

URBANIZATION AND SECONDARY CITIES OF SINDH PROVINCE: TOWARDS MORE EFFECTIVE AND SUSTAINABLE CITIES.

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Abstract

Urbanization and the challenges associated with it are potent issues in the development of cities around the world. This is especially true in developing countries where the rate of urbanization is increasing at a faster rate than in developed countries. Over half of the world population is living in the cities. The Urban areas have expanded on a scale never known before. In this paper a comparative analysis of urbanization trends of Sukkur secondary city with Hyderabad city was carried out during 1990-2027. The paper also investigated the adverse impact on this over urbanization in elevating, poor urban infrastructure and service, transportation, emergence of Slum and general environmental degradation of Hyderabad City. The data collection included, personal observation, and document review. The secondary data in the form of census reports, master plan and other reports were referred to comparatively analyse the urbanization trends. However, the results reveal that the main cause of over urbanization and environmental degradation in metropolitan areas is the negligence of secondary cities. Its need of time to decentralize metropolitan cities and give priority to develop the secondary cities. In developing countries secondary cities can play a vital role to achieve sustainable and balanced development at Local, Regional and National level.

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1. Introduction

Urbanization of the planet is the most concrete phenomenon of the changes in global human settlements patterns. The increase of migration flows in the time of globalization in the 20th and 21st century helps us to understand the dynamics of urbanization (Zhang, 2016). Since the last few decades the rate of urbanization has proceeded with unprecedented scale and rapidity. Globally the cities and towns are growing by 65 million a year and it is likely that in 2015 there are 300 million cities and 150 of them are in Asia (Cliff Hague et.al, 2006).

But rapid urbanization has posed many problems in their local vicinity. The socio-economic structure and physical infrastructure of the cities are been overburdened with this rapid growth (Biswas and Hartley, 2013; Song, 2013). The rapid urbanization and economic development have caused many problems for environment, society and governance (Tan et al., 2016). As an important characteristic of regional urbanization, urban sprawl is comprehensive reflection of factor flows between cities and evaluation of urban system (Jiang, 2016). Rapid Urbanization has changed the shape of the cities. Urban sprawl is the burning issue of the cities. In developing countries there is the trend of low density

expansion of urban areas. Resultantly, low density promote paratransit vehicles, private vehicle use, create transportation distance and decreased accessibility. The overall environment is affected (Sohail et al., 2006, Mattingly and Morrissey, 2014, Lau, 2011, Paulley et al., 2006).

The meaning of the word “Urban Sprawl” is more growth than actual. This brings different form of excessive concept of urban growth nature. When growth is excessive than actual, it creates pressure on city limits which results into new environmental problems (Habibi and Asadi, 2011) such as depletion of green areas due to occurrence of planned and unplanned housing areas (Kaya and Curran, 2006).

Table: 1.1 Factors and causes of urban sprawl (Habibi and Asadi, 2011).

Factors	Causes
Economic	Economic growth and increasing income Price of land
Demographic	Population growth
Housing	More space per person Diversity of choice
Transportation	Private car ownership Availability of roads
Inner city problems	Damaged infrastructures Small apartments Lack of open space Social problems
Development Authorities	Encourages ribbon development Political intervention Corruption Lack of awareness of town planning aspects

According to Un-Habitat “Cities need to be more consciously planned if they are to address sustainability appropriately. Urban planning practices also need to be changed to reflect a new awareness and to integrate environmental, health, economic and social concerns of the 21st century” (Habitat II, the City Summit, 1996).

Secondary cities like primary cities are the centers of social and economic development and cultural change that have impacts far beyond their boundaries. “*Secondary cities are the emerging engine of the rapid pace urbanization the world will experience in the forthcoming decades*” (Juan, 2014). Secondary cities is a topic that had been given little attention in past in comparison to megacities and metropolitan regions (Parent et al., 2012). The reason is the widening gap occurring between the development of metropolitan regions and secondary cities (Bolay and Rabinovich, 2004; Klaufus, 2010; Torre, 2010; John, 2012; OECD, 2012 and Song, 2013) and the imbalance this creates on metropolitan cities in terms of rapid urbanization, urban sprawl and social development in many countries (Roberts, 2014).

The secondary cities play a crucial role for the sustainable development of their own territories and their respective countries (Macdonald, 2012; Song, 2013). Secondary cities are defined as “the urban places with more than 100,000 inhabitants but smaller than the largest city in a country” (United Nations, 1990).

In 2000, 60.7% urban population of developing world was living in secondary cities. In addition, 47.2 % secondary cities experienced 2-4 percent per annum growth during 1990-2000 in comparison to mega cities, whose growth was declined (Un-Habitat, 2008; Chen, 2012).

The secondary cities are capable of promoting sustainable development at local, regional and national level through facilitating regional economic development by offering alternative sites for commerce, industrial and other productive activities for the consumption of surrounding rural areas and small towns produce (Lily 2013).

2. Materials and Methods:

2.1 Study Area:

Sindh is the most urbanized province of Pakistan with 48.75% urban population. Karachi and Hyderabad are the metropolitan cities of Sindh, sharing 62.72% and 7.08% population of Sindh province respectively. The remaining 30.2% urban population are living in secondary and small cities. Sukkur, which is the third largest city of the province, share only 2.3% urban population of Sindh province, which is obviously very low ((Population census, 1998). The aim of the research was to comparatively study the urbanization rates of the metropolitan city and secondary city during 1981-2027. Therefore, the research had selected the Hyderabad and Sukkur cities as case study areas. The purpose behind selecting these two cities was that they also acts as central hubs for trade, other economic activities for Northern and Southern Sindh.

2.2 Methods.

This research had employed the document review and personal observation methodology for data collection. The secondary data in the form of census reports, master plan and other reports were referred to comparatively analyze the urbanization trends of the two case study areas and urban sprawl in Hyderabad city, Latifabad and Qasimabad talukas of Hyderabad city. The researcher had also personally visited the case study areas to see the level of habitation in these cities.

3. Results and Discussion

Hyderabad and Sukkur are the second and third largest cities of Sindh Province. But the pace of urbanization in Hyderabad city is much faster than Sukkur city. According to Population Census Organization, Hyderabad city had 53,494 inhabitants in 1981, which almost got double in 1998 census. Whereas, the Sukkur city had 190,551 inhabitants in 1981. The results of the last census conducted in 1998 shows that the incremental population growth of the city was recorded at 145,000 during 17 years (1981-1998). This growth rate is very slow in comparison with Karachi and Hyderabad city. There was an urban sprawl of 99.05% in Hyderabad city during 1981-98. Whereas, it was only 76.09% in Sukkur city during the same period. It means that the race of urbanization in Hyderabad city was 23.02% more than Sukkur city. The reason is that the pace of economic development activities in Sukkur and other secondary cities are negligible. The investors are not interested to invest in the industries; the provincial government gives less priority to the development projects in these areas. The condition of housing and infrastructure is not satisfactory. That is the biggest reason of migration of population from rural areas and small cities of Sindh are more in Hyderabad than Sukkur city. The table 3.1 shows the urbanization trends of Hyderabad and Sukkur city. Although after 1998, according to estimation, the rate of urbanization in Sukkur city is comparatively high than Hyderabad city.

Table: 3.1 Population of Hyderabad City and Sukkur City, 1981-2027

Period	Increase In Population	% Increase Over Census period
Hyderabad City		
1981-1998	53,494 to 1,204,740	99.05
1998-2007	1,204,740 to 1,476,770	22.58
2007-2017	1,476,770 to 1,862,650	26.13
2017-2027	1,862,650 to 2,217,485	19.05
The estimated 2007 population of 1.83 million is likely to grow to 2.75 million by 2027		
Sukkur City		
1981-1998	190,551 to 335,551	76.09
1998-2007	335,551 to 452,658	34.90
2007-2017	452,658 to 631,000	39.39
2017-2027	631,000 to 879,621	39.40
The estimated 2007 population of 0.452 million is likely to grow 0.879 million by 2027		

Source: District Population Census Reports of Hyderabad and Sukkur, 1998 and Population Estimation Done By researcher

The focus of the migrated population from small cities and rural areas were towards the Qasimabad taluka of Hyderabad city. The table 3.2 presents the share of Hyderabad city population into its respective districts during 1981-2027. It is clear from the table that the Latifabad and Hyderabad city taluka share of population has been showing a decline during the said period. Whereas, the share of population in Qasimabad taluka, which was 8.65% in 1981, will be 13.63% in 2017 with an increase of 4.98%. If this trend is continued than it is expected that this share increase to 14.72% in 2027. The reason is that most of the migrated sindhi communities wants to settle down in Qasimabad. As a resultant, the agriculture land of the taluka is been converted into residential purpose. The land prices in this taluka of the city are almost double than the other two talukas of Hyderabad. There is a shortage of housing, water, electricity and other utility services. Due to mass migration from all over Sindh to Qasimabad taluka, the number of slums and Katchi Abadis in Hyderabad has increased. Out to total of 1409 katchi abadis of Sindh province, 414 are in Hyderabad city (Sindh Katchi abadi Authority, 2016). This has also risen the problem of environmental degradation due to unavailability of drainage and sewerage system in the residential colonies of Qasimabad taluka. The rate of delinquency in the taluka is also high due to the migration of criminal too.

Table 3.2. Percent Share of Population of Talukas of Hyderabad City (Population in Thousands)

Hyderabad City Talukas	1981	1998	2007	2017	2027

Hyderabad City	44.28	43.60	41.85	40.22	39.22
Qasimabad	8.25	9.56	11.88	13.63	14.72
Latifabad	47.07	46.84	46.27	46.15	46.06
Total	100	100	100	100	100

The figures 3.1 and 3.2 presents the urban sprawl of Hyderabad city during 2004-2014. The results show that built-up land has expanded and has dispersed in urban clusters. Population growth, economic growth, more need of space per person and increasing motorized trends (transportation) development are still the main causes of urban sprawl, however, when they have developed to certain levels, the area affected by construction in urban areas like Qasimabad taluka of Hyderabad. The expansion of Qasimabad and the loss of cultivated land were interlinked with population growth and household size, increase number of private vehicles and living standard environment. It can be said generally socio-economic drivers are apparent to encourage urban sprawl.

If this trend of urbanization is been continued for further years, the gap in between the metropolitan and secondary cities will be impossible to cover. That will not leads towards regional imbalances but will also rise the unemployment, environmental degradation, development of slums and katchi abadis in metropolitan areas. This will also increase the social and economic disparities in secondary cities.

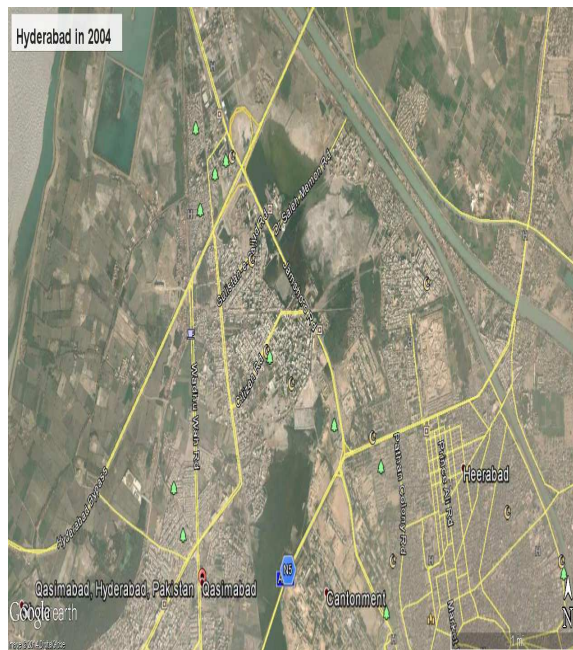


Figure 3.1. Urban Sprawl In Hyderabad City, 2004-2014

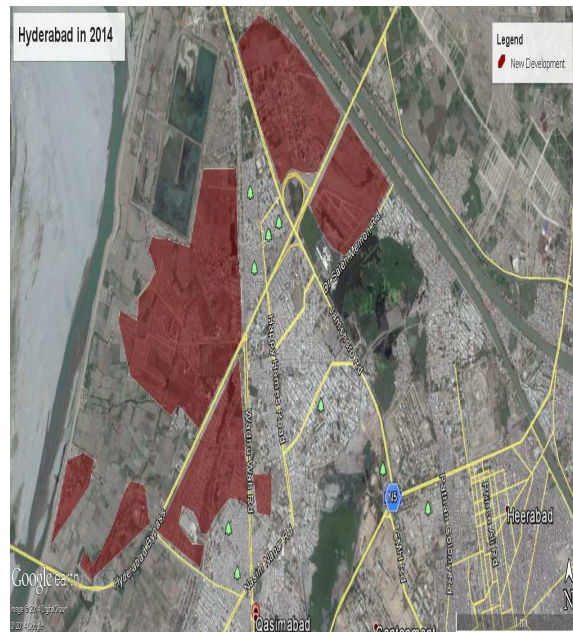


Figure 3.2. Urban Sprawl of Hyderabad City In 2014

4. Conclusion

If the gaps in development of metropolitan and secondary cities will continue to widen it is likely that Hyderabad city face the growing problems of congestion, de-industrialization and development cost. That will erode the economic competitive advantage of the city. Whereas, the secondary cities are the vital link in the chain of system of cities of a province and country. As they are becoming more global and efficient in Asia and other parts of the world.

If Sindh wants its secondary cities to be more efficient, the Sindh government should develop the policies, strategies and programmes for the local economic development and provision of physical and strategic infrastructure in Sukkur and other secondary cities of Sindh not only to have a balanced development in its system of cities but this will also divert the rural and small cities migration to these secondary cities and will act as remedial approach to reduce urban sprawl in Hyderabad and Karachi cities.

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