

URBAN SPRAWL AND ITS SOCIO ECONOMIC LINKAGES: A CASE STUDY OF ROHTAK CITY

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ABSTRACT

The population of cities keeps increasing day by day so there is a greater demand for land in order to provide the houses to the ever-growing numbers of residents of the cities, which usually expands by expanding their borders. My study is based on Rohtak city. The aim of this study is to identify the process of sprawl and its linkages. This study is based on secondary data. Simple cartographic techniques are used.

INTRODUCTION

In India unprecedented population growth coupled with unplanned developmental activities has led to urbanization, which lacks infrastructure facilities. The urbanization takes place either in radial direction around a well-established city or linearly along the highways surrounding the city and in rural countryside. Some of the causes of a sprawl include- population growth, economy and proximity to resources and basic amenities

Due to this urban expansion all agriculture fields are acquired by the governmental agencies for urban development. These areas are turned into a planned residential or commercial area. Sprawl in simple term is just spreading out of city and its suburbs over more and more rural land. Three types of sprawl are identified.

Low Density Sprawl This type of sprawl is one in which there is consumptive use of land for housing purpose along the margins of existing urban areas. **Ribbon Development** Any development that follows major transportation corridors outward from urban centers is termed as ribbon sprawl. **Leapfrog Development** A discontinuous pattern of urbanization is termed as leapfrog sprawl. This consist the patches of developed land that are widely separated from each other and form the outer margins of well established urban centers.

OBJECTIVES

The basic aim and objective of the study is to identify the process of sprawl and its linkages.

METHODOLOGY

Multi temporal data are used to study the urban growth or identification of urban sprawl over a period of time. The study is based on secondary data. The statistical abstract of Haryana, District Gazetteers of Rohtak District are used. Toposheet No.H43W9 at a scale of 1:50000, a Guide map of Rohtak city which is prepared by survey of India and M.C. boundary taken from M.C. office are used for miscellaneous information regarding Rohtak city, nearby villages or its location. The study is based on visual interpretation of Guide map. Simple cartographical techniques are used.

STUDY AREA

The city of Rohtak has a sub-tropical location lying about 600 kms. North of Tropic of Cancer. It is located at 28 degree 54'N latitude and 76 degree 35'E longitude, 77 kms to the north west of Delhi and 235 kms south of Chandigarh, the common capital of the states of Punjab and Haryana. Rohtak is the administrative head quarters of the division, district and tehsil of the same name.

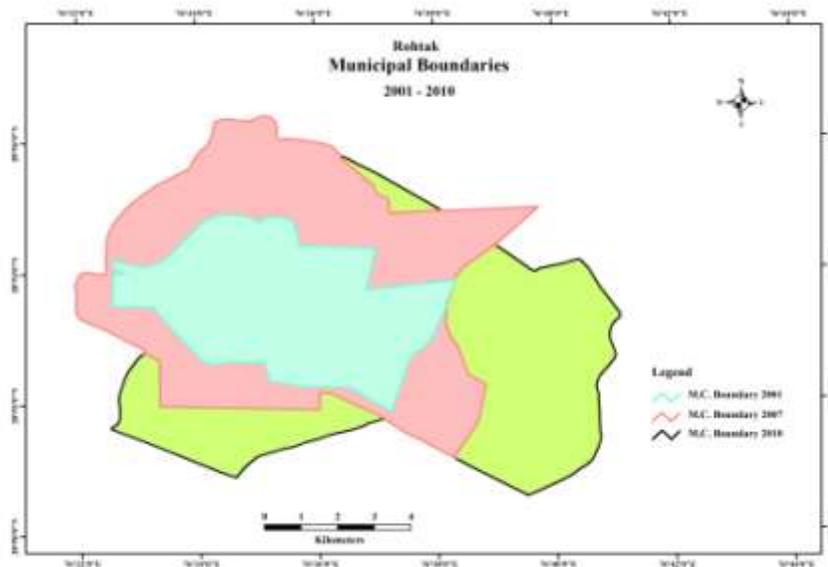
The one nucleus the city market area, the railway lines (Rohtak-Gohana, Rohtak-Delhi, Rohtak-Bhiwani, and Rohtak-Jind) and three National Highways and two state highways are taken as framework to analyse the pattern of Urban Sprawl during the period 2001 to 2010.

City growth process has been found basically to be direction oriented. From the very beginning the growth direction of Rohtak city has been mainly towards east and north-east along National Highway No.-10 as well as along major roads leading to other urban centre like Sonipat, Gohana, and Jhajjar etc. This was mainly residential development. As opposed to the direction of the residential movement, the industrial development took place in the west and south of the walled city.

The map of the city limits juxtaposed with the municipal boundary and population for the year 2001, 2007 and 2010 brings out the following features.

The urban area of Rohtak in 2001 measured 30.96 sq. km. and compressed mainly the ancient core lying almost entirely within the municipal limits. Population density was 9514.7 persons sq. km.

By 2007 the urban area had increased by about 72.10 sq. km. Although the growth was in all direction but mainly it measured more in north, north-east, and south-east side. About 31.14 sq. km. of the urban area extended beyond the municipal limits.



After three years of area expansion, in March 2010 the Rohtak was declared as Nagar Nigam and expands the area about 32 sq. km. mainly in the eastern side along N.H.-10 and in southern direction. The area within municipal limits is now 104.10 sq km. The area lying just outside the municipal limits is an important area of new residential, industrial and commercial development, representing the outward physical expansion of the city. This urban sprawl is necessitated by the urban growth of the city's population, and the widening range of economic activities.

LAY OUT OF THE NEW EXTENSION

The physical expansion of built-up areas beyond their municipal boundary has been very conspicuous, much of this development has occurred in a spontaneous haphazard manner. The new extension includes the villages as Sunarian Kalan, Sunaria Khurd, Kanheli, Kheri Sadh, Ghari Bohar, and Bohar. This expansion of the city is towards east and south of the city.

Southward Expansion

The expansion towards south direction is planned and includes Kanheli, Sunaria Khurd and Sunaria Kalan. The expansion of this area is along with Drain No.8 in the west and J.L.N fedder in the east. And a bye pass with the width of 75 metres makes the southern limit of the extended area.

Eastward Expansion

This planned development includes the villages like Bohar, Garhi Bohar, Kheri Sadh. The railway line passing through these villages makes the southern boundary. And the bye-pass with the width of 75 metres makes the eastern boundary of the Nagar Nigam

Thus tracing the pattern and structure of urban sprawl from city nuclei two types of sprawl with associated processes and structure can be identified. First is mainly residential and industrial leap frogging development such as Sun City and Omax City (residential) and recently built of industrial area in the eastern direction and commercial infilling along with the N.H.-10 The second type is ribbon sprawl of residential sectors like 1, 2, 3, 4, 5 and some educational institutions along with Gohana Road and Jind Road. The result is that the shape of city is tending to become oval and more compact.

SOCIO-ECONOMIC LINKAGES

In the city specificity there is almost continuous but thin urban spread obtaining along the peripheral belt of the city. In a continuous it is difficult to distinguish an urban unit from a rural one. The most important features of the city are the striking differences between the peripheral belt and the interior in terms of socio- economic development, while the peripheral belt of old municipal limit presents the picture of highly advanced region, particularly in terms of tertiary sector, but the new peripheral area of Nagar Nigam Rohtak is less developed in socio – economic terms. From the economic point of view, the different sectors of economy i.e. Primary, Secondary, and Tertiary.

The primary sector makes a very less contribution to the city's G.D.P. Only the peripheral area of Nagar Nigam has some packets of agriculture. In case of secondary sector, the city has a medium level of industrialization. The industrial profile is largely dominated from the medium sized metal works located on the outskirts of Rohtak city. A large scale heavy industry is being setup in the eastern area of the city. The most striking economic features of the city are its highly developed tertiary sector. It is the best banked city and its level of development in terms of trade and transport is also very high. The efficient transport system provides economic & social opportunities and benefits to city's people.

In term of social development the city appears to be highly advanced. It has high level of literacy, large number of educational including professional institutions and fairly developed system of health care. Urban centre play an important role in socio-economic development and provide critical linkages that are vital for the region's overall development. New employment opportunities and income generating activities are creating positive impact in the region and further encourage socio-economic development. Socio-economic development in peripheral region is influenced by policies concerning urban plan. In the developing countries like India urbanization is bringing huge chunk of rural population to urban areas. Urban areas offer more and better opportunities for socio-economic benefits of its people. The most important characteristics of economy of the urban spread are that it renders its population to be very mobile. The nature of agrarian economy acts as a powerful push factor. The low productivity level, the high population pressure on land, small and uneconomical holding, absence of gainful employment for a large part of year-all these factors make it almost impossible for a large section of the peasantry to eke-out even a bare subsistence from the land, on the other hand high degree of literacy as also the large number of educational institution, indulging the professional ones in the city can provide at least to a part of the population, a level of education and skills that can provide the basis as well as motivation and the incentive for migration both long distance, permanent and short distance, seasonal. The large scattered industries and highly developed tertiary sector in the city, apart from acting as pull factors, add to the mobility of the population as also to the instability of the demographic growth. A large number of people commute to work place and students travels for different purposes every day. A highly developed tertiary sector particularly transport system facilities the phenomenon.

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