Chapter 1 : ECON - Urban Economic Problems and Policies - Acalog ACMSâ„¢

Urban areas face daunting economic challenges that have increased in scope in recent years. At the same time, cities provide exciting opportunities for growth and revitalization.

Urban growth poses many problems, some of which are due to expansion of the population and some due to the physical expansion of the towns. The major problems caused by urban growth are discussed below. Rural-urban migration has been going on for centuries, but it has not always been as great a problem as it is today. In fact, wherever the drift is gradual and involves only small numbers it can usually be contained, and this was almost always the case in the past when population numbers were small. Occasionally it got out of hand, as during the Industrial Revolution in Britain and Europe when thousands -of people flocked into the towns, partly as a result of agricultural changes. The standards of housing, hygiene and health declined because of overcrowding in the towns. However, there was some hope for migrants because the growing industries provided employment, despite the fact that the employees were often badly paid. Nowadays the problems of urbanisation are greater, especially in underdeveloped countries, Populations all over the world have expanded rapidly and are continuing to expand at an increasing rate, so that urbanisation, too, involves far greater numbers. Moreover, in many cases, the people who flock to the towns are unemployed. Standards of housing and health are therefore low and this gives public service departments in underdeveloped countries, a task which is often beyond their powers to solve. Urban growth in advanced countries poses fewer problems, for the large population concentrations in towns and cities attract new industrial development, and consequently employment opportunities for migrants are made available. Provision of Social Services: The poverty of migrants in the cities such as Kolkata, Lagos, Manila or Rio de Janeiro aggravates the problems of providing social services such as water, sanitation and sewage disposal. Such is the pace of growth that in some cities plans for improvement merely scratch at the surface of the problem. Squatters cleared from one area may settle in another, unless housing can be found for them. It is very difficult to match the density of population in crowded shanty towns by modern housing development, so that slum dwellers inevitably outnumber the new homes provided by city housing authorities. But so great is the shortage of land that new homes cannot be built unless the slums have been cleared. In this case the problem is where to house the people while the new houses are being built. Thus almost everywhere the rate of progress in improving the living conditions is very slow. Among the major problems posed by town growth is the areal expansion of rapidly growing cities. In almost all countries of the world towns are growing at the expense of surrounding agricultural land. In both developed and underdeveloped countries, the wealthier classes of town dwellers are constantly moving from the crowded centres of the cities to the more pleasant suburbs where they can build larger houses. In many countries, the outskirts of the towns are occupied by squatters who build makeshift shacks on unused land although they have no legal rights to the land. The difficulty of restricting town growth in either case is immense, and most towns are surrounded by wide rings of suburbs. Historically, suburbs have grown first along major roads leading to the towns as ribbon settlements. Such sites are the first to be developed because of their accessibility, but soon the demand for suburban homes causes the land between ribbon settlements to be bought, built on and made accessible by the construction of new roads. This kind of development is known as infill. At the same time, small towns and villages within commuting distance of major cities are also developed for residential use. In this way, towns are continually growing and in some areas, the suburbs of a number of neighbouring towns may be so close as to form an almost continuous urban development called a conurbation. Many examples of conurbations are found in Europe and America. Many people predict that southeast England, where towns are growing rapidly at the expense of the intervening countryside, will one day be an almost entirely urban area. Other conurbations are found in English midlands where the towns of Birmingham, Smethwick, West Bromwich, Walsall, and Wolverhampton as well as a number of smaller towns, have almost merged in a broad area of industrial and mining development called the block country. In Japan the three largest cities, Tokyo, Nagoya and Osaka, are the centres of vast conurbations and form an urban corridor housing as many people as does the whole of England and far more than a

megalopolis does. In Britain and many other countries, a green belt policy restricts new buildings in an area around the main towns in an attempt to restrict the rapid expansion of urban sprawl. The problems of urban growth in underdeveloped countries are often different. At the same time the problem of limiting sprawl in the suburban developments of the wealthier classes also has to be overcome. As in advanced countries, speculative builders are more willing to build higher-class housing from which they can make good profits than to build essential housing for working class families. Thus the brunt of the housing problem falls on the governments which already face great financial problem in the overall development of their countries. Additional strains are imposed by the lower standards of health and hygiene in many underdeveloped countries and by the need to provide additional educational facilities for rapidly growing populations. Size is not the only physical problem associated with town growth. Another major problem is traffic congestion. The larger a town grows and the more important its functions become, the more the number of people who are likely to work or shop there. As the town becomes larger, the people living within the built-up area need to travel from one area of the town to another. Outsiders naturally bring their cars or travel by public transport. Wherever trade is important, commercial vehicles such as vans and lorries also add to the traffic. Because most of the commercial functions of towns are concentrated in the C. Such areas include the roads leading to factories, offices or schools, which will be thronged with people in mornings and evening; minor shopping centres which grow up in the suburbs; roads radiating to residential and dormitory towns which will be busy, when commuters flock to the cities in the mornings to work and return home in the evenings. Such congestion becomes greater when the centre is built up in tall skyscraper blocks whose offices sometimes employ thousands of workers, because at the end of office hours everyone leaves the buildings within a short space of time to make their way home. This puts tremendous pressure on public transport and causes journeys to take much longer than they normally would. In most cities in developed countries the rush hour may really last for two-and-a-half or three hours and during the period buses and trains are crammed to capacity, a road are full of buses, private cars and taxis, and movement around and out of the city is very slow. In older towns, whether in developed or underdeveloped countries, the narrowness of the streets, which were built long before the days of motorised transport, and the lack of parking facilities help to create congestion. Cars may be parked along the edges of the roads restricting movement to a narrow area. A multiplicity of narrow streets, sharp corners and the waiting time required to join lines of traffic may slow down movement and create greater congestion. Another problem which has only been fully realised in recent years is that of pollution and environmental deterioration. This has been a growing problem in towns all over the world for many years and includes not Only pollution of the air by smoke from factories and houses, fumes from cars and so on, but also pollution of rivers and other water resources in urban areas by effluents from factories, oil and rubbish. It also includes the spoiling of landscape by tip-heaps and derelict land, as well as problems of noise from factories and traffic. All these factors make towns less healthy and less pleasant to live in. Smoke control is more easily enforced than other legislations, such as noise abatement. Exhaust fumes are a particularly difficult problem in the USA where car ownership is very high. Japan, too, has one of the worst pollution problems in the world because of its rapid industrial development and the fact that government restriction of factory emissions is far less stringent than in western countries. Noise is a problem especially in the vicinity of airports. Pollution originating in towns can also have adverse effects on the surrounding countryside.

Chapter 2 : Urban economics - Wikipedia

Urban development is the planning and process by which metropolitan areas grow. Problems in urban development usually address topics such as city planning, urban decay, the effect of urban development on ecosystems, the sociological consequences of urban development and economic problems relating to.

Scholarly journals have published hundreds of articles about urban economies. The questions are always the same: Why do some cities grow faster than others? Why do some generate more wealth? Why do some decline? No simple answers exist, and much remains open to speculation. However, the accumulated wisdom of more than 50 years of research does allow us to state certain principles about the economies of cities. Before getting to them, a word on the nature of cities is in order. Cities are first and foremost placesâ€"agglomerations of peopleâ€"rather than economic and political units. That fact complicates the study of urban economies. For starters, delineating urban areas can be done in a variety of ways. Exactly where does New York begin, and where does it end? We might opt to study the entire New York metropolitan area, figuring correctly that such a definition is more economically significant than merely the area of New York City proper. City-states like Singapore are an exception. The policies that most significantly affect urban economies usually come from higher levels of government. This reality is of fundamental importance in the knowledge economy, whose primary scarce resources are brains, skills, and entrepreneurial spirit. Yet I have consciously chosen not to discuss human capital, talent, skills, the creative class, or whatever term one wishes to use. Further, the presence of a skilled and educated population is as much a result as a cause of success. Talent will flock to successful cities and flee unsuccessful ones. And both success and failure usually have deep historical roots. Those roots are the subject of my first principle of urban economics: One of the more surprising findings of the research on city economies is that urban hierarchies are remarkably stable over time. Only rarely do top cities find themselves dislodged by newcomers. The first city to arrive at the top acquires a fixed advantage, which translates into higher levels of wealth. In every European nation, the biggest city a century ago remains the biggest one today. The population rankings of cities are also surprisingly stable. Today, it is one-seventh the size of Paris, a proportion that has barely changed over the last years. The advantages of size and location are the outcome of decades, even centuries, of investments in infrastructure and in institutions. Once in place, these accumulated investments define a good location and cannot easily be undone. Just look at a map of the rail and highway systems of Britain or France: The United States and other New World nations are somewhat different, in that their settlement patterns remain in flux and their populations are historically more mobile. But even in the U. The three largest metropolitan areas east of the Mississippi in â€"New York, Chicago, and Philadelphiaâ€"are still the three largest today, and in the same order, despite the draw of the Sunbelt since the s. The constraints of size and location weigh even more heavily on smaller metropolitan areas, such as Syracuse, New York, and Scranton, Pennsylvania. That brings us to my second: European postwar borders are an example of the way political conditions can shape growth. For instance, as the technology of steel production grew less reliant on economies of scale, and as other metals and alloys entered the market and reduced the demand for steel, growth declined in steel towns, from Pittsburgh to Essen in Germany and Birmingham in the United Kingdom. And the arrival of air travel has meant that the absence of a port is no longer a handicap for aspiring corporate and financial centers, such as Denver and Atlanta. In the United States, the most momentous recent shift in urban fortunes has been the rise of Sunbelt cities. We owe that rise partly to new technologies. Miami would still be a fever-ridden swamp if not for drugs and improvements in sanitary conditions that eradicated malaria and yellow fever. The Sunbelt shift also depended on changing demographicsâ€"namely, greater life spans, which produced a growing population of retirees in search of warmer temperatures. Technology facilitated that development as well, with air travel enabling the retirees to migrate back and forth easily to keep in touch with friends and relatives back home. The essential lesson to draw from this second principle of city economies is that no location advantage is eternal, no matter how seemingly indestructible. Two parallel lessons follow. Also related to transportation is my third principle: Studies of European and North American cities have repeatedly shown the relation

between accessibility and growth, most commonly defining accessibility by measuring the number of destinations often weighted by income that one can readily reach from a given city, taking transportation costs and time into account. Market access and connectivity may be even more crucial than human capital. The city that succeeds in positioning itself as the meeting place and market center for a wider region has won a tremendously important battle, since transportation and travel hubs have historically emerged as dominant finance and business centers, attracting talent, money, and brains. The construction of the Erie Canal, again an excellent example, shows that pivotal infrastructure need not be located within the city itself: Twenty-first-century wars for connectivity are waged with highways, high-speed rail, and especially airports, which have become accelerators of the conference- and seminar-crazy knowledge economy. Few self-respecting, globally connected executives would seriously consider a job offer in a city lacking daily flights to New York and London. Some cities start with a natural connectivity advantage, such as a central location or proximity to major markets. In China, growth is concentrated in the two principal points of contact with world markets: Here again, transportation infrastructure has boosted the growth potential of well-connected cities; think of the Chunnel linking London and Paris. In the United States, the growth-inducing effects of accessibility have produced urban economic corridors, such as the million-strong northeastern megalopolis stretching from Boston to Washington, D. A useful qualification to the rule comes from France, where research on high-speed trains suggests that it has identifiable growth effects. Whether the trains accelerate overall growth is open to debate, but they can clearly steer growth toward the cities located on high-speed rail lines. So high-speed rail differs from roads in at least one significant respect: Principle Number Three teaches us that city fathers must be attentive to the opportunities of new transportation links. It also warns us that a loss in accessibility can seriously harm growth. But separating the two streams extinguished the hub function that an airport should serve. No Londoner flying to Cleveland would want to change planes at Montreal, since it would mean driving from Mirabel to Dorval. So passenger traffic through Montreal plummeted during the s. Not coincidentally, the same period saw a transfer of financial institutions and head offices to Toronto, which like similarly sized Atlanta understood that maximizing accessibility in the airplane age required a single, efficient, full-service airport. Mirabel has since been shuttered, an embarrassing and costly white elephant, and all flights now arrive at Dorval. But the damage is done. In North America and Europe these days, the best illustration of this principle is that cities with a legacy of heavy industry and large assembly plants generally exhibit slower growth. The first cities to industrialize, not long ago models of economic progress, are often among the most troubled today. Many have found it tough to move to the knowledge economy. When a single industry comes to dominate the local economy, the long-term results can be devastating. Detroit is by no means unique: Common to these once-great industrial cities is the presence of large plants or other large-scale operations, such as railheads and dockyards. Such installations, while they remain operational, typically pay comparatively high wages for low-skill jobs. Large plants with high sunk costs also give companies a disincentive to move elsewhere, resulting in seemingly secure employment for workers. If you can get good wages with little schooling, why go to college? If your job is secure at the local plant, why start a business? And if you do decide to start that business, why not move to the city next door, where labor costs are lower? The residents of a city with big, unionized factories will naturally come to expect good wages and job security, and their expectations will endure long after the last plant has closed its doors. I know of no example of a painless transition from heavy industry to the knowledge economyâ€"and unfortunately, no standard-issue tool kit exists for helping cities make that transition. The tools may include worker retraining, counseling, small-business support, school reform, downtown revitalization, and industrial-land decontamination, but often the most important step is grudgingly accepting the fact that local wages and local costs in general must fall if the community is to regain its competitive edge. That grudging acceptance has a corollary: Such advice is easier to give than to implement. Faced with sudden job losses, few elected officials will have the courage to do nothing. In an ideal world, every owner would give enough notice before closing a factory, or else downsize slowly enough, to enable the community to absorb the shock painlessly. This, too, is easier said than done. The turnaround seldom begins until the shock of closures drives home the need for change. My fifth principle of urban economics: Many factors are impossible to quantify,

such as the ability of a dynamic individual, such as a mayor or an entrepreneur, to make a difference. In the end, we probably understand which policies cause failure better than we understand which cause success. Poorly governed cities with a reputation for corruption, violence, or deficient institutions will pay a price. Recall the openness of city economies: In open societies, good governance is not only a matter of virtue but also a competitive necessity. In France, the city of Marseille has an equally poor reputation for governance and has also consistently exhibited below-average growth. At the other end of the spectrum, not only climatically, is the Minneapolisâ€"St. Paul area, which has done well, despite chilly temperatures and a peripheral location. The area has a reputation for being well governed, and Minnesota boasts a tradition of investment in higher education. The Scandinavian roots of its population are undoubtedly a factor. And policymakers should always remember that a single project, no matter how grand, will seldom be enough to turn an ailing city economy around.

Chapter 3 : 5 Major Problems of Urban Growth â€" Explained!

The other three papers presented at the conference provide new evidence on several current issues in urban economics and urban policy: the effects of housing relocation programs, the causes of the.

Some of the major problems of urbanisation in India are 1. Slums and Squatter Settlements 6. Problem of Urban Pollution! JPG Although India is one of the less urbanized countries of the world with only Whereas urbanisation has been an instrument of economic, social and political progress, it has led to serious socio-economic problems. The sheer magnitude of the urban population, haphazard and unplanned growth of urban areas, and a desperate lack of infrastructure are the main causes of such a situation. The rapid growth of urban population both natural and through migration, has put heavy pressure on public utilities like housing, sanitation, transport, water, electricity, health, education and so on. Poverty, unemployment and under employment among the rural immigrants, beggary, thefts, dacoities, burglaries and other social evils are on rampage. Urban sprawl is rapidly encroaching the precious agricultural land. The urban population of India had already crossed the million mark by Following problems need to be highlighted. Urban sprawl or real expansion of the cities, both in population and geographical area, of rapidly growing cities is the root cause of urban problems. In most cities the economic base is incapable of dealing with the problems created by their excessive size. Massive immigration from rural areas as well as from small towns into big cities has taken place almost consistently; thereby adding to the size of cities. Later, during the decade , another a million persons moved to urban places in response to wartime industrialisation and partition of the country in During , well over 20 million people migrated to cities. The greatest pressure of the immigrating population has been felt in the central districts of the city the old city where the immigrants flock to their relatives and friends before they search for housing. Incidentally many of the fastest growing urban centres are large cities. This is due to the fact that such large cities act as magnets and attract large number of immigrants by dint of their employment opportunities and modern way of life. Such hyperurbanisation leads to projected cities sizes of which defy imagination. Delhi, Mumbai, Kolkata, Chennai, Bangalore, etc. In several big cities wealthy people are constantly moving from the crowded centres of the cities to the more pleasant suburbs where they can build larger houses and enjoy the space and privacy of a garden around the house. In some cities, the outskirts are also added to by squatters who build makeshift shacks of unused land although they have no legal right to the land. The difficulty of restricting town growth in either case is immense and most towns and cities are surrounded by wide rings of suburbs. Historically suburbs have grown first along the major roads leading into the town. This type of growth is known as ribbon settlement. Such sites are first to be developed because of their location near the road gives them greater accessibility. But soon the demand for suburban homes causes the land between ribbon settlements to be built and made accessible by constructing new roads. Simultaneously small towns and villages within the commuting distance of major cities are also developed for residential purposes. In this way towns are continuously growing and in some areas the suburbs of a number of neighbouring towns may be so close together as to form an almost continuous urban belt which is called conurbation. Urban sprawl is taking place at the cost of valuable agricultural land. Overcrowding is a situation in which too many people live in too little space. Overcrowding is a logical consequence of over-population in urban areas. It is naturally expected that cities having a large size of population squeezed in a small space must suffer from overcrowding. This is well exhibited by almost all the big cities of India. For example, Mumbai has one-sixth of an acre open space per thousand populations though four acre is suggested standard by the Master Plan of Greater Mumbai. Absolute in the sense that these cities have a real high density of population; relative in the sense that even if the densities are not very high the problem of providing services and other facilities to the city dwellers makes it so. Delhi has a population density of 9, persons per sq km Census which is the highest in India. This is the overall population density for the Union territory of Delhi. Population density in central part of Delhi could be much higher. This leads to tremendous pressure on infrastructural facilities like housing, electricity, water, transport, employment, etc. Efforts to decongest Delhi by developing ring towns have not met with the required success. Overcrowding leads to a chronic problem of shortage of

houses in urban areas. In larger cities the proportion of families occupying one room or less was as high as 67 per cent. Moreover, the current rate of housing construction is very slow which makes the problem further complicated. Indian cities require annually about 2. The Census of India concluded the first ever and the largest survey of household amenities and assets which points a never-before profile of problem relating to housing in India. The outcome is both instructive and amusing. Taking India as whole, there are million residential houses, i. Thirty-nine per cent of all married couples in India about 86 million do not have an independent room to themselves. As many as 35 per cent For about a third of urban Indian families, a house does not include a kitchen, a bathroom, a toileta€"and in many cases there is no power and water supply. Only 79 per cent Several factors are responsible for the above mentioned sad state of affairs with respect to housing problems faced by the urban people. The major factors are shortage of building materials and financial resources, inadequate expansion of public utilities into sub-urban areas, poverty and unemployment of urban immigrants, strong caste and family ties and lack of adequate transportation to sub-urban areas where most of the vacant land for new construction is located. The problem of unemployment is no less serious than the problem of housing mentioned above. Urban unemployment in India is estimated at 15 to 25 per cent of the labour force. This percentage is even higher among the educated people. JPG It is estimated that about half of all educated urban unemployed are concentrated in four metropolitan cities Delhi, Mumbai, Kolkata, and Chennai. Furthermore, although urban incomes are higher than the rural incomes, they are appallingly low in view of high cost of living in urban areas. One of the major causes of urban unemployment is the large scale migration of people from rural to urban areas. Rural-urban migration has been continuing for a pretty long time but it has not always been as great a problem as it is today. The general poverty among the rural people pushes them out to urban areas to migrate in search of livelihood and in the hope of a better living. But the growth of economic opportunities fails to keep pace with the quantum of immigration. The limited capacity of urban areas could not create enough employment opportunities and absorb the rapid growth of the urban labour force. Efforts made by the central and the state governments to create employment opportunities in rural areas and to check the large scale rural-urban migration have not met with much success. Slums and Squatter Settlements: The natural sequel of unchecked, unplanned and haphazard growth of urban areas is the growth and spread of slums and squatter settlements which present a striking feature in the ecological structure of Indian cities, especially of metropolitan centres. The proliferation of slums occurs due to many factors, such as, the shortage of developed land for housing, the high prices of land beyond the reach of urban poor, a large influx of rural migrants to the cities in search of jobs etc. In spite of several efforts by the Central and State Governments to contain the number of slum dwellers, their growth has been increasing sharply exerting tremendous pressure on the existing civic amenities and social infrastructure. As areas where buildings: The following criteria characterises an area as Slum: Socially, slums tend to be isolated from the rest of the urban society and exhibit pathological social symptoms drug abuse, alcoholism, crime, vandalism and other deviant behaviour. The lack of integration of slum inhabitants into urban life reflects both, the lack of ability and cultural barriers. Thus the slums are not just huts and dilapidated buildings but are occupied by people with complexities of social-networks, sharp socio-economic stratification, dualistic group and segregated spatial structures. In India, slums are one or two-room hutments mostly occupying government and public lands. The houses in slums are built in mud or brick walls, low roofs mostly covered with corrugated sheets, tins, bamboo mats, polythenes, gunny bags and thatches, devoid of windows and ventilators and public utility services. Slums have invariably extreme unhygienic conditions. They have impoverished lavatories made by digging shallow pit in between three or four huts and with sackcloth as a curtain, hanging in front. When the pit overflows excreta gets spread over the surrounding area and is rarely cleaned. The children cultivate the habit of defecating anywhere in the slum area. Slums have practically no drains and are marked by cesspools and puddles. Piped water is not available to slum dwellers and they mainly depend upon shallow hand-pumps for water supply. Such handpumps are generally dug in the middle of a stale dirty pool. People wash their clothes and utensils under the handpumps. The entire muck around the handpump percolates into the ground and contaminates the ground water. This contaminated ground water is taken out through the handpump which adversely affects the health of the slum dwellers. Consequently people suffer from water-borne diseases like

blood dysentery, diarrhoea, malaria, typhoid, jaundice, etc. These diseases stalk the people all the year round. Children with bloated bellies or famished skeletons, many suffering from polio, are a common sight. Most of the slums are located near drains Nullahs which contain filthy stagnant water. Billions of flies and mosquitoes swarming over these drains cause infectious diseases. These drains are used as open lavatories by the inhabitants and are always choked. Such drains Nullahs pose serious threat to health of the people. Slums are known by different names in different cities. No clear-cut distinction can be drawn between slums and squatter settlements in practice except that slums are relatively more stable and are located in older, inner parts of cities compared to squatter settlements which are relatively temporary and are often scattered in all parts of the city, especially outer zones where urban areas merge with their rural hinterland. Normally, squatter settlements contain makeshift dwellings constructed without official permission i. Such settlements are constructed by using any available material such as cardboards, tin, straw mats or sacks. Squatter settlements are constructed in an uncontrolled manner and badly lack essential public services such as water, light, sewage.

Chapter 4 : What are Key Urban Environmental Problems?

Urban economics is broadly the economic study of urban areas; as such, it involves using the tools of economics to analyze urban issues such as crime, education, public transit, housing, and local government finance.

Rust Belt The deindustrialization of Detroit has been a major factor in the population decline of the city. In , Detroit had a population of , people, making it the thirteenth largest city in the U. The industry drew a million new residents to the city. The new workers came from diverse and soon far-flung sources. Nearby Canada was important early on and many other workers came from eastern and southern Europe, a large portion of them being ethnic Italians, Hungarians, and Poles. An important attraction for these workers was that the new assembly line techniques required little prior training or education to get a job in the industry. Immigration Act of , with its limited annual quotas for new immigrants. In response, the industry - with Ford in the forefront - turned in a significant way to hiring African-Americans, who were leaving the South in huge numbers in response to the combination of a post-war agricultural slump and continuing Jim Crow practices. A World War II boom in the manufacture of war materiel contributed to this growth surge. A variety of factors associated with the auto industry fed this trend. There was the large influx of workers. They earned comparatively high wages in the auto industry. The plants they worked at, belonging to different major and minor manufacturers, were spread around the city. The workers tended to live along extended bus and streetcar lines leading to their workplaces. The result of these influences, beginning already by the s, was that many workers bought or built their own single family or duplex homes. They did not tend to live in large apartment houses, as in New York, or in closely spaced row houses as in Philadelphia. They tended to have far less access to New Deal mortgage support programs such as Federal Housing Authority and Veterans Administration insured mortgages. African-American neighborhoods were viewed by lenders and the federal programs as riskier, resulting - in this period - in much lower rates of homeownership for African-Americans than other residents of the city. This upper stratum moved to outlying neighborhoods, and further, to well-to-do suburbs such as Bloomfield Hills and Grosse Pointe. Oakland County, north of the city, became a popular place to live for executives in the industry. Public policy was automobile oriented. Funds were directed to the building of expressways for automobile traffic, to the detriment of public transit and the inner city neighborhoods through which they were cut to get to the auto factories and the downtown office buildings. On the other hand, there were very few African-Americans in the suburbs. Real estate agents would not sell to them, and if African-Americans did try to move into suburbs there was "intense hostility and often violence" in reaction. This change was facilitated by the great concentration of automobile production into the hands of the "Big Three" of General Motors , Ford , and Chrysler. The Big Three were able to put nearly every smaller competitor auto-maker out of business. While this corporate concentration was taking place, the Big Three were shifting their production out of central Detroit. Between and the Big Three built 25 new manufacturing plants in the metropolitan area, not one of them in the city itself. Ford Motor was one of the first to undertake major decentralization, in reaction to labor developments. This led Ford to be concerned about the vulnerability of its huge, flagship Rouge River plant to labor unrest. Ford therefore decentralized operations from this plant, to soften union power and to introduce new technologies in new plants, and expand to new markets. Ford often built up parallel production facilities, making the same products, so that the effect of a strike at any one facility would be lessened. The results for the River Rouge plant are striking. From its peak labor force of 90, around , the number of workers there declined to 30, by and only about 6, by This decline was mainly due to automation. Auto plants and the parts suppliers associated with the industry were relocated to the southern U. The major auto plants left in Detroit were closed down, and their workers increasingly left behind. The neighborhood businesses that had catered to auto workers shut down. This direct and indirect economic contraction caused the city to lose property taxes, wage taxes, and population and thus consumer demand. The closed auto plants were also often abandoned in a period before strong environmental regulation, causing the sites to become so-called "brownfields," unattractive to potential replacement businesses because of the pollution hang-over from decades of industrial production. The neighborhoods with

the most closed stores, vacant houses, and abandoned lots were in what had formerly been the most heavily populated parts of the city, adjacent to the now-closed older major auto plants. By the s and s, the auto industry suffered setbacks that further impacted Detroit. The industry encountered the rise of OPEC and the resulting sharp increase in gasoline prices. It faced new and intense international competition, particularly from Italian, Japanese and German makers. Chrysler avoided bankruptcy in the late s, but only with the aid of a federal bailout. GM and Ford also struggled financially. The industry fought to regain its competitive footing but did so in very substantial part by introducing cost-cutting techniques focused on automation and thus reduction of labor cost and the number of workers. It also relocated ever more of its manufacturing to lower-cost states in the U. Because the city had flourished in the heyday of the auto industry, the city made periodic attempts to stimulate a revival of the industry within the city. For example, in the s the cities of Detroit and Hamtramck used the power of eminent domain to level part of what had been Poletown to make a parking lot for a new automobile factory. On that site, a new, low-rise suburban type Cadillac plant was built, with substantial government subsidies. Rise of the suburbs[edit] By the s, Detroit had essentially reached its geographic limits, with its expansion stopped by either going against already-incorporated cities or facing Michigan laws making it impossible to cross a county line. Redford had incorporated as a charter township in after parts had been annexed to Detroit. The remnant of Springwells Township which had not yet been annexed incorporated in as the city of Fordson, later joining Dearborn along with a section of Dearborn Township between the two cities. The only townships bordering Detroit in that did not cross a county line were Redford Township and the remnant of Dearborn Township which became the city of Dearborn Heights in By Michigan law, the majority of residents in a township need to approve annexations, which prevented Detroit from annexing either of these neighboring areas. Racism in housing[edit] When thousands of people were moving to Detroit because of the automobile industry, African-Americans moved to Detroit because they thought there would be no systemic racism in the north like the de jure segregation that existed in the south. There were two main forms of racism that African-Americans faced when moving to Detroit, redlining and restrictive covenants. These areas were distinguished unsafe if there were primarily African Americans living in the neighborhood. Without any money, this forbade uneducated and unemployed African Americans from being able to update their homes or buy new homes. While white Detroiters were updating their homes or building new homes, African Americans were forced to stay in mostly rented homes that had not been updated for 30 years. This disinvestment in homes caused many neighborhoods to be considered "blight" and perfect areas for urban renewal. In white neighborhoods, realtors would create leases with minimal income restrictions. These contracts then helped keep homeowners from selling or renting their home then to an African American family whose income fell below the poverty line. This was used to keep neighborhoods racially homogeneous. African Americans had a hard time finding housing because of the income restrictive covenants, and they were forced to buy or rent homes that were impoverished and disinvested in. Factors were a combination of changes in technology, increased automation, consolidation of the auto industry, taxation policies, the need for different kinds of manufacturing space, and the construction of the highway system that eased transportation for commuters. Major companies like Packard , Hudson , and Studebaker , as well as hundreds of smaller companies, declined significantly or went out of business entirely. In the s, the unemployment rate hovered near 10 percent. Automotive city In the s and s, freeway construction, as part of urban renewal , cut through the most densely populated black neighborhoods of Detroit. The demolition of buildings in Lower East Side, Lower West Side, Paradise Valley, and the Hastings Street business district - and the subsequent physical barriers caused by the freeways - split and reduced the thriving neighborhoods. In the s, 2, buildings were removed just for the Edsel Ford Expressway I , including jazz nightclubs, churches, community buildings, businesses and homes. The destruction of these neighborhoods with little warning or effort on the part of the city to provide housing assistance was catastrophic for the African American community in Detroit. Families on highway sites received only thirty-day notices to vacate and the commission made no efforts to assist families in relocation. Historian Thomas Sugrue notes that of the families displaced by the razing of the Paradise Valley neighborhood: The best-informed city officials believed that a majority of families moved to neighborhoods within a mile of the Gratiot site, crowding into an

already decaying part of the city, and finding houses scarcely better and often more overcrowded than that which they had left. There were injured: In the riots, 2, stores were looted or burned, families were rendered homeless or displaced, and buildings were burned or damaged enough to be demolished. The dotted line represents the city boundary. After the riots, thousands of small businesses closed permanently or relocated to safer neighborhoods, and the affected district lay in ruins for decades. The riot put Detroit on the fast track to economic desolation, mugging the city and making off with incalculable value in jobs, earnings taxes, corporate taxes, retail dollars, sales taxes, mortgages, interest, property taxes, development dollars, investment dollars, tourism dollars, and plain damn money. The money was carried out in the pockets of the businesses and the people who fled as fast as they could. The white exodus from Detroit had been prodigiously steady prior to the riot, totally twenty-two thousand in , but afterward, it was frantic. In , with less than half the year remaining after the summer explosion, the outward population migration reached sixty-seven thousand. In the figure hit eighty-thousand, followed by forty-six thousand in It was not despairing that fueled the riot. It was the riot which marked the beginning of the decline of Detroit to its current state of despair. The Michigan government used its reviews of contracts issued by the state to secure an increase in nonwhite employment. Between August and the end of the fiscal year, minority group employment by the contracted companies increased by By Oct 12, , Detroit firms had reportedly hired about five thousand African-Americans since the beginning of the jobs campaign. According to Sidney Fine , "that figure may be an underestimate. However, by the census, white people had fled at such a large rate that the city had gone from 55 percent white to only 34 percent, within in a decade. Williams writes that the decline was sparked by the policies of Mayor Young, who Williams claims discriminated against whites. Bradley , which was appealed up to the Supreme Court. The city was ordered to submit a " metropolitan " plan that would eventually encompass a total of fifty-four separate school districts, busing Detroit children to suburban schools and suburban children into Detroit. The Supreme Court reversed this in In his dissent, Justice William O. Eaton wrote that the "Suburbs were protected from desegregation by the courts, ignoring the origin of their racially segregated housing patterns. Some people were leaving at that time but, really, it was after Milliken that you saw a mass flight to the suburbs.

Chapter 5 : 5 Social Issues in Urban Environments - Social Work Degree Guide

Urban growth poses many problems, some of which are due to expansion of the population and some due to the physical expansion of the towns. The major problems caused by urban growth are discussed below.

By Lee Flamand ; Updated September 29, Urban development Urban development is the planning and process by which metropolitan areas grow. Problems in urban development usually address topics such as city planning, urban decay, the effect of urban development on ecosystems, the sociological consequences of urban development and economic problems relating to all of these factors. By studying these issues, researchers seek to better understand the conditions under which cities prosper and suggests policies by which positive urban development can occur. Housing Housing As population growth occurs, the need for housing increases. This can have a variety of effects on developing urban communities. In particular, it can result in urban sprawl, which occurs when urban areas begin to spread out and overrun undeveloped or rural communities. Additionally, if population grows in a city that has a large disparity in wealth, unequal living conditions tend to arise and as a result, poorer individuals are often forced to move into slums or other areas where housing conditions are substandard. Urban Sprawl Urban sprawl Urban sprawl occurs when urban or suburban areas with lower population densities overrun rural areas. Urban planners point out that areas characterized by sprawl make minimal use of land and are usually lacking in public transportation. Urban sprawl also tends to result in troubling environmental issues because those who live in suburbs tend to produce more pollution. Also, urban sprawl can threaten or virtually destroy natural ecosystems. Urban Decay and Gentrification Urban decay Urban decay is when an urban area falls into disorder and disrepair, and is usually accompanied by growing levels of unemployment, poverty, crime and political marginalization. It is also usually characterized by depopulation, abandoned or condemned buildings, and poor access to social services. Urban planners usually seek to offset urban decay through gentrification, whereby wealthier citizens are urged to buy property and invest in poorer neighborhoods under the assumption that it will help improve conditions for all in the area. However, some gentrification efforts have been criticized for running poorer people out of the area. Economic Development Slums As cities grow and gaps in wealth disparity widen, economic problems arise. One such issue is the separation of the wealthy and the poor in urban areas as a result of unequal access to economic opportunities, resulting in the creation of slums. Slums are usually characterized by slack economic activity and a lack of opportunity for residents. When wealthier people and business move out of such areas because of declining property values, it exacerbates the problems within slums, often trapping residents in a cycle of poverty. Policies that promote commercial development within slums can help to alleviate these problems. Safety and Sanitation Downtown crime scene Sanitation is a big issue for all urban areas because having lots of people living in close proximity can lead to the spread of disease. Additionally, crime levels can rise along with population density. To combat these, public services such as street sweeping or garbage collection are the most common and basic things implemented, along with heightened police presence. Steps that are often taken include improving education throughout urban areas, which helps push down crime levels and promotes simple personal sanitation measures. A committed generalist, he writes on various topics. He currently resides, works and studies in Berlin, Germany.

Chapter 6 : Urban Development Problems | Synonym

This paper focuses on the growing urban economic challenges facing both developing and industrialized countries. Cities are clearly the engines of growth for most national economies. The paper identifies the dynamic conditions of urban economies and suggests areas deserving policy attention and increased research.

Traffic pollution, Delhi Source Introduction Together with many social and economic benefits of urbanization, there are also environmental problems. The ecological footprints of cities go through emissions, consumption and other human activities far beyond their urban boundaries to forests, agriculture, water and other surfaces, which supply their residents so that they have an enormous impact on the surrounding rural, regional and global ecosystem. Mexico City Source Cities are therefore centers of consumption energy, materials, Ecological and sociological footprints of cities have expanded over increasingly large areas and created urban - rural continuum of communities, who share similar aspects of individual lifestyles. There are less and less areas in the world which are not under the influence of the dynamics of cities. The world faces enormous environmental challenges in terms of climate change, resource use and protection of the natural environment. Urban areas have a high environmental impact that can be felt globally, as well as within its own borders. Shanghai smog Source Ecological footprint The environmental impacts of modern cities go beyond their surrounding regions. Size, rate, and connections of the modern metropolis show a global impact. The ecological footprint is one measure of these effects. The ecological footprint of cities is defined as the total amount of productive land needed to maintain current activities and the removal of waste. The ecological footprint of cities such as New York and Tokyo are hundreds of times larger than their actual size and are also faced with problems such as acid rain, reduction of the ozone layer and global warming. Los Angeles smog Source Developing countries In the cities of the developing world, where population growth is outpacing the ability to provide the necessary infrastructure and services, the most serious environmental problems are expected in the immediate vicinity, with serious economic and social impacts on the urban population. Inadequate water supply to households, the accumulation of waste and unhygienic conditions require large claims in terms of unnecessary deaths and illness of one billion of the world population who lives in slums. Cities in developing countries are also faced with the worst urban air pollution in the world, which occurs as a result of rapid industrialization and increased motorized traffic. US city with , inhabitants requires approximately 30, km2 to meet their needs, similarly big, but a less wealthy city in India requires only 2, km2. Similarly, the urban population of the developed world produces six times more waste than urban dwellers in developing countries. However, developing countries are becoming richer and urbaner, and their levels of consumption are close to those in developed countries. As a result, they rapidly and significantly contribute to the global problem of resource depletion and climate change. The need to change the cities into more efficient and less polluted areas is, therefore, more necessary than ever. While cities of developed countries have adopted policies and technologies to improve many of their local environmental problems, it is growing recognition that human activities in urban areas have significant impacts at the global level. Smog in Cairo Source Environmental problems of modern cities Urban environmental problems are mostly inadequate water supply, wastewater, solid waste, energy, loss of green and natural spaces, urban sprawl, pollution of soil, air, traffic, noise, etc. All these problems are particularly serious in developing countries and countries with economic transition, where there is a conflict between the short-term economic plan and the protection of the environment. Smog on Manhattan Source Pollution of the urban environment and its components is the total resultant of an excessive burden on the environment and the self-cleaning capacity. Environmental problems in urban areas are growing especially in cities in developing countries. Of greatest concern are the state of air quality, noise, and congestion. In cities of economically developed countries, the environmental problems related to industrial production, lodging, and basic infrastructure are reduced, however, the problems of consumption increasing waste and traffic problems have increased. Cities consume increasing amounts of natural resources, produce more and more waste and emissions, and all this have an impact on the regional and planetary environment. Air and water pollution and waste are the main environmental problems in most cities.

The underlying causes of air pollution of the city are the processes that are associated with the burning of fossil fuels production and consumption of energy for heating buildings, industrial activities, traffic. Noise is also a special form of pollution, which burdens the urban population. Urbanization causes numerous effects on water resources; these effects can change the hydrology, water quality and availability of aquatic habitats. Deterioration in the quality of ground and river water in the cities is mainly due to the water consumption of the population and industry. Contamination is usually caused by industrial activity as well as the disposal of waste, so in cities is dominated water pollution from municipal and industrial wastewater. The city is marked by large inputs of energy, water, food and a variety of raw materials, resulting in large quantities of goods, as well as waste, which means a huge loss of natural resources in the form of raw materials and energy. Urban ecosystems are indicated by a very high energy consumption and large amounts of solid waste that accumulate in certain places. In this way, they represent landscape degradation factor and adversely affect the quality of water resources and urban air. Have you ever felt the polluted air in your city? Yes See results Nature In most cities, a man transformed nature, vegetation was replaced with concrete, asphalt, and other surfaces, transformed or buried riverbeds, caused city climate and created huge artificial transfers of energy, water, and various substances. Growing cities are changing hydrological relationships and thereby influence the size and frequency of floods. Knowledge of urban hydrology and geomorphology is not only a key to good urban planning but should be available to each resident. Climate Cities have little direct impact on the global balance of radiation, but inside urban climate, generated by absorption and subsequent re-radiation of heat from built-up areas and emissions of artificial heat through combustion, creates the effect of the urban heat island. Cities are warmer at night than the surrounding countryside and often, especially in the higher latitudes, even during the day. In Tokyo, anthropogenically generated heat increases the temperature of the urban surface by about 1. Water Even the hydrological cycle is increasingly under the influence of a man who uses water for different purposes and returns it to the water cycle contaminated. These changes are in urban areas so profound that we can speak of urban hydrology. Built-up areas create artificial impervious surfaces that reduce surface water supplies, infiltration is gone, surface flow, permeability, and erosion are increased, evaporation is reduced. In a wider range, it comes not only to qualitative but also quantitative consequences regulation, dams, However, human activity is reflected in the quality of water resources. The major problem present urban waste water and residues of pesticides and biocides, which pass through the surface and groundwater. Freshwater resources in urban areas are also threatened by the waste from transport, tourism, military activities. Soil Human activities have a negative impact on pedosphere; this is reflected in the increasing chemisation and mechanization of agriculture and in the cities, however, especially as poisoning the soil through contaminated air and precipitation and changes in the quality of land use for sealing. Polluted air in Delhi Source Consequences and effects of urbanization Knowing the problems of urbanization is not enough, it is necessary to understand their implications and the degree of social preparedness to deal with them. Consequences and effects of urbanization depend on many other factors and are operating in all segments of human activity and the environment. They can be divided into several groups: Environmental problems due to the production and consumption: Pollution problems from major manufacturers and emissions problems due to the dispersed agents: Social and environmental problems and the consequences of urbanization differences between population groups, stress loads, accidents, disease, crime, The economic component of the effects of urbanization accidents, the cost of building infrastructure, road network damage as a result of an interaction of a large number of factors which by themselves would not have negative effects on the environment, Smog over the city Source The future? Where the cities trigger environmental problems, they also offer solutions. Solving these problems is beneficial for the environment, and also improves the health and wellbeing of citizens and should be the basis of development that would make cities more attractive places for living and working.

Chapter 7 : Five Principles of Urban Economics: Things we know and things we donâ€™t | City Journal

Mayors, urban leaders and economists are generally optimistic, believing that this march toward urbanization goes hand in hand with greater economic development and rising living standards. But.

Along with offering cultural attractions like museums and restaurants, these areas are home to diverse populations. Ones that include people of different ethnic, racial and income backgrounds. Urban environments are also places that face numerous social issues. Five of the most common social issues in urban environments include: The children of individuals who have a decreased socioeconomic status, single parents and immigrants frequently fail to receive a quality education. Unequal fund allocation, residential segregation and a shortage of available cultural institutions are just a few of the reasons for the educational failures. In addition, when urban areas are lacking educational opportunities, the problem usually begins in preschool and extends to the college level. Everyone deserves a quality education. Better Job Opportunities While many people live in urban environments for work opportunities, unemployment continues to be an issue in many of them. In some industries, rebounds have occurred, but in others, companies are looking for ways to cut costs. Some are choosing to decrease expenses by downsizing their workforces. Because of this, numerous qualified people are finding it tough to get a job. Even when they are willing to take a lower paying one or labor at a job that they are overqualified to perform, many people continue to struggle to find employment. Gender Inequality From the tech industry to Hollywood, equality for women continues to plague the country. In addition, women hold fewer high-level positions. This disparity is creating income inequality. In urban communities, social issues are worse when inequality exists. More mental and physical illnesses arise in these societies. They also suffer from lower literacy and math scores. Decreased social mobility and higher imprisonment rates are prevalent in urban societies that experience gender inequality. Discrimination Despite the change in century, discrimination continues to exist. In some areas, it appears to have gotten worse. Racism, backlash against Muslims and hostility toward members of the LGBT community frequently flare up. While discrimination also occurs in rural communities, urban areas see more incidents of it due to their increased populations and residential proximity. According to a Pew study, those who reside in urban areas confirm that they see more instances of racial inequality than people who reside in rural locales. The country has a long way to go when it comes to discrimination. Access to Quality Healthcare Quality healthcare is a social issue that causes problems for those who live in urban environments. Those of lower socioeconomic status as well as minorities often reside in urban locales, and these groups frequently lack health insurance. Because of this, they may not have access to quality care. Often, people who live in urban environments turn to emergency rooms for healthcare. In addition, when people lack health insurance, they become a drain on the available help systems and fail to seek preventative care. Doing Your Part By attending college and obtaining a degree, you can avoid being affected by the social issues that afflict urban environments. A degree will give you a chance at a better future, and it will allow you to help those who are less fortunate.

Chapter 8 : 11 Major Problems of Urbanisation in India

I n , the thinktank Policy Exchange published a report called Cities Unlimited: Making Urban Regeneration www.nxgvision.com offered a wide-ranging examination of the problems facing many cities and.

What are Key Urban Environmental Problems? Defining urban environmental problems While there is now widespread agreement that urban environmental issues are important, there is little coherence in how international agencies and others define the urban environment and identify its critical problems. This is not just a semantic question, as it is intimately related to how and where funds are allocated and to who can expect to benefit from the resulting environmental improvements. If urban environmental problems are defined and pursued too broadly, then almost all urban development initiatives can be labeled environmental. But if urban environmental problems are defined too narrowly, many of the generalizations noted in the introductory paragraph cease to be true. So common sense suggests that urban environmental problems are threats to present or future human well-being, resulting from human-induced damage to the physical environment, originating in or borne in urban areas. Localized environmental health problems such as inadequate household water and sanitation and indoor air pollution. City-regional environmental problems such as ambient air pollution, inadequate waste management and pollution of rivers, lakes and coastal areas. Natural hazards that are not caused or made worse by urban activity. The environmental impacts of urban activities that are of no concern to humans, either now or in the future. The table presents a wide range of city-related environmental hazards. Most are the unintended side-effects of human activity in cities. Some might more accurately be ascribed to a lack of preventive measures. In all examples, however, better urban practices and governance could help reduce the burdens, and it is this distinction that is most critical operationally. However, a review of a range of bilateral and multilateral donors suggests that several factors skew the operational definition of environment away from many of the central environmental concerns of the urban poor: Responsibility for taking the lead on environmental matters is often assigned to divisions that are not directly involved in urban development assistance on the grounds that the environment generally, and natural resources in particular, are primarily rural concerns. Such divisions are unlikely to have the knowledge or influence to promote urban environmental issues. Moreover, they have a tendency to define environment in natural resource management terms, which can easily lead to ignoring the environmental health issues that are of particular concern to the urban poor. Broad definitions are employed to illustrate the importance of environmental issues but narrower definitions are used to construct environmental indicators, while still narrower definitions are typically employed to identify environmental programs and projects. Operationally, a distinction is often made between two different approaches to environmental improvement: However, at least in its early stages, mainstreaming tends to define the environmental agenda in terms of reducing the environmental impacts of development in both urban and rural areas. Again, this can easily detract from the local environmental threats that are of particular concern to the urban poor. Pressure from Northern environmentalists has been an important factor in convincing international development agencies to address environmental issues. Northern environmentalists are usually more concerned with regional and global issues involving the natural environment than with local environmental health burdens faced by the urban poor. Again, this reinforces a tendency to ignore the environmental threats facing the urban poor although it does put pressure on development agencies to address global environmental issues. As international and local interest and capacity to address urban environmental problems increases, new, more locally-driven environmental strategies are also emerging. Many cities in Europe and America, and increasingly in Latin America, Asia and Africa are experimenting with city-wide initiatives to address environmental problems. Bilateral and even more often multilateral donors have been supporting a number of these initiatives, often called Local Agenda 21s. There is still much to learn from these local initiatives, including perhaps how best to define urban environmental problems in their local context. Ultimately, while it may be useful to define urban environmental problems in the abstract, operationally it may be more important to respond to local initiatives in a coherent fashion, whether or not they fit some abstract definition.

Chapter 9 : Decline of Detroit - Wikipedia

With the increasing interest in sustainable urban development, cities are now being viewed as living ecosystems wherein a balance is sought among social, economic and environmental concerns. Related to these specific approaches to energy efficiency, disaster mitigation, as well as resource and cultural heritage conservation, are being developed.