANISATION

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Rural economic set up is chiefly dominated by agriculture. Agriculture does not provide a full time job opportunities and also is continuously failing to accommodate the growing labour force. Along with this 60% of Rajasthan is also a desert area which does provide a very encouraging picture of agriculture. This scenario has led to migration of labour from rural to urban areas and henceforth increased urbanisation.

## INDUSTRIALISATION

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Industrialisation provides job opportunities to lot of skilled and unskilled labour which obviously has attracted labour from rural areas which is already in search of employment. Infrastructural development and investment of capital in the urban areas of the state since 1970s has pulled labour from rural to urban and resultantly led to fast urbanisation.

Some of the Rajasthan cities have witnessed a faster urban growth like Jaipur, Jodhpur, Ajmer, Kota and Udaipur whereas some small towns like Bhilwara, Jalore, Barmer and Dausa have also experienced urban growth. But fact of the matter is that all the cities have grown due to different causes. Jaipur is the capital city which has attracted all types of people due to its political, economic and social causes, Jodhpur is developed as a second major city and has many employment centres other than industrial like High court, IIT, NLU, forts, palaces and gardens, Kota has developed in recent ten fifteen years as a coaching hub which has created different types of job opportunities like paying guests homes, tiffin centres and such facilities, Udaipur has been a an attraction for tourists, Barmer and Jalore for mining, Bhilwara for textiles, Dausa for other types

of industries and Ganganagar, Sangaria, Hanumangarh and Suratgarh grew because of agro based products and industries.

Towns like Bhiwadi and Barmer are expected to grow very fast in future as the former is near nation's capital and growing as an industrial centre where the latter will see growth due exploration of bio gas and coal mines.

## CAUSES OF URBANISATION

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### **Push factors:**

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Lack of social infrastructure also encourages people to migrate from rural to urban areas. Villages in Rajasthan are far too behind where facilities like education and health are concerned and this makes the village life less livable.

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### **Push factors:**

Rural areas also do not provide jobs for educated people which obviously leads to migration and resultantly to urbanisation.

### **Pull factors:**

1. Urban areas initially came in existence due to industrialization and this process needed created demand for skilled and unskilled labor. It led to a great demand for such labour and finally to migration.

Urban areas adopt technological development first which makes life here easy and attractive. This creates a pull for people to migrate.

Health and educational facilities are another cause for people to migrate from rural areas to urban.

## PATTERN OF URBANIZATION IN RAJASTHAN

According to the data (Census 2011) out of 68.54 million people of Rajasthan 17.04 million live in cities. In other words 24.8 % of it's population is urban. But interesting fact is that only five cities (Jaipur, Ajmer, Jodhpur, and Bikaner) out of thirty three districts in the state meets the level of urbanisation which is higher than the national average. Rest of the cities are facing challenges and are unable to meet the standards. Evidently there has been a constant rise of small towns in Rajasthan but the growth of the cities is geographically uneven as the rise of the cities is much higher in eastern areas than in western areas hence the growth is skewed.

## CHALLENGES OF URBANISATION

### Poverty

slums of the cities are not only a challenge but also a cause of shame for planners who could not far see the problem that could emerge in the process of urbanization. As the cost of land in urban areas is high and poor labor migrated in search of employment can obviously not afford a house here would be forced to reside in informal settlements. These places are unhygienic and become a cause for health problems to inhabitants. Sadly, there are even people who cannot afford these places are forced to live on the streets and pathways. Since

these slums lack land titles and tenures the town planners do not provide basic services in these areas. Resultantly the poor households are unconnected to water supply and sewage facilities of the city. This results in high cost of living for these people as they depend on private contractors and distributors for these basic facilities. Most of the slum dwellers practice open defecation which leads to health and social issues.

Due to rural stress, many people migrate to urban areas. This type of labour is neither trained nor skilled. This makes them a soft target for exploitation and low wages. Such labour supply is much higher than it's demand which forces them to accept low wages. On the other hand, self-employment requires capital for investment which is far from them and their migrant status again makes it difficult for them to access capital from formal institutions.

All these issues in urban areas needs to be addressed to make urbanization Eco friendly, socially acceptable and a healthy place to live for all its people.

## ENVIRONMENTAL SUSTAINABILITY AND URBANIZATION

Conservation and preservation of environment is the biggest challenge in front of the city planners. Economic development includes industrialisation, transportation, multi story projects, malls, cutting of trees in this process and all this leads to air, water and noise pollution. Density of habitations create so many other types problems. Recent issue of Covid-19 has been the biggest example of this. The pandemic has warned us all over the world that it became an issue in cities not in the rural areas.

State like Rajasthan consists of certain specific problems, such as:-

### WATER PROBLEM

As Rajasthan being a less rain state with annual rainfall averaging 25-30 cms. The surface water

source is scarce and the ground water source is depleting at an alarming rate hence the water supply is always an issue here. Water demand for domestic, commercial and industrial purpose is continuously growing and supplying is becoming a challenge for the town planners.

## TRANSPORTATION

Traffic is growing with a faster speed than the supply of roads and this has led to traffic jams a common problem in cities. Life becomes slower, consumption of petroleum products rises due to this. Not only that the roads are scarce but the quality of roads is also not up to the standards. Neglect of transportation plan in the land use planning is a major concern and root cause of transport problems in the city. Transportation systems are developed after uncontrolled urban sprawl has already taken place. Unplanned development has resulted in increased travel demand and consequent problems for the authorities and locals in Rajasthan.

## SOLID WASTE MANAGEMENT

Solid waste is disposed by municipal Corporations in Rajasthan. It is disposed in open landfills sites. These landfills are situated at the outskirts of the city. Since there is no proper sanitary system adopted these landfill sites are becoming a major source of different types of pollution such as contamination of water, in this context Pali city is the worst example as lot of printing and dyeing work is done in the city which has led to a major water contamination in the city. Air pollution is another problem which is caused by this type of disposal. Jaipur city in Rajasthan is one of the best planned cities but is badly managed where disposal of waste is concerned. The national urban sanitation policy has mentioned Jaipur as the worst sanitized city in India. Open dump phenomenon is a major problem in Jaipur city. These disposals are not only toxic but also infectious.

Such problems have to be managed by the city planners.

Therefore, it may be said that unplanned development of urbanization has posed different types of human and environmental challenges. This has led to a rethinking about city planning. The planners now will have to become more innovative and rational while improving the state of urban areas. Sustainability is the biggest issue now. The urban planning has to be thought on different terms and many other types of issues will have to be incorporated in future. Some of which may be as following -

- a) Compactness - Cities will have to be made compact in such a way that places of work are easily and quickly reachable. But at the same time cities will also be made large enough to create variety of job opportunities in service and production sector.
- b) Transportation facilities have to meet all types of demand. Some people use public transportation ( buses and trams) and some private vehicles. Both type of transportation needs different types of management. Where public transportation has to be kept affordable for poor the private vehicles seek for good and shorter roads to keep it cost effective.
- c) As we all know that city would include a large number of people so managing of this big number has to be made in such a way that crowding and cramming is avoided by creating colonies in a proper way.
- d) A city would obviously include all types of activities, such as commercial, business, industrial and domestic but there has to be a proper planning for coordinating all these activities in such a way that they accessible to everyone.
- e) Diverse activities is a common feature of a city everywhere. Such activities need energy and people need good environment. So in future planners will have to keep following things in mind while working on ideal urbanization. One more and more inspiring policies to go for solar energy and

more and more plantations of trees to make cities environmentally friendly.

## URBAN DEVELOPMENT & HOUSING (UDH) DEPARTMENT OF RAJASTHAN

The chief goal of the department is to provide a systematic planning and development of urban areas. Since urbanization is taking a fast pace in Rajasthan, its main objective is to make cities liveable that could become hubs for development.

Other organizations such as Jaipur Metro Rail Corporation, Jaipur Development Authority, Rajasthan Housing Board & Town Planning are also among the planners of cities and are functioning as departments towards making urban citizen's life more liveable in cities.

## CONCLUSIONS

Urban population in Rajasthan increased more than eleven times during the last eleven decades i.e. from 1.48 million in 1901 to 17.05 million in 2011. While the level of urbanization could not even get doubled as there has been little difference between the growth rate of rural and urban populations. The level of urbanization in Rajasthan shows an increasing trend consistently from 14.41% in 1901 to 24.87% in 2011. The levels of urbanization in Rajasthan remained much higher than the all India during the period between 1901 and 1941. In the year 1951 the level of urbanization in Rajasthan was at par with all India but after that the state lagged behind. Proportion of urban population to total population in the state jumped from 14.67% in 1941 to 17.1% in 1951. It happened so because Rajasthan provided refuge to millions of migrants from Sind, Baluchistan and Bahawalpur Princely States at the time of

partition of the country. In the year 2011 the proportion of urban population in Rajasthan was 24.87% which is below the national average of 31.16%. Level of urbanization in Rajasthan is lower than the adjoining states. There is huge spatial variation in the levels of urbanization in Rajasthan in 2011. According to 2011 census figures, Dungarpur district had the lowest level of urbanization with only 6.4% people living in urban areas, and Kota district had the highest level of urbanization i.e. 60.3% , while the figure for the state as a whole was 24.87%. Dungarpur, Barmer , Banswara , Jalor & Pratapgarh districts are least urbanized, while Ajmer, Jaipur & Kota districts are most urbanized. It is observed that generally the districts having high rate of poverty are less urbanized and vice versa. There exist a moderate degree negative correlation (-0.66) between rate of poverty and urbanization level in the state.

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