

## **Urbanization and Socio-Economic Consequences- a case study for Delhi**

(Samir K. Mondal, Nandini Acharya )

### **Introduction:**

Urbanization is synonymous with growth, development and modernization of a country in general and services sector in particular. Increasing share of services sector and declining share of agriculture in GDP of an economy is a sufficient indicator of structural change indicating development. A rural or backward area gradually gets urbanized with provision of certain basic infrastructures like mettle roads, drinking water, electricity, telecommunication, drainage and sewerage, pucca houses etc. There exists both positive and negative correlation between urbanization and socio-economic consequences. On the positive side, urbanization promotes growth of the services sector – trade and commerce, transport and communication, real estate, hotels and tourism and construction activities, thereby creating job opportunities and so on. On the negative side there are two major issues the study attempts to focus on. The one being unchecked expansion and growth of an urban area beyond the capacity it can bear with in terms of its infrastructure facilities and geographical limitations. The other, the centralized growth in a few pockets within the town. These give rise to multiple problems with several dimensions as is visible in the 5 major metropolitan cities of India such as Delhi, Mumbai, Kolkata, Chennai and Bangalore. Delhi being the most urbanized (with 93% urban population as per Census 2001) presents an ideal picture of the socio-economic consequences inevitable with an unbalanced and unchecked growth of the cities more so in case of developing countries.

### **The Issues:**

Urbanization makes more and more people migrate to the towns for jobs, education, and medical aid. More so, if the job opportunities become limited in the rural areas due to surplus workforce in agriculture and inadequate job opportunities in industrial sector. In this case majority of the migrants consists of poor unskilled workers. These people are left with no other option but to migrate to the towns and cities and settle down. Thus slums are created one after the other. The overall demand for more and more residential, commercial and office space leads to a vertical growth of the towns. This puts pressure on the existing infrastructure. The water and electricity shortage, shortage of seats in general educational, technical education and medical institutions etc. become a common phenomenon. Combined with this, due to centralized growth, during peak hour's people from different directions rush to the main centers of activity causing traffic congestion, vehicular and noise pollution and what not. The pollution in water, air and noise give rise to water borne diseases, respiratory, cardiovascular disorders and disease of the nervous system. There is a spurt in the number of accidents, crimes such as murder, rape, drug and human trafficking. Improvement in the quality of life makes living expensive. As a result both husband and wife have to work. But it severely affects on family life and ties. Husband-wife relationship gets strained on the issue of equally sharing household responsibilities. Children of working mothers develop a different psychology. They mostly miss their parents, get less attention and are deprived of the childhood care, parental love and affection. Delhi, apart

from being India's capital has also attained the distinction of being the capital of crime, rape and paedophilia as figures suggest. (paedophilia is a mental disorder where adults are sexually attracted to children, The Hindustan Times, New Delhi dated 26.09.03). The city stands as a testimony to the consequences of unchecked growth of city, influx in migration, flooded traffic on roads, allowance to mushrooming slums, spurt in accidents, crimes and violence and the list is endless.

### 1. Growth & Density of Population:

The population of Delhi increased at the rate of 3.6 per cent per annum during the 10 year period (1991-2001) and occupies the second place among the four major metropolitan cities of India. The city of Bangalore recorded a growth of 6.1 per cent tops the list. Mumbai, Kolkata and Chennai recorded a growth of 2.0, 0.4 and 1 per cent respectively. The density of population per sq. kms. of geographical area in Delhi increased from 581 to 792 between 1991 to 2001 which is the least among the five major mega cities. Mumbai tops the list with 27,202 persons in 2001, which can be largely attributed to the mushrooming of slums unabated, the consequences of which has been dealt with in greater detail in the later part (Table 1)

Sl. No	Municipal Corporation	Area (Sq.Kms)		Population (millions)		Decennial growth % (2001 over 1991)	Annual Average growth (%) 1991 to 2001	Rank	Density in Sq Kms of Geographical Area		Rank
		1991	2001	1991	2001				1991	2001	
1	Delhi	12397	12397	7.2	9.8	36.2	3.6	2	581	792	5
2	Mumbai	438	438	9.9	11.9	20.0	2.0	3	22677	27202	1
3	Kolkata	185	185	4.4	4.6	4.1	0.4	4	23733	24760	2
4	Chennai	174	174	3.8	4.2	9.8	1.0	5	22077	24231	3
5	Bangalore	126	225	2.7	4.3	61.4	6.1	1	21112	19077	4
Source: <a href="http://www.indiaurbaninfo.com">http://www.indiaurbaninfo.com</a>											

### 2) Migration:

The percentage share of migrant population to Delhi's total population constitutes 48, 40 and 32 in the years 1981, 1991 and 2001 respectively. In the other four major mega cities the share of migrant population to total population varied between 24 per cent to 28 percent in 2001. So, Delhi tops the list in respect of the share of migrant population to total population in 2001, which was 32 percent in the year 2001.

Within the migrant population, employment was the main reason for migration for 32 per cent in Delhi Which again is the highest among the rest of the four mega cities varying between 16 to 27 per cent (Table 2)

Sl. No.	City	% Share of Migrants in Total Population			% Share of Migrants with Purpose of Seeking Employment in the Total Number of Migrants.		
		1981	1991	2001*	1981	1991	2001
1	Delhi	48	40	32	29	29	32
2	Greater Mumbai	52	45	28	39	28	20
3	Kolkata	52	60	27	30	21	16
4	Chennai	45	39	24	28	28	27
	Total	50	45	28.	33	27	23
		Source: Census of India, Registrar General of Census Operations, Government of India.					
					* estimated		

### 3. Slum Population:

There are several theories on slum and slum life but the common factor among them all is that it represents the lowest level of urban life style. Even the most basic civic amenities like water. Sewerage, etc. fall far short of the minimum standards. This is the breeding ground for crime, pollution and health hazards. As Robert McNamara said-“If we do not deal with the problem of slums in a constructive way we will be dealing with our cities in a destructive way (Bhandari and Basu 2000).

Slums and squatter settlements are probably the most unintended consequences of the process of urbanization. They have become an integral part of the urban landscape not only in India but also in almost all Asian and African Countries. The United Nations Center for Human Settlements estimated that by 2000 AD half of the world’s urban population would have lived in ‘informal’ slums and squatter settlements that are neither legally recognized nor served by general municipal services.. As per the NCAER study conducted on the basis of selected samples in the slums of Delhi and Chennai nearly one-fifth of the sample households in Delhi had migrated in the previous ten years, mostly from the state of Uttar Pradesh and Bihar. In Chennai, the proportion who had migrated in the previous ten years was roughly 9 per cent, most of it was intra-state migration from other parts of Tamil Nadu (NCAER, 2000).

Though, Delhi is the capital city of India, its slum population constitutes almost 1/5<sup>th</sup> of the total population which reflects an unique phenomenon prevalent in most of the developing countries of the world mainly South-East Asian countries. In these countries urbanization of major cities is accompanied by simultaneous growth of slums.. The severity of the problem can very well be observed if we look at the condition in Mumbai the second most urbanized city of India. The largest proportion of slum population in million + cities was registered in Mumbai which was 60% of the total population i.e. approximately 7 million people out of total 12 million

population. In spite of all attempts to remedy the slum problem of Mumbai, slums are still growing and the growth rate of slums is greater than the general Urban growth rate. The city is gaining the name ‘slum bay’ (Table 3).

. According to one study, only 25 per cent of slum settlements in Delhi have access to any kind of drainage system. 30 per cent to toilet and bath facilities, and there is generally poor access to water facilities (Bhandari & Basu, 2000). The lack of access to clean water and sanitation is likely to greatly increase the morbidity rates faced by slum residents, compared to the rest of the urban population. At least one-third of sample households in slums in Delhi and one-half in Chennai ( capital of Tamil Nadu state) reported that the men in the household consume alcohol. More than 70 per cent of the sample households in Delhi and at least half of the households in Chennai reported consumption of tobacco in some form, by men as well as women. (NCAER, 2000).

The apathetic conditions of the mostly migrated slum dwellers have been well documented and are no longer unknown to the rest of the world. Already several domestic and international organizations have expressed severe concern for this unfortunate and undesirable phenomenon and also started evolving ways and means of rehabilitating these unfortunate souls. It is because urbanization just for the sake of it becomes meaningless so long as a large segment of its population live in slums, in abject poverty, illiteracy, ill health and disease which give rise to social unrest and anti social activities. It is therefore, required to stimulate a balanced growth encompassing larger areas and other backward areas in addition to developing towns and cities. The solution lies in creating employment opportunities in those places from where people migrate to the growth centers in search of jobs..

Table 3					
Total Population & Slum Population (in millions) in five Mega Cities of India – 2001					
Sl. No.	City	Total population ( millions)	Slum Population (millions)	% of Slum Population to Total Population	Rank
1	Delhi	9.8	1.8	19	3
2	Mumbai	11.9	7.1	60	1
3	Kolkata	4.6	1.5	33	2
4	Chennai	4.2	7.5	18	4
5	Karnataka	4.3	3.5	8	5

Source: <http://www.indiaurbaninfo.com>

#### 4. Growth in Roads and Number of Registered Motor Vehicles

“More Roads, More Vehicle, more Chaos”; “Road to hell”;” “ Police Figures show, “Delhi City Unsafe for Women”, “ More Crimes against Women”. These are the usual headlines one comes across frequently in Delhi’s leading Newspapers. Daily 550 new vehicles are added to Delhi Roads or 2800 each week. Rs 1300 crores worth man hours are lost at intersections due to idling. On an average the Delhites spend four hours of each workday stuck in jams, add the pollution, stress and tensions on Delhi roads. And it is well known; the capital is a very sick city.

Motor Vehicles per km of Road Length, which was only 26 in 1971, increased to 150 in the year 2003. (Table 4)

Table 4							
Trends in the Growth in Roads (in kms) and Number of Vehicles in Delhi Urban Agglomeration* -1971 to 2003							
Year	Area in Sq. Kms (Urban Agglomeration)	Road Length (Kms)	Motor Vehicles (Lakh No.s)	Road Length Per sq. Km of Geographical Area	Motor Vehicles per Km.of Road Length	Annual Average Growth %	
						Road Length per Sq Km	Motor Vehicles per Sq. Kms
1971	1485	8380	2.17	5.65	26	-----	-----
1981	1483.0	15790	5.93	10.65	37	8.87	4.23
1991	1483.0	21099	19.63	14.23	93	3.36	15.14
2003	1483.0	25948	39.0	17.50	150	2.30	6.13

‘Chetna’, an N.G.O, conducted a study in 2003 and discovered that traffic jams were not just paralyzing Delhi’s traffic but also hit the economy. Annually, Rs.24 Crore worth of fuel is burnt in Delhi at intersections merely by the eight minute wait cycle it takes for four wings of traffic to wait at a red light cross over. At any peak hours, there are around 2,500 vehicles on all sides of 20 odd intersections in Delhi and these vehicles spend at least eight minutes there. The traffic intensity is so high that even few minutes’ break can cause a major jam. It is all due to the mindless growth of centralized pockets in the City. Majority of Delhi’s working population engaged in various activities rush towards a few centralized zones like Connaught Place, I.T.O (Indraprastha Estate) or Central Secretariat.

In terms of transportation economics, there is a one way utilization of the entire transport system including the public and private carriers, local trains meant for the masses. It is because the down trips of these remain mostly unutilized causing much of revenue losses for the owners including the public owned services.

The comparative figures for the five major mega cities reveal that among various types of Vehicles the majority comprising of Cars and Jeeps constitute between 88 to 98 percent (Table 4.1)

It is very much amazing to note that out of the total number of Cars and Jeeps in the five Mega cities Delhi occupies almost half to the extent of 46% followed by Mumbai 17 %, Kolkata and Bangalore approximately 13% and Chennai 11 per cent. In respect of number of Tractors too

Delhi's share is the highest at 28 % of the total number of Tractors in the 5 Mega cities. In respect of total number of registered motor vehicles, in Delhi the number of Motor vehicles is more than the three major metros i.e. Mumbai, Kolkata and Chennai together. (Table 4.2)

Table 4.1							
Percentage Distribution of Registered Transport Motor Vehicles by type in 5 Metros of India-1999-00 (Column %)							
Sl. No.		Delhi	Mumbai	Kolkata	Chennai	Bangalore	Total
1	Cars * Jeeps	98.43	96.66	93.56	94.62	88.44	95.70
2	Omni Bus	0.04	1.21	0.00	0.13	3.14	0.67
3	Tractors	0.51	0.39	1.86	0.52	1.70	0.83
4	Trailers	0.01	0.34	0.00	0.00	1.62	0.29
5	Other Vehicles not reported	1.00	1.39	4.58	4.73	5.10	2.51
	<b>Total</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>	<b>100.00</b>

  

Table 4.2 (Row %)							
Sl. No.		Delhi	Mumbai	Kolkata	Chennai	Bangalore	Total
1	Cars * Jeeps	46.26	17.31	12.69	11.06	12.68	100
2	Omni Bus	2.87	30.84	0.00	2.17	64.13	100
3	Tractors	27.79	8.13	28.97	7.01	28.09	100
4	Trailers	1.76	20.62	0.00	0.00	77.62	100
5	Other Vehicles not reported	17.96	9.49	23.67	21.03	27.85	100
	<b>Total</b>	<b>44.98</b>	<b>17.14</b>	<b>12.98</b>	<b>11.18</b>	<b>13.72</b>	<b>100</b>

## 5.. Number of Road Accidents and Persons Killed

Delhi's share in the total number of road accidents in four major metros taken together varied between 17% in 1991 to 19% in 1998 but it's share in the total persons killed is amazingly high being more or less around 58% every year during the said period. In contrast, Mumbai's share in the total number of road accidents was around 50 % whereas its share in the total persons killed was only around 10% all along. That is why Delhi's traffic has been termed as the most unruly, reckless and desperate without having any consideration for human lives (Table 5).

Table 5												
Percentage Distribution of No. of Road Accidents and Persons Killed in 4 Major Metros												
Sl. No.	Year	No. of Accidents					Total	Persons Killed				
		Delhi	Mumbai	Kolkata	Chennai	Total		Delhi	Mumbai	Kolkata	Chennai	Total
3	1991	17.0	53.8	21.2	8.0	100.0	58.2	11.9	14.8	15.1	100.0	
4	1992	29.8	27.4	29.5	13.3	100.0	56.2	13.2	15.4	15.2	100.0	
5	1993	29.2	24.1	27.6	19.1	100.0	56.3	10.6	15.6	17.6	100.0	
6	1994	19.2	53.4	17.2	10.2	100.0	59.1	10.0	15.9	15.0	100.0	
7	1995	19.6	53.4	17.2	9.7	100.0	59.2	11.1	13.7	15.9	100.0	

8	1996	20.3	53.3	16.6	9.8	100.0	61.2	10.5	12.3	16.0	100.0
9	1997	20.4	51.0	19.1	9.6	100.0	59.1	10.1	11.9	18.9	100.0
10	1998	19.2	50.6	20.6	9.6	100.0	58.5	10.2	12.5	18.8	100.0
Source: Statistics of road Accidents in India (1991-98), 2000, Government of India, Ministry of Surface Transport (road Safety Cell) , New Delhi.											

The percent share of persons killed in total number of accidents in case of Delhi Account for about 20% being the highest where as the same in Mumbai is about 1% and Kolkata 4%. In other words, for every 100 road accidents in Delhi 20% get killed (Table 5.1)

Sl. No.	Year	Delhi	Mumbai	Kolkata	Chennai	Total
3	1991	22.0	1.4	4.5	12.2	6.5
4	1992	20.3	5.2	5.6	12.3	10.8
5	1993	21.0	4.8	6.2	10.0	10.9
6	1994	20.8	1.3	6.2	10.0	6.8
7	1995	20.4	1.4	5.4	11.1	6.8
8	1996	20.9	1.4	5.1	11.3	6.9
9	1997	21.4	1.5	4.6	14.5	7.4
10	1998	20.8	1.4	4.1	13.3	6.8
Source: Statistics of road Accidents in India (1991-98), 2000, Government of India, Ministry of Surface Transport (road Safety Cell) , New Delhi.						

## 6. Crime under Indian Penal Code (IPC)

Delhi's share in the total cognizable crimes of all types committed in 5 major Mega cities constitutes 41% which is more than the number of crimes committed in three cities viz. Mumbai, Kolkata and Chennai together. If we look at Delhi's share by type of crime, it can be observed Delhi's share among five metros in respect of total murders, Rapes and kidnapping and abduction constitute 42 %, 60% and 69% respectively. In other words, in respect of Murder, Delhi's share is more than that of the share of Mumbai, Kolkata and Chennai taken together. In respect of Rape , Kidnapping and abduction Delhi's share is more than the remaining four mega cities viz. Mumbai, Kolkata, Chennai and Bangalore.

It is also observed that the 5-mega cities together account for about 50 % of crime committed in 23 major cities of India. In respect of murder, rape, kidnapping and abduction 5 mega cities contribute about 50% of the same reported in the 23 major cities

(Table 6).

Percentage Share of Cognizable Crimes Under Indian Panel Code (IPC) By Type in Five Mega cities of India- 1999 (row %)
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Sl.No	Type of Crime	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Total 5 Mega Cities	Total of 23 Major Cities	% Share of Crime in Mega Cities in Total Crime of 23 Major Cities
1	Murder	42.1	27.8	5.9	7.6	16.6	100.0	224.8	44.5
2	Attempt to Commit Murder	33.4	12.1	9.7	21.9	22.9	100.0	188.3	53.1
3	C.H. Not amounting to Murder	69.3	4.5	12.5	1.1	12.5	100.0	229.5	43.6
4	Rape	60.0	25.5	4.3	4.9	5.2	100.0	182.3	54.9
5	Kidnapping & Abduction	69.3	11.1	7.9	2.4	9.3	100.0	179.4	55.7
6	Doacoity	18.8	33.0	10.7	8.0	29.5	100.0	205.8	48.6
7	Others	40.7	23.1	9.0	5.1	22.1	100.0	198.5	50.4
8	Total Cognigible Crimes (IPC)	41.1	22.9	8.9	5.3	21.8	100.0	198.4	50.4

### Crime Committed against Women:

Delhi Police's own figures confirmed the established fact that the city is dangerous for women. Year 2003 was the year when it earned the distinction of being unsafe for women. Some of the most sensational rape cases include the Swiss diplomat's case. While rape cases increased by 14.22 per cent, molestation by 9.64 per cent, eve teasing increased by more than double.

Growth in Crime Against Women ( Latest years)				
	Description	2002	2003	% increase
1	Rape	429	490	14.22
2	Molestation	446	489	9.64
3	Eve teasing	976	1599	63.83
4	Dowry Death	135	130	-3.70

The inter-city comparison of crimes against women in total 23 major cities reveals that more than 50% of crimes of all types are committed in the major mega cities. In respect of Rapes, Kidnapping and Dowry Death (Dowry is the money and goods or property that a wife brings at the time of marriage. Dowry death is the death of a wife due to the inability to meet the dowry demand of the husband and in laws). Delhi's share is not only the highest among the five mega cities but also more than the share of the remaining 4 mega cities together. The same was to the extent of 32%, 43% and 17% respectively (Table 7)..

Type of Crime	Percentage Distribution of Crimes by Type Against Women –1999 (row %)
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	Delhi (city)	Mumbai	Kolkata	Chennai	Bangalore	Total 5 Metros	Total of 23 Major Cities
Rape	32.9	14.0	2.4	2.7	2.9	54.9	100.0
Kidnapping and Abduction	43.2	1.5	4.8	0.6	3.4	53.5	100.0
Dowry Deaths	17.4	11.0	0.9	4.0	9.0	42.2	100.0
Cruelty by Husband and relatives	1.4	5.7	3.8	1.3	4.8	17.0	100.0
Molestation	23.3	11.8	9.7	1.9	10.6	57.4	100.0
Sexual Harassment (Eve Teasing)	6.8	2.0	1.5	0.0	2.8	13.1	100.0
Immoral Traffic Act	1.6	7.7	0.8	71.5	6.2	87.9	100.0
Others	1.6	12.9	0.1	4.9	23.8	43.3	100.0
Total Crime Against Women	12.0	7.5	3.3	21.2	7.0	50.9	100.0

### 8. Juvenile Delinquency:

The consequences of the deprivation of children of the basic right to economic needs, education, and play etc. turns the juveniles into all sorts of crimes for which only the society is to be held responsible. It could be seen that more than half of juvenile delinquency (in number) in 5 mega cities are committed in Delhi: In respect of murders, Delhi and Mumbai sharing 47% and 42% respectively. In rape and dacoity Delhi occupies 91% and 100% among the 5 major metros (Table 8).

**Table 8**

**% Distribution of Juvenile Delinquency under different Crime Heads (IPC)-1 999**

Sl. No.	Type of Crime	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Total (5 Mega Cities)	Total of 23 Major Cities
1	Murder	47.4	42.1	0.0	0.0	10.5	100	46.3
2	Attempt to Commit Murder	100.0	0.0	0.0	0.0	0.0	100	44.0
3	C.H. not amounting to Murder	100.0	0.0	0.0	0.0	0.0	100	50.0
4	Rape	90.9	9.1	0.0	0.0	0.0	100	42.3
5	Dacoity	100.0	0.0	0.0	0.0	0.0	100	75.0
6	Robbery	66.7	0.0	16.7	0.0	16.7	100	46.2
		74.5	17.6	2.0	0.0	5.9	100	45.9
	Others	50.5	30.1	0.4	6.3	12.7	100	32.2
	Total	52.7	28.9	0.5	5.7	12.1	100	33.1

Table 8.1

		Juveniles Apprehended Under IPC Crimes by Age Groups and Sex -1999								
Sl. No.	City	7-12 years			12-16 years			All (7-16 years)		
		Boys	Girls	Total	Boys	Girls	Total	Boys	Girls	Total
1	Delhi	21.7	33.3	22.2	52.3	44.0	51.9	48.9	42.9	48.6
2	Mumbai	49.3	0.0	47.2	28.4	24.0	28.2	30.7	21.4	30.3
3	Kolkata	2.9	0.0	2.8	0.4	0.0	0.3	0.6	0.0	0.6
4	Chennai	0.0	0.0	0.0	6.7	0.0	6.4	5.9	0.0	5.7
5	Bangalore	26.1	66.7	27.8	12.3	32.0	13.1	13.8	35.7	14.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	% Share of 5 Major Metros in total of 23 Major Cities	38.8	21.4	37.5	35.5	36.8	35.6	35.9	34.1	33.4

In the number of Juveniles apprehended under IPC, in the 7-16 years age group, consisting of both boys and girls, Delhi holds the maximum share to the extent of 49 % followed by 30% in Mumbai. Bangalore holds the third place with around 15%.(Table 8.1). However, it can be observed that out of 1817 Juveniles apprehended in the 23 major cities only 82 were girls. Out of this from 5 major cities 622 boys and 28 girls were apprehended. In this from Delhi alone 304 boys and 12 girls were apprehended which is more than the number apprehended in the remaining 4 mega cities together (Table 8.1).

## 9. Pollution:

It is quite natural that unchecked growth of a city leads to congestion, high population density and slum habitations which result in distorting the natural fabric of the entire surroundings leading pollution in the air, noise, water and sanitation etc. An evidence to the nature, dimension and severity of various types of pollution, the case of ‘noise pollution’ has been taken up.

“There is enough evidence to confirm that noise is leading to all types of health problems like deafness, irritability, heart ailments and stress. The source of noise pollution in the cities includes ‘traffic vehicles’ with their pressure horns and reverse horns are said to be the biggest source of noise pollution. It has reached such proportions that the Central Pollution Control Board (CPCB) is considering “Noise Under Control” certificates in Delhi. The deafening noise from ‘loudspeakers’ used in election campaigns, marriage and religious ceremonies and publicity etc. is another major source of noise pollution. Small commercial units operating even in residential areas with their drilling, hammering and vibration of machinery make it unbearable for the residents. Most of Indian airports operate even at night. People in areas in the flight path like the Jawaharlal Nehru University (JNU) campus can’t sleep or study at night as frequent flights shatter the calm. In the overall, there are few purely residential colonies in Delhi, which is not a victim of some or the other type of noise hazard.

## Conclusion and Remedies:

It is hoped that this study would create a vision, inducing awakening, forming public opinion and awareness worldwide. It also cautions all concerned including the competent authorities, politicians and town and country planners to rise up to the occasion and prevent this for future. As most of the countries have framed legislations for conservation of forests, pollution control etc, some kind of a regulatory authority should be set up to streamline the growth of an urban area in a balanced and controlled manner. The town and country planners should have concern and pursue a policy of decentralized town and country planning. Like in China where due to decentralized urban planning the place of work is mostly close to the place of residence so that people don't have to travel long to reach the centralized work places as in case of most of the mega cities of India. On the other side, to check the influx of migration from the backward and rural areas to the developed and urbanized areas. Once again it is worth citing the Chinese experiment on the concept of "town and village enterprises (TVE's).

A minimum package of transport, telecommunications and power at the village level was the major contributor in the success of rural enterprises in China. These enterprise now employ more than 100 million people (18 per cent of total labour force) and produce more than a third of China's GDP. In a nutshell, decentralized town and country planning should be given utmost priority so that no town or city is allowed to grow beyond the capacity that it can absorb and at the same time effective measures should be taken to create job opportunities in the rural as well as backward areas in a balanced manner.

Annex 2

<b>Total Number of Population, Total Number of Migrants and Migrants for the Purpose of Seeking Employment</b>									
		1981		1991		2001		1981	1991
		Total Population	Total Migrants	Total Population	Total Migrants	Total Population	Total Migrants	Employment as purpose of Migration	
1	Delhi	6220406	2989121	9420644	3723462	13791458	4457803	832030	1083597
2	Greater Mumbai	8243405	4242298	9925891	4436167	16368084	4630036	1646689	1227329
3	Kolkata	3305006	1709877	4399819	2617626	13216546	3525375	517764	543395
4	Chennai	3276622	1478525	3841396	1498195	6424624	1517865	415903	414746
	<b>Total</b>	<b>21045439</b>	<b>10419821</b>	<b>27587750</b>	<b>12275450</b>	<b>49800712</b>	<b>14131079</b>	<b>3412386</b>	<b>3269067</b>

Annex-4

<b>No. of Registered Transport Motor Vehicles by Type in 5 Metros of India-1999-00</b>							
Sl. No.	Type of Vehicle	Delhi	Mumbai	Kolkata	Chennai	Bangalore Total	

1	Cars * Jeeps	869820	325473	238560	207860	238374	1880087	
2	Omni Bus	379	4073		286	8471	13209	
3	Tractors	4543	1329	4736	1146	4592	16346	
4	Trailers	99	1158			4360	5617	
5	Other Vehicles not reported	8867	4686	11683	10380	13749	49365	
	<b>Total</b>	<b>883708</b>	<b>336719</b>	<b>254979</b>	<b>219672</b>	<b>269546</b>	<b>1964624</b>	

Annex.5

Number of Road Accidents and Persons Killed in Major Metros of India

Sl. No.	Year	No. of Accidents					Persons Killed				
		Delhi	Mumbai	Kolkata	Chennai	Total	Delhi	Mumbai	Kolkata	Chennai	Total
3	1991	8065	25477	10017	3782	47341	1778	365	452	461	3056
4	1992	8506	7831	8413	3787	28537	1727	407	472	467	3073
5	1993	8501	7008	8027	5548	29084	1783	335	494	557	3169
6	1994	9050	25214	8124	4807	47195	1884	319	507	479	3189
7	1995	10138	27564	8895	5001	51598	2070	387	480	557	3494
8	1996	11315	29808	9294	5458	55875	2361	405	474	615	3855
9	1997	10957	27421	10260	5171	53809	2342	401	471	749	3963
10	1998	10217	26980	10999	5121	53317	2123	370	454	682	3629

Annex.-6

Number of Cognizable Crimes Under Indian Panel Code (IPC) in Five Mega cities of India- 1999								
Sl. No.	Type of Crime	Delhi	Mumbai	Kolkata	Chennai	Bangalore	Total 5 Mega Cities	Total of 23 Major Cities
1	Murder	514	340	72	93	203	1222	2747
2	Attempt to Commit Murder	509	184	148	333	349	1523	2868
3	C.H. Not amounting to Murder	61	4	11	1	11	88	202
4	Rape	332	141	24	27	29	553	1008
5	Kidnapping & Abduction	1176	189	134	41	158	1698	3046
6	Doacoity	42	74	24	18	66	224	461
7	Others	50097	28422	11034	6275	27151	122979	244167
	<b>Total Cognizable Crimes (IPC)</b>	<b>52731</b>	<b>29354</b>	<b>11447</b>	<b>6788</b>	<b>27967</b>	<b>128287</b>	<b>254499</b>

Source: Crime in India, National Crime Records Bureau, Ministry of Home Affairs, New Delhi.

Annex.-7									
Incidence of Crimes Committed Against Women-1999									
SL. No	Type of Crime	Delhi (city)	Mumbai	Kolkata	Chennai	Bangalore	Total 5 Metros	Total of 23 Major Cities	% of Total Metros to 23 Major Cities
2	Kidnapping and Abduction	837	30	93	12	65	1037	1939	53
	Dowry Deaths	95	60	5	22	49	231	547	42
	Cruelty by Husband and relatives	58	237	159	55	198	707	4156	17
	Molestation	480	243	199	40	219	1181	2059	57
	Sexual Harrassment (Eve Teasing)	126	36	28	0	52	242	1845	13
	Immoral Traffic Act	76	362	38	33	49	292	4117	88
	Others	18	144	1	55	266	484	1117	43
	Total Crime Against Women	2022	1253	547	3560	1170	8552	16807	51

Annex-8									
Juvenile Delinquency under different Crime Heads (IPC)- 1999									
1999									
		Delhi	Mumbai	Kolkata	Chennai	Bangalore	Total (5 Mega Cities)	Total of 23 Major Cities	
									1
2	Attempt to Commit Murder	11	0	0	0	0	11	25	
3	C.H. not amounting to Murder	1	0	0	0	0	1	2	
4	Rape	10	1	0	0	0	11	26	
5	Dacoity	3	0	0	0	0	3	4	
6	Robbery	4		1		1	6	13	
		38	9	1	0	3	51	111	
	Others	250	149	2	31	63	495	1538	
	Total	288	158	3	31	66	546	1649	

Annex 8.1

		Juveniles Apprehended Under IPC Crimes by Age Groups and Sex –1999								
		7-12 years			12-16 years			All (7-16 years)		
Sl. No.	City	Boys	Girls	Total	Boys	Girls	Total	Boys	Girls	Total
1	Delhi	15	1	16	289	11	300	304	12	316
2	Mumbai	34	0	34	157	6	163	191	6	197
3	Kolkata	2	0	2	2	0	2	4	0	4
4	Chinnai	0	0	0	37	0	37	37	0	37
5	Bangalore	18	2	20	68	8	76	86	10	96
	Total	69	3	72	553	25	578	622	28	650
	Total of 23 Major Cities	178	14	192	1557	68	1625	1735	82	1948

Source:

- (1) Census of India-2001, Registrar General of Census Operations, Government of India
- (2) Crime in India-1999, National Crimes Records Bureau, Ministry of Home Affairs, Government Of India, New Delhi
- (3) Statistics of Road Accidents in India (1991-98), 2000, Government of India, Ministry of Surface Transport (road Safety Cell) , New Delhi.
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- (5) “ Action Plan for Slum Auction and Relocation for the State of Delhi”, (2000) Working Paper No. 72,New Delhi: National Council of Applied Economic Research, New Delhi
- (6) “More crimes against Women in 2003”, The Hindustan Times, New Delhi, January 9, 2004.
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