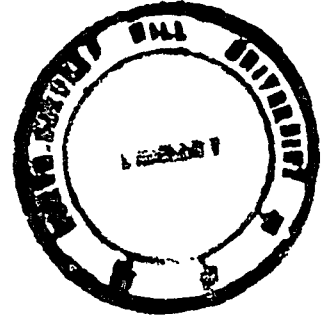


SLUMS : A GEOGRAPHICAL STUDY OF RAIPUR ( M. P. )

by

**JAHANGIR KHAN**

DEPARTMENT OF GEOGRAPHY  
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*Dissertation*

SUBMITTED

IN

PARTIAL FULFILMENT OF THE REQUIREMENT  
FOR THE DEGREE OF  
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## CERTIFICATE

Certified that the subject matter of this dissertation is the record of work done by Jahangir Khan, that the contents of this dissertation did not form a basis of the award of any previous degree to him, or, to the best of my knowledge, to anybody else, and the dissertation had not been submitted by him for research degree in any other university. All the quotations, extracts and ideas of other studies have been duly referred.

This dissertation may be sent to the examiners for necessary formalities and evaluation.

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CHAPTER - I  
INTRODUCTION

## 1.1 Definition

The term "slum" has been defined by Dickinson as "an extreme condition of blight in which the housing is so unfit as to constitute a menace to the health and moral of the community."<sup>1</sup> It is highly congested area with falling land values, generally low economic status of inhabitants and excessive crime, mortality and disease rates. Erickson observes about the slum dwellers as "the people whose life expectations are about the same particularly the poor, the illiterate, the diseased, the immigrants and other minority groups."<sup>2</sup>

The slum variously termed as blighted area, renewal area, deteriorated area, grey area, lower class neighbourhoods, low income areas and inner core areas.<sup>3</sup>

Of course, there is no general agreement as to the definition of a slum. It differs from author to author. But it is essential to examine the various standard definitions of a slum in order to arrive at a definition appropriate to the conditions of the slums of Raipur.

- 
1. Dickinson, R.E., City Region and Regionalism, London, 4th Print 1960, p.119.
  2. Erickson, E.G. Urban Behaviour, New York, 1964, p.265.
  3. See E.E. Bergel, Urban Sociology, MacGraw Hill Book Company, 1955.

The Encyclopedia Americana defines slum as "segregated area of a city inhabited by the unemployed or low income earners or the second class citizens."<sup>4</sup> It further describes slum as a typically overcrowded areas with poor housing and high unemployment. According to Marshall Clinard, "slums are those portion of the cities in which housing is crowded, neglected, deteriorated and often obsolete,"<sup>5</sup> and finally a definition of the slum is offered in the report of urban land policies of the United Nations: "A slum is a building or group of buildings or area characterised by overcrowding, deterioration, unsanitary conditions or absence of facilities or amenities which, because of these conditions or anyone of them endanger the health, safety or morals of its inhabitants or the community."<sup>6</sup>

As Gist (1957) points out, the term 'slum' in Western countries usually refer to an area in transition near the central business district as a result of the continuous invasion and succession of impoverished migrants, with houses which once were considered adequate but now are in the process of physical deterioration due to low rents and poor maintenance.<sup>7</sup> The ecology of Indian slum is in most cases, entirely different from that of the Western slum.

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4. Encyclopedia of America.

5. Clinard, Marshal B. The nature of the slum, in slums and community development, London, 1966.

6. Anderson, Nel in the Urban Community, Routledge and Kegan Paul, London, 1960, p.191.

7. Singh Andrea Menefee and Alfred Desouza, "Urban poor", Slum and Pavement Dwellers in the major cities of India, Manohar (1980).

In Delhi, the term slum is applied to those parts of the city which may be considered unfit for human habitation either because the structures, therein are old, dilapidated, grossly congested and out of repairs, or because it is impossible to preserve sanitation for want of sanitary facilities including ventilation, drainage, water supply etc. or because the sites by themselves are unhealthly.<sup>8</sup>

In Baroda, slum meant to denote those dwellings that do not even provide basic minimum facilities for human subsistence. The very lack of basic infrastructure facilities, high infant mortality, utter negligence of personal health and hygiene, all these together characterise the term slum.<sup>9</sup>

According to Housing and Urban Development (Vol. IV, 1983) appointed by Govt. of India have defined slums. It is generally used in a loose sense designating areas which are seen to be overcrowded, dilapidated, faultily laid out and lacking in essential services. To some extent, it is a comparative concept which designates certain areas as slums which are seen as much worse in living conditions than some societal form. Hence, an area designated as a slum in the United States would not necessarily be classified as

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8. See Bhart Sevak Samaj "Slums of Old Delhi" A report of Socio-economic surveys of slums, Atmaram and Sons, Delhi, 1968.
  9. Source - Baroda Municipal Corporation, 1976.
  10. Muttagi P.K. "Slums in Bombay" A Study of Socio-economic issues in planning at micro level, Bombay, 1985.

such in India. For planning as well as for legal purposes, however, it is necessary to have a well defined legal definition. This was originally done in India in the central "Slum areas (Improvement and Clearance) Act, 1956" which has, since then been emulated by 11 states.

In legal terms, section 3 of the "Slum Areas Act, 1956" defines slums as areas where are in any respect unfit for human habitation or are by any reasons of dilapidation, overcrowding, faulty arrangements of streets, lack of ventilation, light or sanitation facilities, or any combination of these factors, are detrimental to safety, health or morals.

In determining whether a building is unfit for human habitation for purpose of this Act, the following criteria is taken into consideration, namely, (a) repair, (b) stability, (c) freedom from damp, (d) natural light and air, (e) water supply, (f) drainage and sanitary conveniences, and (g) facilities for storage, preparation and cooking of food and for the disposal of waste water.

The definition of slum areas as enacted in the "Slum areas legislation" is quite broad and may be interpreted to somewhat unrealistic in the context of the prevailing living and housing conditions in the country. The legal definition is based on a combination of structural and environmental conditions which may be considered to be of too high a standard given the low incomes and consequent low living condi-

tions in India. A liberal application of these laws can, therefore, result in too wide a coverage of areas defined as slums which may otherwise be areas adequate for human habitation.

The most important contribution in this field has been by the western scholars like Charles Abraham (1964),<sup>11</sup> Lewis Mumford (1961),<sup>12</sup> Fedrick Engles (1844),<sup>13</sup> E.E. Bergel (1955),<sup>14</sup> Nels Anderson (1960),<sup>15</sup> Marshal, B. Clinard (1966),<sup>16</sup> Morton Grodzins (1958),<sup>17</sup> and Michael Harrington (1962)<sup>18</sup> are noteworthy.

Among the Indian the notable works on slums go to the credit of the sociologists as well as the geographers. The works which are highly illuminating are on "slums of Old Delhi" by Bharat Sevak Samaj (1958)<sup>19</sup> and "Slums and

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11. Abraham Charles. Man's Struggle for Shelter in an Urbanising World, The M.I.T. Press, 1964.
  12. Mumford, Lewis. The City in History, London, Secker and Warburg, 1961.
  13. Engles, Fedrick. Report from the Condition of the Working Class in England, London: Allen and Unwin, 1936 ed.
  14. Bergel, E.E. Urban Sociology, McGraw Hill Book Co., 1955.
  15. Anderson, Nels. The Urban Community, Routledge and Kegan Paul, London, 1960.
  16. Clinard, B. Marshall. Slums and Community Development. The McMillan Company, New York, 1966.
  17. Grodzins, Morton. The New Shame of the Cities, Confluence Massachusetts, Vol. 7, No. 1, Spring 1958.
  18. Harrington, Michael, The Other America, The McMillan Company, New York, 1962.
  19. Bharat Sevak Samaj. "Slums of Old Delhi" Atmaram and Sons, 1958.

Urbanisation" and "A Profile of Indian Slums" by A.R. Desai and S.D. Pillai (1970).<sup>20,21</sup>

Of course, very few geographers have attempted the study on slums, though a number of papers have been published on related issues of slums. Ujjagir Singh, Geographical Analysis of Slum Areas in Indian Cities with special reference to Kanpur (1966),<sup>22</sup> M. Prasad and A. Oragon, The Spatial Pattern of Residential Areas in Ranchi City (1976-77),<sup>23</sup> J.P. Singh, Existing Pattern of Residential Land Use in Shillong (1977),<sup>24</sup> Aditsen Gupta, Housing Condition of the People in the Calcutta Metropolitan District<sup>25</sup> and V.K. Kumar (1979).<sup>26</sup> The case study of slums of Kanpur are noteworthy.

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20. Desai, A.R., and Pillai, S.D. "Slums and Urbanisation" Bombay, Popular Prakashan, 1970.

21. \_\_\_\_\_ A Profile of Indian Slums, Bombay, Popular Prakashan, 1972.

22. Singh, Ujjagir. "Geographical analysis of slum areas in Indian cities with special reference to Kanpur," The National Geographical Journal of India, Vol. XII, 3 (Sept. 1966).

23. Prasad, M. and Oragon, A. "The Spatial Pattern of Residential areas in Ranchi City." Geography Outlook, XII (1976-77), p.110.

24. Singh, J.P. "Residential Use of Land in Shillong." Geographical Review of India. XXXIX 3 (1977) 232-240.

25. Gupta, Aditsen. "Housing Condition of the people in the Calcutta Metropolitan District," NCJI, Vol. 26, Parts 3 and 4, 1980, pp. 196-208.

26. Kayastha, S.L. and Kumar, V.K. "Slums - "A Case Study of Kanpur City." Uttar Bharat Bhoogal Partika Vol. 15, No. 2, 1979, p. 129-137.

## 1.2 Urbanisation and Slum

The city life can be analysed from two different angles. One way is to look at the city as a product and generator of man's creative talents. Despite the miserable condition of life it imposes on a large section of its inhabitants, the city offers the most conducive environment for the flowering of the best of talents of man, be it engineering or embroidery. Luminaries in arts, literature and science are by and large produced by the cities alone. The city therefore favours the development of intellectual life.

One can also look at the city from a negative point of view magnifying the pathological features of urban life. The city is man's undoing, it says, depersonalization of the individuals, soul shattering competition, the conversion of man into commodity, commercialization of the value, anonymity, boredom, alienation, avarice, crime and deviation to a high degree, overcrowded and unhygienic living environment and shelterlessness, these are but a few conditions that the city offers. The writing of Lewis Mumford reflects this anti-urban strains. It is he who said that a metropolis ultimately grow into a necropolis.<sup>27</sup>

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27. Mumford Lewis - The City in History, London, Secker and Warburg, 1961, p.460.

Both the approaches appear to be realistic and therefore deserve consideration. The city is a both hope and despair of man. Millions find a way to prosperity through channels offered by our industrial urban civilisation, and millions in other side find themselves placed in the midst of unemployment, hunger and lack of proper shelter.

At the same time the urban malaise of the shelterlessness and man's effort to solve it in the most adverse circumstances of poverty and illiteracy cannot simply be lost sighted in respect of the slums and squatter colonies. Thus slum devotes an area of sub-standard housing. The slum problem is therefore, essentially the problem of "shelter for the poor."

Slum constitutes the most important and persistent problem of urban life. Slums are the court, alley or street of dirty crowded houses having highest density and lowest standard of living with the city. These residential areas are the sore spots of the city landscape. Slum development is the general character of all the cities of the world. It is specially more common in the oriental cities. The Indian cities are also suffering from the same problem. Urbanisation in India is taking place at a very rapid pace today. The growth of industrialization in association with the development of transport and communication system is adding

a new dimension to the present pattern of urbanisation. As a result of this, not only the cities are growing in both population and area, but the economic imbalances also have grown side by side. These outward symptoms are poor housing and inadequate community services, choked up city traffic, filth and squalor, and diseases. These conditions mostly affect an evergrowing number of population, especially the ones who under various circumstances are reduced to the state of slum dwellers. (Due to rapid increase in population and uncontrolled and unplanned use of residential area almost all the urban centres of India are now overcrowded leading to the formation of slums.)

Indian slums are more than the aggregate of the physical surroundings. They are partly a way of life of certain class of people. The Rickshaw and cart pullers, private servants, artisans, milkmen, washerman and host of others often lead life that ultimately causes slums. Even in a newly developed areas a petty shopkeeper (e.g. betel leaf seller) finds a small space or room which he uses as his dwelling, his kitchen, godown, shop and for all that is meant for his economic and physical need. There is no proper latrine, urinal or bathroom which he can use. He therefore, uses roadsides and sometimes the road itself as the rightful portion of his dwellings. Thus, he along with his

wife and children who assist him, soil the neighbouring drains and lanes. The shop and adjacent portion thus remain unfit for human habitation.)

It has also been noticed that the area inhabited by low paid personals turned into slums due to lack of necessary amenities in them. Often the servant is allotted a small room where he and his family have to meet their all needs. These quarters are often neglected by the masters and remain as great contrast to the owner's house. Often a number of job seekers come to the city from rural areas and they stay with their relations occupying the already congested quarters. This further deteriorates the condition.

Most of our cities have large 'mandis' dealing in grain, sugar, spices and cotton etc. In addition to a large number of porters and visitors, the 'mandis' daily receive hundreds of hackney animals and their drivers. As no separate arrangements are there for housing men and animals, the huge 'Kachacha' courtyard and open drains of the 'mandis' remain the filthiest part of the city. Often the milkmen are encouraged to keep their buffaloes and cows within the residential areas so that the residents may get pure milk milked before them. The washerman too finds a place in such localities whose dwellings remain most insanitary because ass often tied on the roadside.

### 1.3 Significance of study of slums for geographer

- i) The genesis of slums in relation to migration of population from rural areas to urban areas reflect the transfer of population from one place to other.
- ii) Slums have a particular morphology in the overall context of the city morphology in terms of location and growth.
- iii) Slums provide workforce into the non-formal sectors and activities in a city in terms of manual labour, transportation, petty trade and into some of the skilled labour in the organised industries. The relation of slums in terms of its functional linkages in the production, distribution i.e. (trade and transportation) of the city is vital interest to the geographers because the functional role of the slums and its location has distinct geographical spatial implications.
- iv) Slums, a particular form of human settlement is associated with poor standard of living and unhealthy environment and this relation of a particular type of human settlement with its concomitant adjustment with environment.

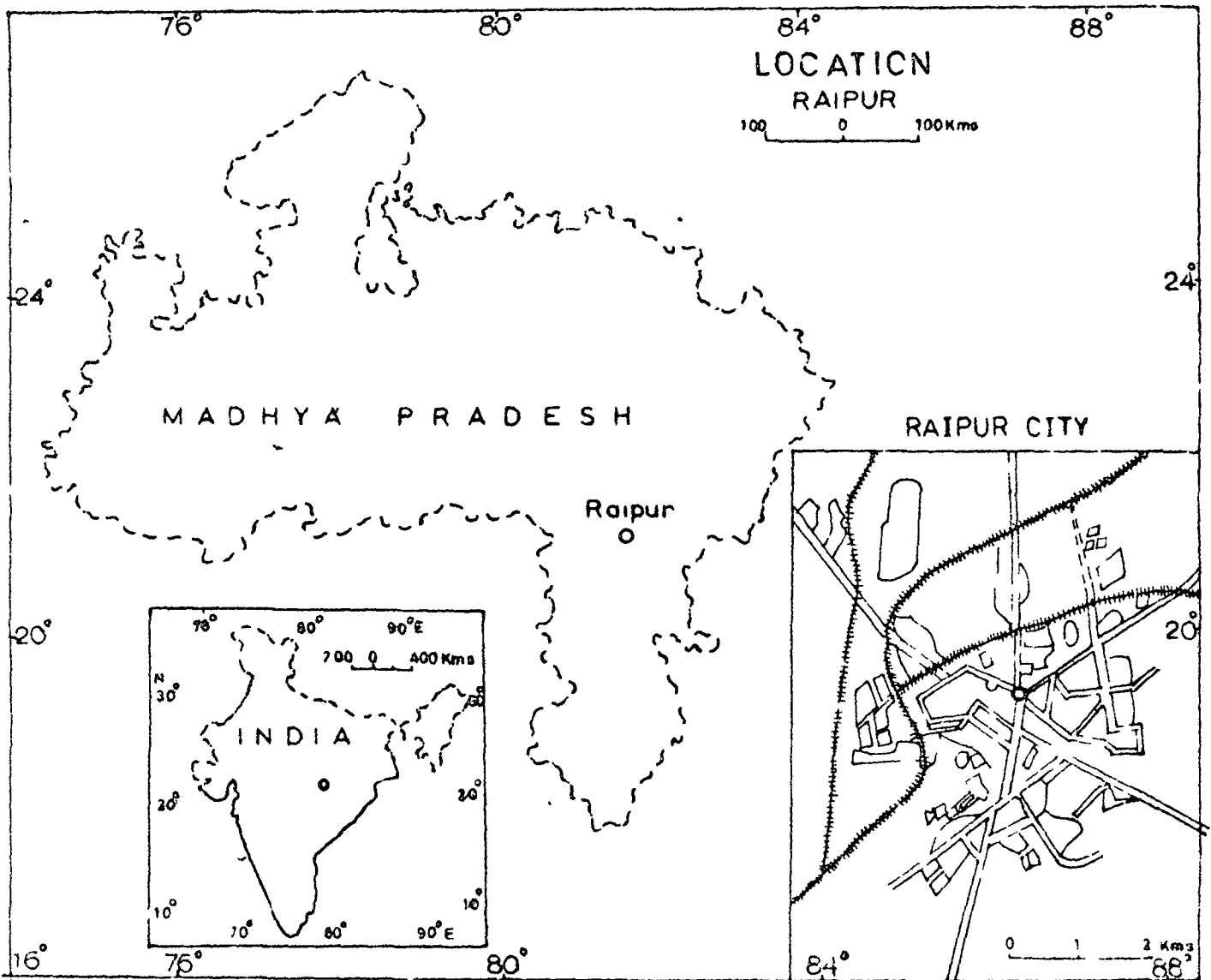


fig-1

#### 1.4 Study Area

Keeping in mind the prefaced idea of the problem associated with the growth of slum and implications thereof, it is necessary to have a comprehensive idea about the Raipur city as a whole.

##### i) Location

Raipur lies in  $21^{\circ}14'N$  Latitude and  $81^{\circ}38'E$  Longitude. It covers a territorial expansion of 20.72 Kms. It lies 298 metres above sea level.

##### ii) Regional relations and Importance of Raipur City

Raipur is the principal city of Bhilai region (Chhattisgarh region). It is one of the principal commercial and industrial centres of Madhya Pradesh. Rail and Road communication links it with rest of the urban centres of the country.

Located in a dominantly, rural country, Raipur considered to be the 'rice bowl' of the state. It is also an important commercial centre in Eastern Madhya Pradesh because the surrounding regions of this urban centre and neighbouring states of Bihar and Orissa, predominantly consists of tribal population. Railway network was first introduced here in 1818 and since then the region has been able to export its surplus agriculture produce particularly rice.

# RAIPUR

SETTLEMENT PATTERN

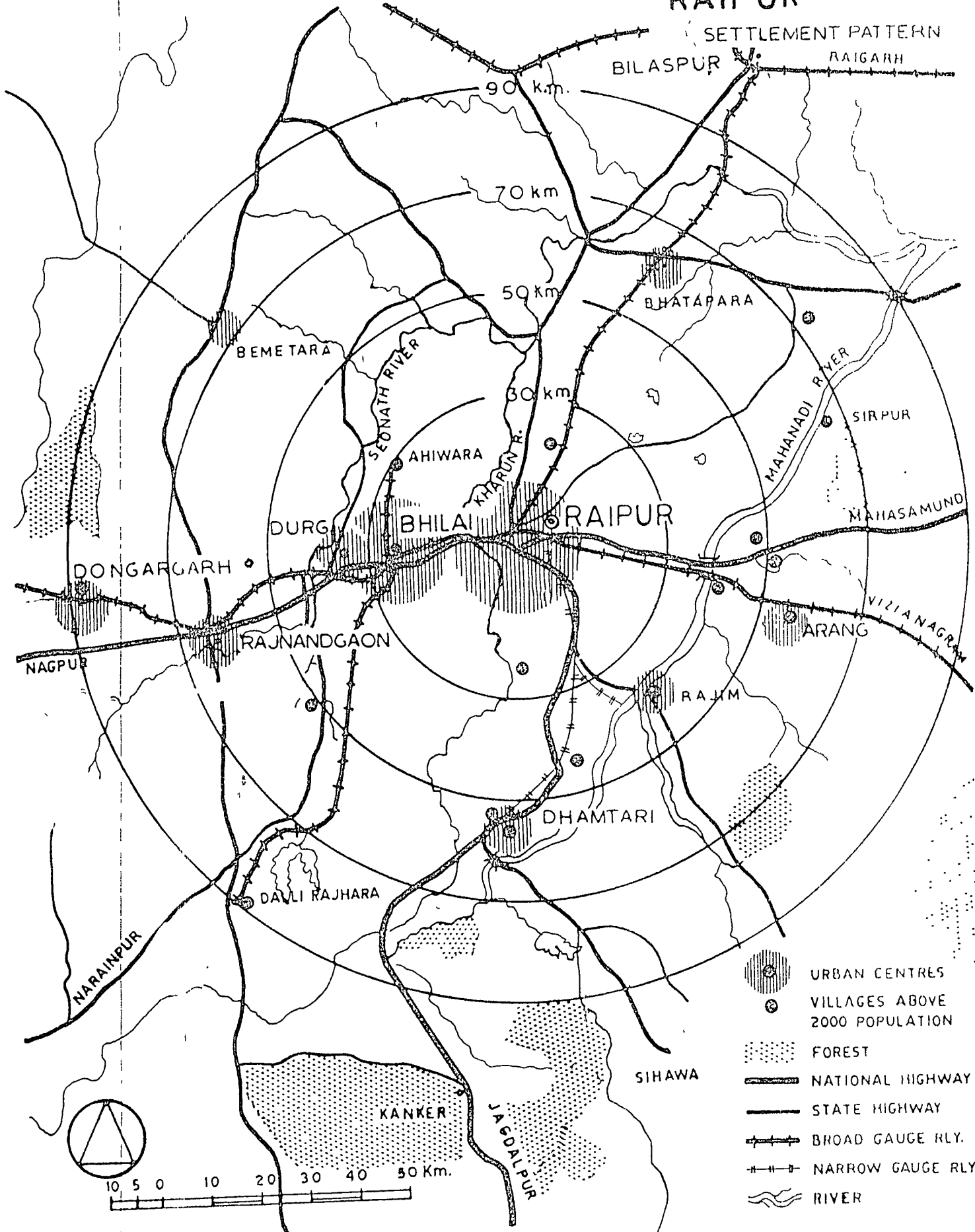


Fig. 2

Source: *Town and Country Planning (M.A.)*

With the establishment of Bhilai Steel Plant the importance of Raipur was further enhanced. Several industrial units were also established. It became both commercial/industrial and agricultural centre of the region. Even after the emergence of steel town (Bhilai) Raipur continues to enjoy its importance in the region.

### iii) Historical background

History of Raipur city can be traced to the 9th century A.D. When it was merely a basti, i.e. in the area now forming south-west part of the city. It came into prominence in the 14th century A.D. when it was made the capital by Raja Laxman Deva. In the later part of the 14th century Kalachuris conquered southern Koshal and made Ratanpur their capital. In 1375, Kalachuris dynasty was divided into two and Raipur became the capital of one of them. In 1740, Marathas attacked Chattisgarh who made Raipur their centre. During the time of Raghoji Bhonsle the Britishers established themselves and made Ratanpur their centre. In 1818, Colonel Agnew made Raipur the administrative centre and it continued to be so till 1830. From 1830 to 1854, Raipur again became the Marathas stronghold. Later the Britishers were able to wrest control of the town. In 1854, Chattisgarh was again brought under the British control and Raipur was made its administrative centre. Raipur city played an important role in freedom struggle of 1857 which led to the installa-

tion of the third native infantry division. Even during the independence struggle Raipur continued to play an important role. It has now become the centre of the regional administration.

#### 1.5 Broad objectives of the study

The present work, entitled "A Geographical Study of Slum areas in Raipur" is an exercise on urban geography. The study explain the following:

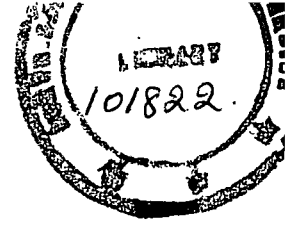
- i) The locational characteristics of slum areas, with varied definition given by different authors.
- ii) Urban land-use in Raipur as well as misuse of land by slums.
- iii) The problem of migration and growth of the fringe of the city.
- iv) A detail study of two slum areas i.e. Gandhi Nagar and Shakti Nagar of Raipur city.

#### 1.6 Source materials and methods of study

i) The present work incorporates the relevant literatures by sociologist and geographers. Secondary data and some of maps have been collected from the Municipal Corporation, Town and Country Planning and HUDCO of Raipur.

##### ii) Field investigation

For primary data collection emphasis has been given more on interview schedule. A detail field work has been



done on two slum areas of Raipur. During the field work their living condition and lack of facilities has been observed closely. The relevant photographs of two slum areas have been taken to highlight some of the significant aspects of slums.

iii) Preparation of maps and diagrams

Various cartographic techniques have been used to prepare the maps and diagrams of slums of Raipur more exact.

iv) Finally, the analysis of data and materials collected from field study have been made. Sampling of the interview schedule has been prepared by statistical methods and duly analysed.

1.7 Plan of work

The scheme of the study of slums has been covered the following chapters:

I. The first chapter is entitled 'Introduction.' It is devoted to analysis of various definitions given by Indian and Western scholars followed by brief review of relevant literature pertaining to slums. The significance of the study, the method employed, the working plan, choice of the region and broad objective of the study have been detailed out.

II. The second chapter is the land-use in Raipur city. A brief analysis of land-use in Raipur city in detail is

discussed. After it land-use pattern within the slums of Raipur is presented and reasons for neglect of land-use planning is mentioned. In the appendix proposed land-use plan is given.

III. The third chapter is migration and growth of fringe in Raipur city. The first section deals at length with the nature and causes of rural migration and its bearing on the growth of slums which is followed by the detail account as to the rapid pace of urbanisation and its impact on growth of slums of Raipur. After this the outstanding features of the spectacular growth of the city is analysed.

IV. The fourth chapter, undertakes the study of the two slums which constitute the very object of the present investigation having outlined in the beginning the physical distribution of slums in Raipur. The population characteristics, Economic characteristics, and social characteristics of the two slums i.e. Gandhi Nagar and Shakti Nagar have been discussed at a great length.

V. In the last, conclusion and suitable measures have been suggested.

CHAPTER - II

LAND USE IN RAPUR CITY (URBAN)

2.1 To provide a framework of the evolution of land-use classification scheme for the urban area of Raipur city, it was essential to consider the functional land uses peculiar to an Indian settlement. From the land-use map it is found that some relevant quantities such as socio-economic and cultural factors affecting land use, should be analysed from other sources to make a comprehensive study of land-use.

A city develops by systematic physical expansion and it indicates the efforts and achievements of people in making the environment. The nature, form and direction of development of the existing Raipur city is the composite outcome of natural, economic and social effects. By virtue of being located along the National Highway and surrounded by quite fertile region the Raipur city has grown from a small settlement to a prosperous city.

The area, now known as Purani Basti, Handipara, and Badhaipara is the oldest built up area of the city. At these spots it was feasible to collect and store rain water for drinking and other uses which led to habitation and later it expanded to the township. In 1854, after it was brought under British administration on the development of the city was substantially influenced by socio-economic and political causes. The British rulers were fond of keeping

themselves less connected with the common Indian people and hence they built up their colonies away from the Bastis. As a result the township visibly grew in two parts during 1867. The first part was inhabited by the Indian people while the second part was inhabited by British rulers. Purani Basti was located nearby Budhatalab and Maharaj Burdha talab, while the British colonies were neaby Pensonwada road or to the east of that. The British colonies were planned in grid iron pattern.

Except central jail both these habitations are located in the south of G.E. Road. Moreover some population that in migrated for finding employment in railways settled themselves nearby Railway Station and consequently development of habitation along the Railway line came up. During 1920-40, a remarkable development took place in the other side of the Central Railway line. Due to this there were several types of developments of employment in Railway and communication. In 1941-50, residential development took place in the eastern portion of Raipur city. From 1961 onwards the growth of city picked up momentum. At present the development of the city is towards South-East. In planning for the future development we will have to keep these trends in our mind.

## 2.2 Effects of Control

The shape and size of a city also is affected by natural and man-made causes, such as physical condition of the

region, natural drainage pattern, ponds, the location of Railway line irrigated area, types of crops etc., have constraint on the physical development of the city region of Raipur. Except the uplands of Rawa - Bhata, Tikrapara and Mathpurena, rest of the landscape is plain which has a slope towards North-West. G.E. Road that passes through a plateau divides the city into two parts. Chokranala along with its tributaries flow to the north while the streams of southern feeder region fall into Kharun rivers. There are plenty of ponds in the city. The city has been developed in the areas except those which are likely to be eroded by Kharun river or prone to flood. In Gudhiari area, Railway line has created this sort of constraints. A metre gauge line passes through the city and hence the northern portion of the city faces constraint on physical expansion. Since in the northern side of M.G. line excessibility is limited and it creates problems in physical expansion of the city. In general a good cultivable land is not allocated for urban development and this also has certain adverse effects on the expansion of the city.

### 2.3 Analysis of land use

The level of urban living standard and efficiency of the urban system is indicated by the pattern of land use. If the pattern and structure of land use is conducive to efficiency and other activities, the development of the city

and level of urban living shall be prospective. To understand different land uses and analytical functional relationship among them and also to know unusable land, a survey was carried out in the developed areas and also in the setting of the city. The detail land use map of Raipur city has been published as per town and country planning Act 1973, Article 15. These land use maps has been approved a total area of 18,802 hectares is being included in the planning area. Out of which 194.7 hectares of land is unusable which is only 1% of the total planning area. Unusable land exists mainly due to water loggings.<sup>1</sup>

For studying the issue of land use the land utilization can be divided into ten categories as follows.

1. Vacant.
2. Residential.
3. Commercial.
4. Industrial.
5. Transport and Communication.
6. Public utilities and services.
7. Public and semi-public uses.
8. Open land.
9. Agricultural land.
10. Water bodies.

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1. Raipur Development Plan, Madhya Pradesh Nagar Talitha Gram Nivesh Adhinyam, 1973.

# RAIPUR LAND USE PATTERN

- RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC & SEMIPUBLIC
- TRANSPORTATION
- RLY STATION
- PLY. LINE
- BUS DEPOT
- BUS STAND
- RECREATIONAL
- PARK & GARDEN
- STADIUM
- MELA GROUND
- VACANT
- AGRICULTURAL LAND
- VEGE TABLE GARDEN
- AGRICULTURAL FARM
- WATER BODY
- IRRIGATION CANAL
- TANK
- PLANNING AREA

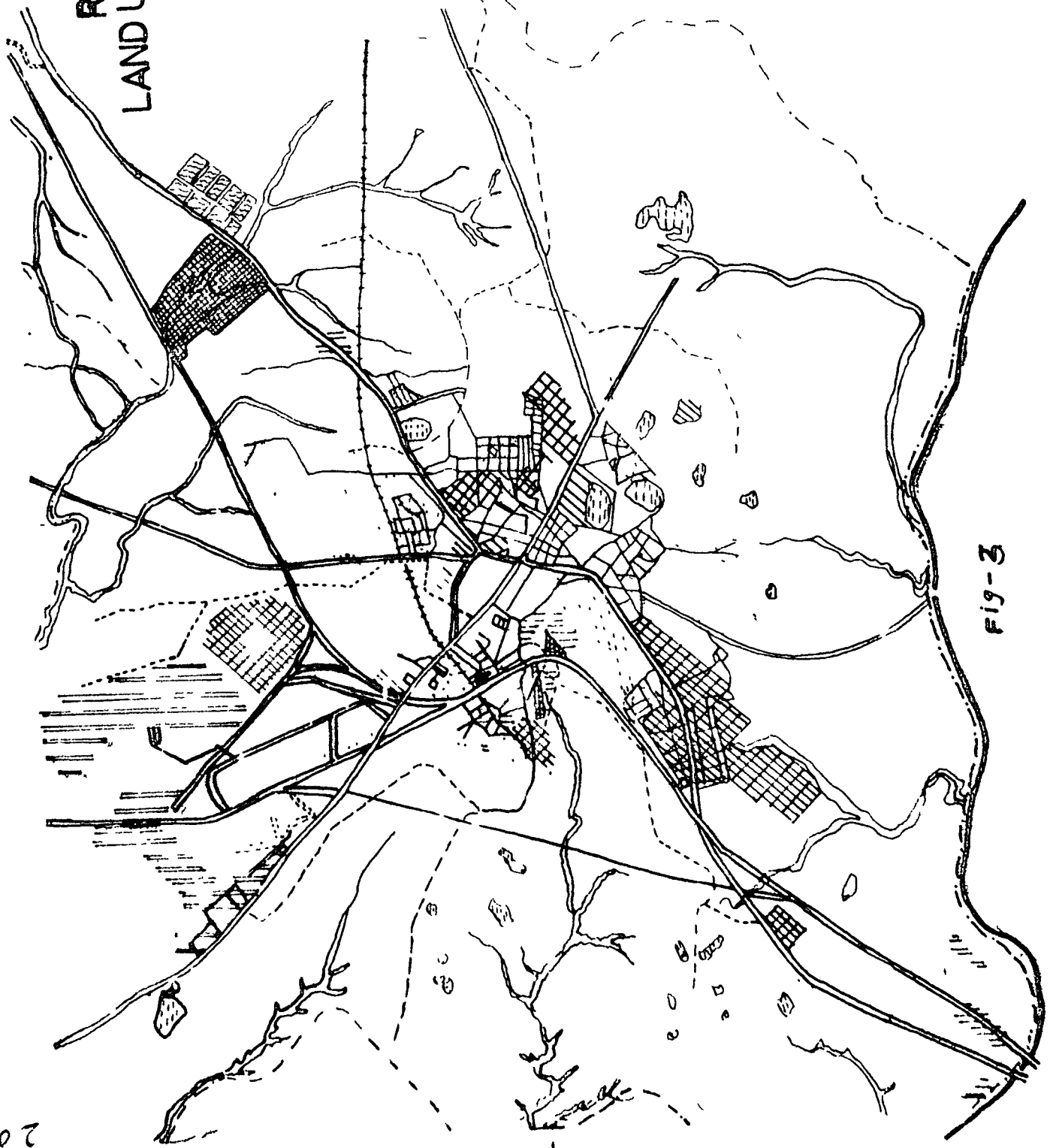


Fig-3

As per the above categories the existing land use map has been approved for publication in 1972. The developed area of the city is 1943.00 hectares and the density is 130 persons per hectare. The major portion of the developed area is residential. In Residential area 678.7 hectares of land is allocated which is about 34.9% of the developed area. Over 40% of the buildings in the city are in bad or depilated condition. Most of the residential buildings are of poor standard and poorly usable or unusable.

Although Raipur is a very important commercial centre, there is no organized or planned commercial area in the city. Almost 43.3 hectares of area of the total developed land is under commercial uses which constitutes 2.2 percent of the total developed area.

In the same way under Industrial land use a total area of 319.7 hectares is being under-used which is 16.4% of the developed area. The land use under public and semi-public activities amounts to 613.6 hectares which is 31.6% of the total developed area. For Recreational purposes 42 hectares of the area is under used that is 2.2% of developed area which is very insufficient in view of the needs of the city.

Under transport and communication an area of 230.5 hectares i.e. 11.9% of developed area is being utilized.

Along the roads there are several buildings, shops and temporary shops encroaching the space for transportation due to which enough space for transportation is not available.

#### 2.4 Land Value

It is indicated by the rate of land use that under different uses the area of the city is being utilised intensively or extensively. The functional areas of city have evolved out of complex interaction of administrative decision, of social reactions and of most influential economic competition. These functional areas are essentially dynamic and change their location and character with the change in socio-economic conditions.

The following table presents a comparative data of land use in Raipur and other urban settlements of M.P.

Table - II (i) Developed areas

Sl. No.	Land use	Land utilization rate (Hectares per 1000 persons)			
		Raipur	Ujjain	Indore	Bhopal
1.	Residential	2.71	2.21	1.98	3.41
2.	Commercial	0.17	0.19	0.24	0.14
3.	Industrial	1.28	0.65	0.55	0.78
4.	Public and Semi-public	2.46	0.69	0.60	0.85
5.	Public utility and facilities	0.06	0.08	0.08	0.36
6.	Recreation	0.17	0.17	0.20	0.45
7.	Transport and Communication	0.92	0.75	0.64	1.20
Total		7.77	4.74	4.29	7.19

(Raipur Development Plan)

In general, the cities which are as big as Raipur and have similar activities, it is required for efficient functioning that area per thousand population should be 8 to 10 hectares. In view of this per thousand persons, area available in Raipur is at present less than the desirable.

In conformity with different land uses and their organized development, the efficiency of the functioning of the city increases. If the land uses are not well organized, several problems crop of. Hence there ought to be mutual correspondence and harmony. There are several problems in matters of passenger and goods movements, lack of open areas and other facilities etc. In the city there is no relationship, confirmal in nature between industrial units and residential areas thereof where the labourers engaged in them reside. Industrial units are located along the Bilaspur Road, while the labourers working in them reside in the Central part of the city. Educational centres specially schools are not distributed in confirmity with the population of the areas. Due to this, students have to walk or commute further distances. In the same way the users have to go distant for using open spaces and parks. Almost all parks are located along G.E. Road while area having dense population lacks these facilities.

## 2.5 Non-conformal land use

A study of different land uses reveals that there are several types of land utilizations which are not in keeping with the surrounding land utilization which generate various other problems. This is due to so many reasons like special characteristics of activities, problems of transportation and incompatibility of different landuses. Industrial units and storage houses are often located in Residential areas. Such mixed land uses are non-conformal. Hence it is needed to relocate them at proper sites.

In many residential areas, dairies are located, while in many colonies graveyards are located. They create problems of environmental pollution. Similarly in the centre of the city there are several Saw-Mills, Wood storage, Chemical factories and Metallurgical factories. Hence it is imperative that they should be relocated somewhere else in the city.

Moreover along the major roads of the city there are several garages which are often responsible for accidents. Fish market should also be organized properly so that it can cater to the needs of the people.

In the city, there are several plots of land which in view of their use and existing location are not proper. They are not compatible with the development of the city nor with the adjacent other land uses e.g. nearby Rajbandha talab and

Bizanath talab there is a slum of Bandsthal. There is a vegetable market (sabji mandi) and meat market in front of Amar-deep talkies. By the side of Guru Nanak Crossing there are hardware shops, in Halwai Gali there is a cloth market. There is a oil mill in Telghani naka. There is Leprosy Hospital in Pandhari; Police line in Petensonwada, and Central Jail in Civil Station. It is felt that the above shops and establishments should have more rationally located.

There are 108 slum locations in the city. It is observed that more than 55 percent of the slum locations have emerged during the past two and half decades. A majority of these slums are still of small areas having less than 60 households. All such small size slums are haphazardly scattered across the length and breadth of the city. But municipal corporation of Raipur has recognized thirty two slum areas in the City. It has always been difficult to predict the growth rate of slums in Raipur, as it was never uniform at any time in the past two decades.

The growth of the slum locations in the city is clearly reflected in the existing landscape. It is a common observation that the Physiographic obstacles in and around a settlement have indirectly helped the blighted areas to grow. Subsequently, these areas have posed all manner of land-use problems to the planners.

Physical obstacles like ponds, lakes, river banks, koters (ravines) etc. have provided good camping and activity bases for economically and socially backward families. During the early stages of their growth, these areas, in most cases were not under the jurisdiction of the city authorities. Uncontrolled and uninterrupted, they grew incessantly with least interference from any agency. Similarly, the outskirts of the city, the neighbourhood of rural settlements and the neglected graveyards and cremation grounds provided an ideal nucleus for the slums.

People with low incomes and in dire need of housing accommodation have encroached upon these areas and carefully built their hutments. It was also quite interesting to note that the slum people have preferred agricultural land for settling, particularly in the neighbourhood of villages. Most of the villages now included like Gogaon, Kota, Tati Bandh, etc. in the Raipur Municipal Corporation limits which have inadequate facilities and have not attained urban character in the real sense.

The mere passing of an act to include administratively the fringe areas of the city wherein the rural centres are located does not by itself give urban metropolitan character to the city. In fact these settlements act as slum

pulling agent in the city, and provide an ideal environment for the growth of slums. In Raipur, many old villages, now full of constellations of slums, around them, especially those which, with the passage of time were included in the city's expanded limits.

However, the situation could have been controlled and improved, if proper measures would have been taken prior to their inclusion in the city limits. Those old villages could be called "inherited" slums of the city, and new slum locations emerging around them could be named as satellite slums. Inherited slums pose different types of problems than their offspring i.e. satellite slums. In course of the expansion of the city, it engulfs villages, leaving no scope whatsoever for the latter to modernise quickly at par with its developing sectors. Obviously, these villages continue to function as pockets with rural values and conditions for livelihood. Therefore, inherited slums are, from the point of view of desirable landuse, misfit in the urban whole. The satellite slums, in most cases, are example of illegal occupation, and some of them are crime homes.\* According to author investigations maximum slum locations in Raipur city are satellite slums, illegally occupied by people. Moreover these slums are the one which grow faster especially during the period when pressure on housing is increased in the city. Most of these slums are not very old as their counterparts in the city's

core area. The sporadic growth of satellite slums in the city in recent decades due to industrial growth and commercial expansion. Nearly 50 percent of the slum locations in Raipur are in the immediate vicinity of either industrial complexes, main roads and rail arteries. The immigrants who come from different areas share many traits that are not urban, although they all invariably depend upon urban vocations for livelihood.

It is believed that slums start developing within the zone surrounding the central business district with the expansion of commercial and industrial activities, the neighbourhood becomes a slum.

The recent theory of slum growth and development emphasises the role of current urban renewal projects in creating new slums in areas where old slums have been eliminated. However the following are the additional common sites which seems to have helped or shared the process of slum growth in the city.

- 1) Places where the owners of the land show indifference to their properties, and where such properties are owned by the illiterate and poor people.
- 2) Open Land owned by public bodies/Government.
- 3) Places where large scale construction work is in progress, and
- 4) Old city walls, parapet walls.

Of the total developed land in the Raipur city, a major percentage is devoted to residential use. Despite this also, the city Raipur is confronted with numerous types of housing problems such as shortage of houses, slum clearance and general deterioration of housing due to various factors. Residential neighbourhood in Raipur is not of uniform character, varying according to the age of the buildings and cultural status difference among the city dwellers.

The age of dwellings also indicates the sequence of development in a city (Alam, 1965, p.120).<sup>2</sup>

Table II (ii) Raipur

Age group	Area under new erection (in Hect.)	% of the total developed area
Above 75	180.00	7.42%
65 - 75	48.00	1.98
55 - 65	80.00	3.30
45 - 55	110.00	4.54
35 - 45	190.00	7.84
25 - 35	220.00	9.08
15 - 25	496.00	20.45
Below 15	1,100.00	45.38
Total		100.00

Source: Chandale, M.K. 'Raipur - A Study in Urban Geography' Ph.D. thesis (1975).

2. Shah Manzoor Alam, Hyderabad-Secunderabad, A Study in Urban Geography, Dept. of Geography, Osmania University, 1965.

From the above table, it indicates that 65.83% of the total developed area has erected in last 25 years.<sup>3</sup> At the same time if we would see the yearly growth rate of new slum locations in Raipur that is 9.0% in the past 25 years.

## 2.6 Land-use Pattern within the Slums

Somehow, for want of planned land use, the slums have been emerging within and outside the city limits. In fact the undesirable land-use pattern in the slums worsen the physical conditions. The economically handicapped immigrants occupy the areas with physical obstacles and make their homes in the odd surroundings. Moreover, the indifferent attitudes of other people always indirectly helps them. Besides the fact that the slums are overcrowded, they in general lack the basic amenities. There are few areas in the city where basic facilities like electricity, roads etc. have been provided by the local authorities. Generally, in overcrowded slums, there is often non-availability of land for bringing out improvements. The dwellings are very close to each other, sometimes leaving no space between the rows of hutments.

It has been found that within the slums some structures are exclusively used as cattle sheds. In the study area of Shaktinagar and Gandhinagar, it has been found that for every 10th house in the slums there is a need for sheltering

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3. Chandale, M.K.G. Raipur - A Study in Urban Geography, Ph.D. Thesis, 1975.

the animals. It poses a serious problem of land and structural usage in slums. The land-use pattern that has emerged in the Raipur slums is not much different from other cities in the State.

Nearly 60 percent of slum people are migrants and among them, a little more than 45 percent have come from rural areas of the state and other states. The influence of the place of origin of occupants of the slums is often noticeable in slum land use patterns. There is generally a tendency among the slum dwellers, belonging to one region or one community to live together in small clusters. This, automatically, results in the growth pattern of their habitations similar to their native places.

So far as the land use pattern within the slums is concerned it is mostly used for residential purposes. Almost all the slums of Raipur are covered by small mud huts with thatched roofs. They are dark and dirty, very closely spaced and naturally very unhygienic. Leaving aside these spots only 5% - 8% of the land is covered by narrow strip of land which are used as roads. The facilities of water supply, sanitation, electricity, education and health are very poor. A few slums also possess a narrow "effective market" for daily use of necessary goods. Here one important thing is to be noted that most of the slums of Raipur devote some

land for a temple or such type of common prayer house where several holy functions are performed regularly. The slum of Shaktinagar possesses such a temple and also a market.

## 2.7 Reasons for neglect of land-use planning

Unless master plan is strictly implemented the land-use within the city is bound to be erroneous. Urban planning and development requires a different financial approach for capital budgeting.<sup>4</sup> Of course M.P. is only one state which is getting financial assistance from World Bank for urban development. The local authorities tend to take a restrictive view, based on expediency and directed towards immediate relief, ignoring the long term effects of slums or sub-standard development and construction. However, it is also true that Municipal bodies have no powers to control sporadic growth in the city's peripheral areas which are often, later merged within the city boundaries, e.g. in fixing the boundaries of the Raipur Municipal Corporation, large under developed rural areas were brought under the jurisdiction of routine Municipal administration. This led to the haphazard construction activities in the village pockets though open land was otherwise available. Expenditure incurred in attempting to meet the growing demand for services (by the rural population) is far in excess of the revenue from villages.

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<sup>4</sup>. Khatu, K.K. "The Slum areas of Baroda City". The Deccan Geographer Vol. XIII No. 1 and 2, Jan-Dec, 1975.

Moreover planning and development activities receive a set-back as the Municipal Corporation gets concerned with ever growing problems of maintenance than developments. Besides, there is no agreement or convention which could promote a perfect harmonious adjustment of areas and facilities between large and small authorities. Keeping in view their capabilities and viability. The municipal authority and the village authorities in the peripheral areas are presently much less equipped to tackle the common problems which have a reflection on the land-use.

(Appendix)

2.8 Proposed Land-use Plan: Objectives and aims of Planning

The aims and objectives of this plan is to prevent the degradation and decline of the city and to improve the general environment leading to economic and social prosperity of the citizens. Habitable environment safe and easy conveyance, organised land-use, proper organisation and managements of Services and facilities are some of the positive outcomes of rational and well thought plan. It's short run and long run aims and objectives. However, depend on the needs and priorities of the citizens. In fact, an attempt has been made so that the original character of the city is preserved and a development of the city should follow a new pattern taking into account the existing and future needs of the city.

To formulate the plan of any city certain aims and objectives should be taken into consideration. In formulating development plan for Raipur, the following points should be taken into consideration, such as

- 1) Proper and judicious use of land.
- 2) Adequate and suitable residential areas for construction of buildings.
- 3) A system of transport and communication and its developments so that passengers and goods may be transported safely and fast.
- 4) Provision of adequate land for industrial use without hampering other activities in the city.
- 5) Proper location of commercial centres or establishment where a provision for goods and services may be made.
- 6) Water supply, electricity, educational, health and other basic amenities and facilities should be adequately provided.
- 7) A natural landscape and eye pleasing environment are to be evolved.
- 8) A proper allocation of cost and benefits on development proposals.

## 2.9 Basic principles of plan

The following basic principles have been kept under consideration.

- 1) The hierarchy of the activities of the urban services starting from the ward to the city level.
- 2) Proper decentralisation of the centres of activities.
- 3) Proper and systematic hierarchy of roads connecting residential areas and centre of activities with a special consideration of safety and convenience.
- 4) Division of pedestrian and vehicle transportation.
- 5) On proper places, specially in central areas, a provision of enough parking places.
- 6) Encouragement of small industrial units by provision of flatted factories in central area.
- 7) Full utilization of the capacity of existing roads.
- 8) Improvement of slums and construction of low cost houses for slum dwellers.
- 9) A provision of integrated water supply and sanitation systems in the city specially in those colonies which are not properly linked to the natural drainage system.

## 2.10 Concept of Planning

The nature and form of the city are affected by physical, natural and man-made reasons. In the physical development of the city rivers, drainage and relief of the land are restricting factors. The Kharun river flows in the South-west direction of the city and along the lower side

of its bank, there is always a possibility of an occurrence of flood because of which this part is not inhabited.

In the physical development of the city Road Pattern also has had a special contribution. Raipur-Bilaspur, Raipur-Baloda Bazar, Raipur-Mahasamund, Raipur-Dhamtari, Raipur-Durg and other important roads emerge from the central point of the core of the city and the physical expansion of the city is substantially dependent on these Roadways. Along both the sides of these roads developments have taken place in low patches, while the intermediate areas are vacant. As it has been shown in the (Fig) that the existing city is growing in all directions along these roads and forms a Finger Pattern or Radial Pattern.

If the tendencies and direction of the physical development of the city as shown in the (Fig) is not regulated the city is likely to grow in a form which will prove uneconomical as regards to the provision of facilities and services. Besides this the area lying vacant in the intermediate parts of the development will remain unutilized. Hence to check these tendencies and to ensure an organized development a circular road has been proposed which connects all these radial Roadways. Due to this Circular Road and provision of other facilities the land which is now lying vacant will get

an impetus for physical developments. Moreover the agricultural land of North-east and South-west also will remain in its existing use.

A proposal has been made to strengthen and intensify the core of the city. Although it is not desirable to develop other centres in the city, the circular road and Radial Roadways will make several crossings which can be used for locating market facilities.

#### 2.11 Planning units

The development plan has been conceived as an apparatus to create planning units which are self sufficient. While deciding these units a proper attention has been given to population, area, existing facilities, natural and man-made boundaries etc. Every planning unit will be self sufficient in matters of market centres, educational and Health facilities, and have to be connected with the Centre of the town and activity centres and transport terminus. Every planning unit will be sub-divided into sub-planning units and circles. So that a provision for utility and facilities of adequate level may be made. The Raipur city has been divided into six planning units having an approximate area of 5,750 hectares though not all the planning units are having equal areas because while deciding their size several factors like existing

# RAIPUR 'PLANNING UNITS

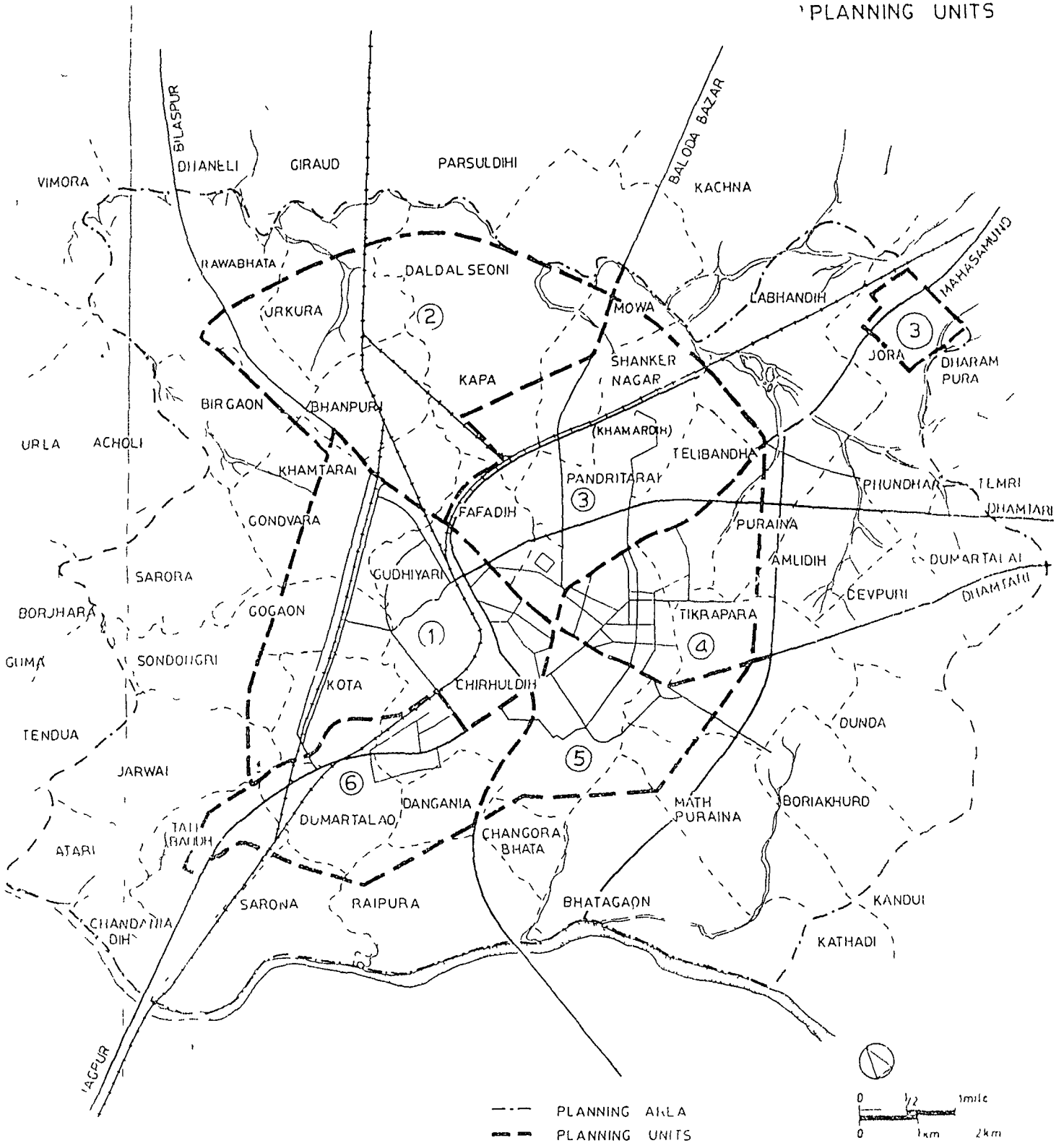


Fig 4

Source: Town and Country Planning (M.P.)

and proposed development, and hierarchy activities, physical homogeneity etc. had been considered. To facilitate the matter these planning units have been given their index numbers.

i) Planning Unit 1 : In this unit are located the major commercial areas, wholesale market, industrial areas and a few residential areas. In this unit Gudhahari, Fabadhi, Railway Station, Ganj Para, Ramsagar Para, Jawahar Nagar, Kelkar Para, Jora Para, Tatiyapara and some portions of Raipur House construction Cooperative also are included. Its boundaries are North, Circular No. 2 East Bilaspur Road, West, Circular Road No. 2. The total area of this unit is 1660 hectares of which 205 hectares of area is developed while the development of 1395 hectares of land is under proposal.

ii) Planning Unit 2 : In this unit industrial zone, the Railway colonies, the workshop of goods train wagons, Kapa, Mowa and a portion of Daldar Sirni village are included. Its total area is 738 hectares, out of which 387.00 hectares are developed while 351.00 hectares has been included under future developmental plans. Its northern boundary has the circular No. 1 and the eastern boundary has Baloda Bazar Road. The southern boundary has Raipur-Vizaynagram Railway line and the western boundary has Bilaspur Road.

iii) Planning Unit 3 : This unit can be subdivided into two. In the first portion Fapadhi, Modha Para, Civil ~~16~~ Station Road, Raja Talab, Shankar Nagar, Pandhari Tarai; Kapa, Mowa and some parts of Telibandha are included. While in the other portion agricultural college and Lavadi agricultural zone is included. The total area of this Planning Unit is 1200 hectares out of which 302 hectares are developed and the rest i.e. 898 hectares are proposed area for further expansion. In its north is the Circular Road No. 1, and the Baloda Bazar Road, in the east Circular Road No. 1, in the south G.E. Road and in the west is the Bilaspur Road.

iv) Unit 4 : In this unit a part of existing commercial area and some parts of proposed residential area are included. In its north is the G.E. Road, in the east the Circular Road No. 1, in the South Dhamtari Road and in the west Malvia Road. The total area of this unit is 850 hectares out of which 376 hectares are already developed and the rest is under the proposal of further expansion.

v) Unit 5 : In this unit area located the Purani Basti, Amin Para, Lakhenagar, Brahaman Para, Shakti Bazar, Sadar Bazar, Goal Bazar, Budhapara, Chota Para, Tikrapara etc. Its total area is 502 hectares out of which 197 hectares

are developed while 305 hectares are for proposed development. The rest of the area will be allocated to agricultural use.

vi) Unit 6 : In this unit are included the college ward, Dagonia, Tati Bandh, Dumar Talab, and Kota village. Its total area is 800 hectares. Out of which 384 hectares are proposed for further development while at present 460 hectares are already developed. In its north are the G.E. Road. In the east is the Mahader Ghat Road, in the south W Circular Road No. 1 and in the west G.E. Road.

Table II (iii) Raipur - Planning Units

Planning Units No.	Proposed area		
	Existing	Developed area (Hectares)	
		Proposed (Addition)	Total
1.	265	1395	1660
2.	387	351	738
3.	302	898	1200*
4.	376	474	850
5.	197	305	502
6.	416	384	800
Total	1943	3807	5750

\*Inclusive of agricultural zone and the area under agricultural college. The area which is a part of 182 hectares that has been proposed primarily for Recreational Land-use has been included in Planning Unit 5 and 6.

Source: (Raipur Development Plan)

## 2.12 The Proposed Land-use and Allocation of area

For all activities land is an indispensable. A developed area is quite meagre and hence we should try to use it most efficiently and prudently. It has also been noted while proposing the land-uses that the area which can be developed should also be used most rationally and different land-uses which are at present not confirmal to each other should be reallocated and the land vacated due to such transfers should also be prudently utilized. While formulating the development plan it should be ensured that suitable locations and adequate land should be available for different activities and they should be confirmal to each other. It seems desirable that in the city mixed land-use should prevail since it helps in accommodating and performing different social and economic activities more functionally. It has been proposed that non-confirmal land-uses should be suitably relocated and in the process the vacated areas should be put to proper utilization. The main objective of the above proposed land-use and its structure is to ensure an integrated development framework in the city. The proposals relating to different land-uses have been described in details in the following subsections.

An Analysis of the developed area reveals that at present 7.77 hectare per one thousand persons is being put under utilization in the city while in Bhopal, Indore and Ujjain the per thousand persons land utilization are 7.18, 4.29 and 8.50 hectares respectively. It is obvious that the city of Raipur is extensively spread out and mostly unintegrated in its expansion.

Taking the above facts into account keeping in mind the need of future, it is estimated that about 11.5 hectares per thousand person land will be required. Hence in 1991, it will be necessary to consider the need of 5750 hectares of land to accommodate 5 lakhs of population. Of course this does not include unusable land and water bodies. In the following table details of the proposed land-use and their areas have been presented.

Table II (iv)

Raipur - Proposed Land-Use and allocation of land (1991)						
Land Use	Area in Hectares					
	Existing (1975)			Proposed (1991)		
	Existing area	%	Per 1000 person land use	Proposed	%	Per 1000 Land allocated %
Residential	679	34.9	2.71	2300	40.0	4.60
Commercial	43	2.2	0.17	286	4.9	0.56

	Existing area	%	Per 1000 person land use	Proposed	%	Per 1000 Land alloca- ted %
Industrial	326	16.4	1.28	850	14.8	1.76
Public and Semi-public	629	32.4	2.52	950	16.5	1.90
Recreation	42	2.2	6.17	550	9.5	1.16
Transport and Communication	230	11.9	0.92	820	14.3	1.64
Total	1943	100	7.77	5756	100.0	11.50

Source - Raipur Development Plan, Town and Country Planning, Raipur (1973)

It is obvious from the observation on the existing land-use and the proposed land allocation that the percentage of allocation under residential use has increased from 34.9 to 40.00 percent. This will help in easing out the problems of residential congestion in the central area of the city and also it will help in keeping up the density in future development in rational level.

In view of the ever increasing commercial activities in the city, a provision of more land has been made under this head. In the same way more land has been provided for recreational and transport uses also. The proposed area of

4.60 hectares per thousand persons for residential purposes is quite high as compared to the existing 2.71 hectares per one thousand persons. Keeping in view the hot climate of the city more area (per 1000 persons) has been provided for residential use in comparison to other cities under public and semi-public activities, recreational purposes, and transportation per thousand of persons the area has been 1.90, 1.10, 1.64 hectares respectively in the proposal.

## 2.13 The Structure of Land-use

The efficiency of performance of activities in the city depends on the structure of land-use for easy and fast movement of goods and people. The structure of roads and its network is largely detracted by the structure of land-uses. In the Raipur city, the structure of the land use has been evolved on the following consideration.

- 1) Integrated and continuous development under important activities.
- 2) Mixed land use.
- 3) Internal relationship among different high level activities at planning unit level.
- 4) Unifications of physical and social environments.
- 5) The minimum transfer of existing city morphology.

i) Residential area - Residential areas have been defined as self-sufficient units. A provision of market, health and education facilities have got to be made so the area is self-sufficient. The internal transportation system in these areas has been proposed in such a way that through passage should be away from them. It has been also proposed that they should be connected with the major centres and other economic activities through main roads. It has also been proposed that harmful activities and industrial establishment should be located away from them so that they don't create health hazards noise and other attendant problems in the residential areas.

The existing residential areas are suffering from the problems of congestion and lack of amenities and facilities. In view of the estimated increase of population by 2.5 lakhs in future and existing deficiencies. 1620 hectares of additional area has been reserved for developing residential uses. A total of 2300 hectares area which includes 679 hectares of existing residential areas will amount to 40% of the total plan area under proposal.

ii) Commercial areas - The existing commercial areas has been surrounded by Malvia Marg, Sadar Bazar Road, G.E. Road and M.B. Road. These areas are congested and suffer from the problem of inaccessibility. In spite of these deficiencies the city centre will continue to function due

to its location in central province of the city and radial pattern of roads this area has become truly central and facilitating for commercial activities. Hence it has been proposed to ensure the smooth movement of vehicles, easy loading and unloading activities to have approach roads to places of public importance to help this area grow more efficient. It has been proposed to renovate the existing commercial centre and improve upon the existing deficiencies rather than to develop a new centre in the new township.

In every planning units market places have been proposed to cater to the needs of the residents. They all lighten the burden of the central area and also check the development of shops here and there in patches. According to hierarchy the first commercial areas will be located in the centre of the city and the second one's in the market centres of the planning units and the third and last hierarchy will be located in wards and local shops which will cater to the day to day needs of the people. Wholesale market have been proposed to be transferred outside the central areas so that enough space will be available for retails trade and allied commercial activities. An area of 280 hectares have been proposed in the development plan for the development of commercial activities.

iii) Industrial area - Together with the expansion of existing units a provision has been made to provide enough land for new industrial establishments. It has been proposed that enough water, electricity, transportation and commercial facilities will be made available in this area. Those industrial establishments which require less area for their activity and can be accommodated in multi-storeyed buildings, have been proposed to be located in reserved areas. Harmful industries which are located in improper cities have been proposed to be transferred to the east corner of the industrial estate.

Large size industrial units like the repairing workshop of wagon, industrial estate at Bilaspur Road, the rice mill at Ramsagar Para and Gudhibari area will remain as where they are. A large industrial area is to develop in Gogaun and Gondwara villages in the northern site of the Railway line. At Baloda Bazar Road a new Railway Station is proposed, for which land has been reserved there. A provision has also been made to accommodate the further expansion of the existing industrial area. An area of 850 hectares has been reserved for industrial land-use which amounts to 14.8% of the total area.

iv) Public and Semi-public - Under this land-use are included the area utilised for the central and state offices,

local administration offices, health facilities, social and cultural activities etc, while planning these activities due attention has been given for proper distribution, location and accessibility. A total area of 950 hectares has been reserved for this land-use.

v)(a) Offices - Offices have been proposed to be located in planning unit No. 1, No. 2 and No. 3 in which central, state and local administration offices are included. An area of about 30 hectares has been here reserved so that the above offices at present located in different parts of the city on hired buildings may be suitably accommodated.

(b) Education - In planning unit six a separate areas are there in which a university and Govt. Colleges are located. Most of the colleges and specialized institutions also are located here. For future expansion and development of the land nearby the university campus has been reserved. In this area all the activities related to education like residential quarters of teachers and hostels of students etc. will be located. For colleges and schools there has been provision for land at planning unit levels. Some educational institutions which are at present located on improper sites and are not being utilized properly are planned to be transferred. For this purpose 176 hectares of additional area has been reserved.

(c) Health - In all planning units, 41.5 hectares of additional land has been reserved for public health establishments. These includes specialized Hospitals, Dispensaries and Maternity Centres. At the level of planning units and block units small dispensaries will be provided.

vi) Social and cultural - There is a need to strengthen the social and cultural activities in the city so that the urban life would be more satisfactory and prosperous. For this purpose in different planning units, specially in those where such facilities are not available, a provision of land for this purpose has been made. An area of 20 hectares has additionally been provided for social and cultural activities of different levels.

vii) Public utility and services - In a modern urban society, water, sanitation, wastage disposal etc. are considered to be very important services. For these activities a relatively small area is required because they are the components of road network than also for water supply, waste disposal and sanitation. For graveyards and burial grounds some land is required. The corporation has proposed sites for waste disposal near Math Purena village. It has been proposed that an area of 35 hectares of land should be reserved for disposal of night soil.

viii) Religious and Recreational - Under this land-use are included the area utilized for religious activities, historical and archaeological remains, parks and open places, nurseries etc. The Kharun river flows 8 Km away from this city in the South-West direction and every year on the bank of the river at Mahadev ghat a religious mela is celebrated in the month of November. In this plan a provision has been made to take care of the lodging facilities and other facilities for the observers of meal. A site has been reserved for Nursery development near Mahadev ghat. Raipur is the city of ponds and lakes. Most of the ponds have lost their utility and charm, and turned into the breeding place of the mosquitoes and have become a source of pollution. It has been proposed to fill up these ponds and use these developed lands suitably. Buddha Talab has been proposed for Recreational purposes like boat riding and fish catching. In the same way Banka Talab has been reserved for picnic and similar other recreational purposes. For religious activities and recreation an area of 550 hectares additional land has been reserved.

i) Transportation - Under this category of land-use, road, railway networks, terminus bus stands, parking places etc. are included. For this 820 hectares of land has in reserved which accounts to 14.3% of the total area.

## 2.14 Distribution of land-use according to Planning Units

The city has been divided into six planning units. In each of the planning units the land-use has been based on activities within the boundaries of the unit. In every unit the land-use has been distributed on the basis of which the development plan has to be prepared for implementation.

Table II (v) Raipur - Land use distribution  
(According to Planning Units)

### Classification of Land-use

Sl.No. of plan- ning units	Res.	Com.	Ind.	Public and SP	Rec.	Trans Com.	Total
1.	844	62	374	100	70	210	1660
2.	214	6	300	50	80	88	738
3.	462	145	160	165	70	198	1200
4.	374	27	-	200	76	173	850
5.	198	28	-	65	138	73	502
6.	208	12	16	370	116	78	810
TOTAL	2300	280	850	950	550	820	5750

\*182 hectares of area near Mahadeb Ghat has been included in Planning Unit No. 5 and 6.

Source: Raipur Development by Town and Country Planning.

CHAPTER - III

MIGRATION; - THE GROWTH OF FRINGE IN RAIPUR CITY

3.1 In Raipur it has been noticed that slum and pavement dwellers are overwhelmingly poor rural migrants, primarily from lower castes or disadvantaged communities, who migrate to the city through caste, kinship and village networks in search of better economic opportunities. Of course not all slum and pavement dwellers are rural migrants, some are born in the city especially among the younger generations, and a growing number of them come from better housing areas, a result of not only downward social mobility, but also of the steadily increasing cost of living and growing shortage of houses.

Housing problem is a chronic feature of the city life because of the increasing number of immigrants. It is observed that in the area under investigation the proportion of migrants from Orissa into the two slums to the total migrants in slums is greater than the proportion of migrants from the state to the city to the total migrants to the city from other states.

There are no reliable migration data on the slum population of Raipur, although case studies of slums have shown that the migrants from Orissa comprise important segments of population.

There is overwhelming evidence that slum and pavement dwellers migrate to the cities as a result of carefully considered and rational economic decisions. According to investigation taken by the author, economic reasons were mentioned by the vast majority of the respondents as reasons to be for which they had decided to leave their village and had migrated to the city. The study of slum dwellers in Raipur, in fact, which analysed reasons for migration according to the duration of the residence in the city, found that economic reasons have become more important in recent years than they were earlier. Economic reasons were mentioned by 75% of those who migrated more than 10 years ago, and by 85% of those who migrated within the last 5 years. As Mukharjee (1975) pointed out, the present urban crisis is intimately tied to the agrarian crisis in the country side, the vast majority of the urban poor are none other than the rural poor who are no longer able to eke out a meagre subsistence in the village.<sup>1</sup>

A study of two slums in Raipur revealed that 62% of the respondents had left the village because they

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1. Mukherjee, Sudhendu "Under the Shadow of the metropolis" They are Citizens Too! (Mimeo). A Report on the Survey of 10,000 pavement dwellers in Calcutta, September 1973-March 1974. Calcutta Metropolitan Development Authority, Calcutta 1975.

could no longer earn a living there. For most of the reason was adverse agricultural conditions (e.g. drought or floods). Unemployment or underemployment; factors such as Land Fragmentation, declining demand for traditional skills and service due to modernisation. The over population also contributed to their rural predicament.

Wiebe (1975:31) goes a bit further in bringing out the complexity of the economic factors, and presents the following reasons for the growth of slums in Madras (i) the demand for labour in the city due to the post-independence development schemes, (ii) lack of demand for labour in rural areas, (iii) consecutive failure of monsoons and drought conditions in the villages, (iv) influx of population after world war II, resulting in an acute scarcity of housing, (v) inability of labourers to pay reasonable rent, (vi) lack of civic consciousness and apathy to law, and (vii) desire to live near the place of work.<sup>2</sup>

In Raipur, in the two slum areas, out of all those who had migrated to the slums on account of drought condition. The other reason of migration is inadequate income

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2. Wiebe, Paul D., Social Life in an Indian Slum, Vikas Publishing House, Delhi (1975).

from land and the course of indebtedness. As in the case of the decision to leave the village, the decision to migrate to the city is due to the expectation for better economic opportunities. In Raipur, it was observed that the majority (62%) of respondents, even though poor and living in slums, considered their life in the city preferable to what it was in the village, while only 23% though their situation was worse, and 15% saw no difference in their situation. The fact that Raipur's slum population has grown much in the last several years as compared to the other cities of M.P. is due to the economic opportunities.

### 3.2 Social characteristics

Regarding the social identity of migrants, the picture is quite clear. In Raipur, the migrants are predominantly from lower castes and other disadvantaged communities. The percentage of lower castes in the slum and among pavement dwellers is also significantly higher than for the population of the city as a whole. As Majumdar points out, "The urban poor are the same as those in rural areas both lying at the bottom of the social structure, and suffering from cumulative inequalities."<sup>3</sup>

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3. Majumdar, Tapan K. "The urban poor and social change: A study of squatter settlement in Delhi," (1977).

Every city under consideration seems to have experienced certain periods in its history when there were waves of migration. Raipur experienced its wave after independence when the industrialisation of the city offered chances of employment to migrants.

The rapid rate of population growth in the urban areas is the most important of the development of slum in Raipur. And this is not because of only the increasing birth rate but mainly because of the heavy influx of population from the other regions, specially from the neighbouring rural areas. The huge flow of rural inhabitants is the main cause of the scarcity of residential areas in Raipur.

Another important cause of the rapid growth of slums is the increasing importance of Raipur city which results in higher density of population. It acts as a pulling force for the employment seeking population from far and wide. The villagers mainly come to the towns to seek their fortune where the job opportunity is naturally more due to the growing industrialization, trade and commerce. Here the demand for daily labourers is also more so the people come from different states of India. Sometimes such huge flow of daily labourers seems to create a bustee overnight full of hundreds of squatters which later on turns into slums.

It is through rural-urban migration process that large number of population from rural areas are uprooted and transplanted in the alien environment of urban areas. The pattern of rural-urban migration is affected by levels of urbanisation within a state or region, patterns of rural development and the resulting socio-economic inequalities. Thus, there is an important relationship between the city and its rural hinterland. States with high levels of urbanisation draw rural migrants not only from within the state itself, but also from states nearby which have low level of urbanisation and rural development.

There is some evidence that rural-urban migration of the poor has been increasing in recent years and that this trend will continue in future. This needs to be understood within the context of the increasing level of urbanisation for the country, as a whole, the expansion of the unorganised sector in the urban economy, and the resulting increase in urban employment opportunities which provide alternatives to intrarural migration of the rural poor. Thus, increasing levels of rural development or restrictions on urban migration are not real solution to the problem since neither approach is likely to stem the growth of slums and pavement dwellers, the latter could even have an adverse effect on the growth of the

urban economy. The implication for planning and policy is that this large percentage of the urban population needs to be accepted as an inevitable and perhaps even increasing part of the urban society and strategies must then be devised to deal with their basic needs and wants on a priority basis.

According to urban sociologists, we are paying a very high price for the rapid industrialization that may overtake the country in years to come. The anomaly, is that the less industrialized the country, the less apt it is to have a housing problem. The moment it begins to develop industrially its housing problem burgeons. The more it develops industrially, the more stubborn the problem becomes.

Growth of industry means more manpower is required. More manpower means more inflow of people into newly industrializing areas. After a stage, however the inflow of persons overtakes the number of jobs available. At the same time many of those who come in search of jobs do not get very high wages; their employment is not always a certainty, and so they are insecure. Further, many of these migrants are not housing conscious. So the two facts of low income and low priority of housing lead them to accept low standard housing. They end up with building up small huts. Interestingly enough, though this is a well

known sequence of events, the municipal authority do not take timely action, and they seem to be negligent of the welfare of the people.

One of the outstanding features of the spectacular growth of the city of Raipur in the last decade and a half is the accretion of extensive residential and industrial suburbs outward from its original centre. This expansion may partly be attributed to the increasing population of the city, attracting migrants into its own dynamic economic potential.

Like a typical tropical city, Raipur, with its remarkably rapid growth, presents also quite a different situation at the other end of the social scale. Here many poor people, who have been attracted by even small economic opportunities from casual employment, often form sizable communities around the people residing in built up dwelling areas of higher social status than the migrants. These usually exist in such areas where land is available and not in demand for other urban purposes or obtainable at a very cheap rent and not claimed by their legal owners. Such slums have prominently sprung up at Pandari Tarai, Tikarapara, and Shantinagar.

# RAIPUR

1-5 SEQUENCE OF GROWTH

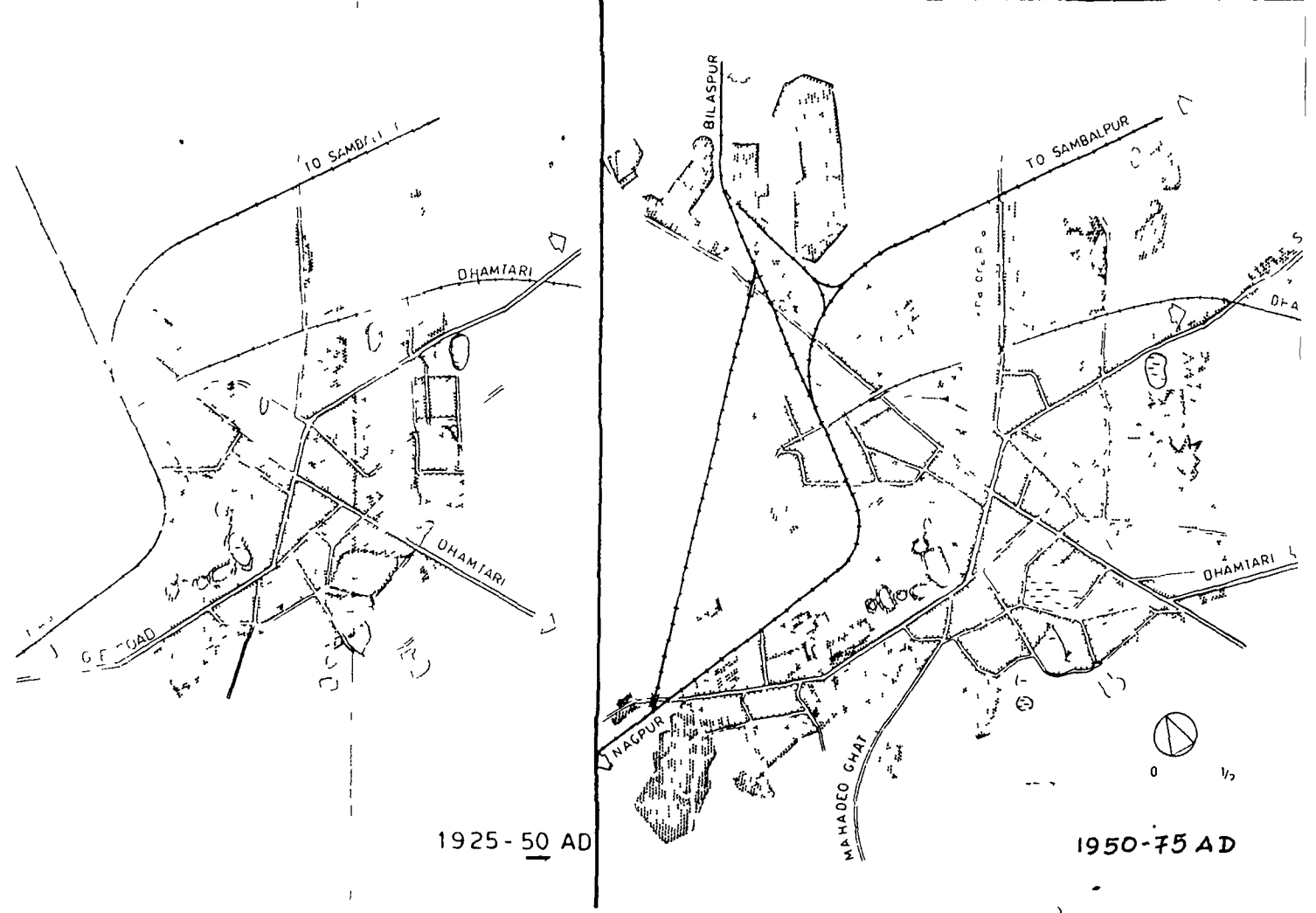
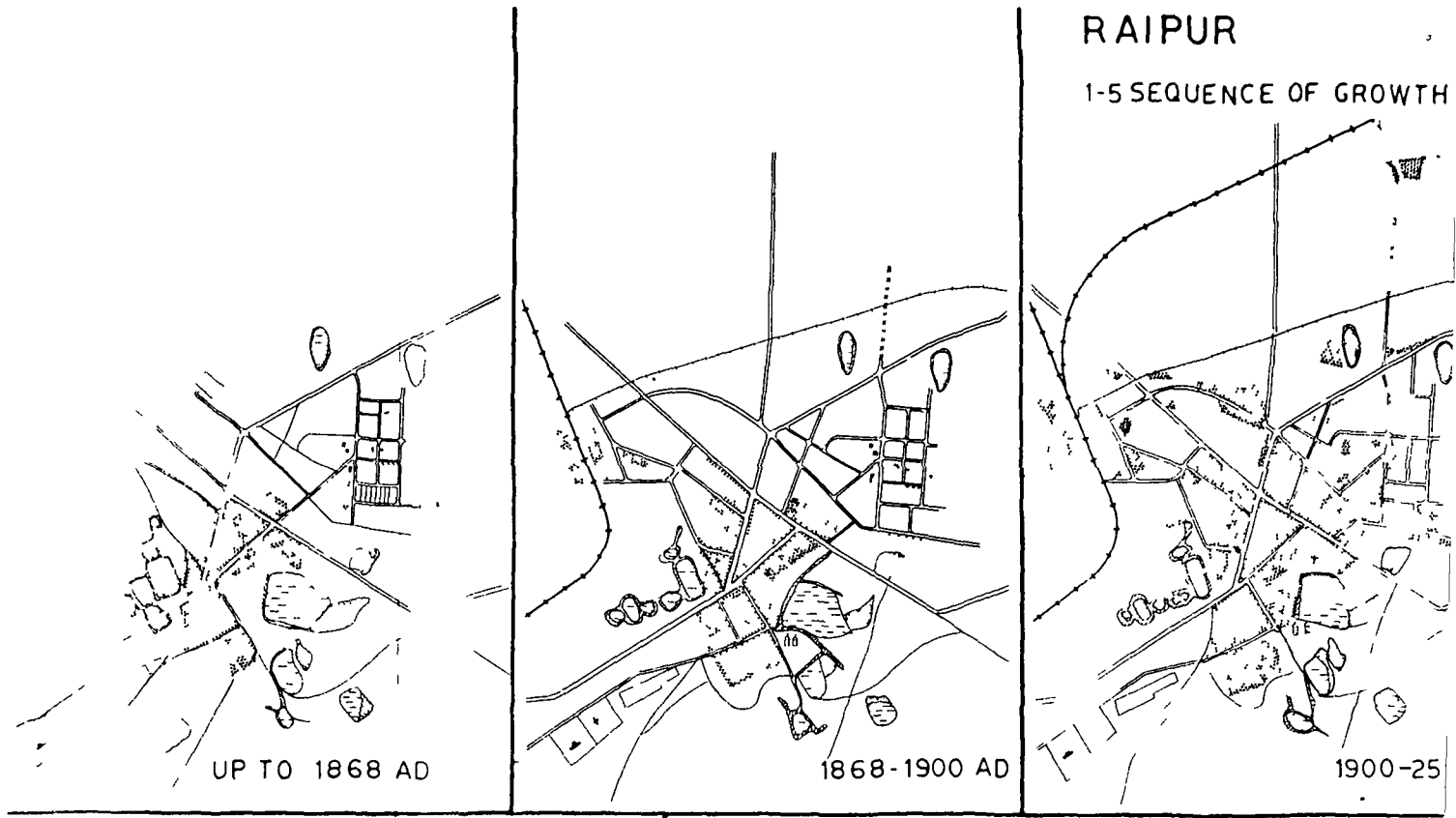


Fig. 5

Source: Raipur Development Plan

Perhaps, these suburban communities of squatter can be seen as a transitory phase in urban geography of the developing countries. Although there may be genuine desire to tear down or remodel such areas, yet the means to do such a job seems to be lacking at present.

Regarding the population structure, the slums are almost entirely inhabited by new-comers or immigrants. Generally, they are found to cluster in groups, according to the villages of origin there population growth rate records highest within the city with a high ration of males to females, age structure is pyramidal with greater number of child population.

The phenomenal growth of the city, Raipur, and the exponential growth rate of population has produced certain problems of major concern. In the year 1961-71, the growth rate was + 43.75% but in the year 1971-81, it was + 64.56%. The growth rate <sup>is</sup> 20.81% between 1961 to 1981.<sup>4</sup>

The initiation and multiplication of industries and the separation of home and work place, helped by the development of means of communication have added towards the west two major industrial suburbs.

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4. Source: Provisional Census of India, 1981.

A further element in suburban expansion is the growing desire of the people to live at less densely populated areas. In part, this desire reflects current architectural fashion, but it is also encouraged by more positive reasons than mere 'whim.' Such dwellings have many functional advantages for family having young children. The low cost of construction is also important in this respect. High density housing is costlier than low. It is relatively cheap and easy low density housing. Although more land is required for such housing, available in suburban location whatever may be the causes of this, the detached or semi-detached suburbs have sprung up at the outskirts of the Raipur city in all directions, excepting south and north-west.

### 3.3 Industrial suburbs

The establishment of Bhilai Steel Works, about 27 Kms, West of Raipur, has initiated the growth of various ancillary and subsidiary industries at the approach to the Raipur town, still part of it and also at some distance away from it.

Two such types of Industrial suburbs can be recognised:

### I. The Industrial Estate

This is situated in between Bhanpuri and Rawa Bhata at a distance of eight to twelve kilometres from Raipur. Here people go to work from the central parts of the city. The industrial estate has an area of 72 hectares. Since its inception upto June 1973, some twenty industrial units have started functioning employing over a thousand labourers.

Various industrial units are engaged there in the production of steel and galvanised iron, chemicals, and medicines, cutlery, soft drinks, cosmetics, tin plated containers, plastic goods, polythene bags and tubes, welding electrodes, pipe and steel furniture. As a result of such an expansion of industrial suburb here, the daily journey to work has taken new significance, affecting both the number of people involved and the distance over which they travel from the down-town areas of Raipur. The mode of such a journey is performed, at present, mostly by bicycle ride.

Another feature of this suburban area in the north is the Railway Wagon Repair Workshop (1964) which is located to the east of the above area, occupying about 384 hectares and employing about 2700 workers. A sizable residential suburbs have sprung up there for housing and employees.

Prior to the growth of the above industrial suburbs and towards the approach to the city were small industrial units, engaged in limestone excavations and kilns, production of sodium silicate and aluminium utensils. The most noticeable feature of this suburban tract is the local supply of labour.

## II. Kumhari industrial suburb

This is the second noticeable area developed in the Durg district, but functionally has its orientation towards the city of Raipur. The claim for the functional orientation towards Raipur can be accounted for the following basis.

- i) Practically all the administrative offices related to industrial concerns, are located at Raipur.
- ii) Most of employees engaged there, perform daily journey to work from either by public transport buses or by local trains or by bicycles, from their Raipur based residences.
- iii) The entire local population of Kumhari depends exclusively on Raipur for its daily needs, due to cheapness or consumer goods and ease of accessibility as compared to Bhilai or Durg.

- iv) The market gardens of this place supply their entire produce to the city of Raipur.
- v) The trend of urbanisation is more continuous towards Raipur than towards Bhilai.

The industrialization of the Kumhari countryside started in 1951.

Various factors have been responsible for the development of this industrial suburb, as follows.

- a) The availability of vast expanses of Bhata land (laterite) best suited for constructing the industrial establishment at a cheap rate here.
- b) The availability of cheap labour force from the surrounding villages.
- c) The direct rail and road links with major industrial centres and parts of India such as Calcutta, Rourkela and Tatanagar.
- d) The availability of loading and unloading facilities at Kumhari railway station.
- e) The demand for manufactured commodities of Bhilai and other Engineering industries of Raipur and Durg.

### 3.4 Growth of Distinctive Residential Suburbs

These are the third type of suburbs on the city outskirts. For the last two decades ending in 1970, there has been a spectacular increase about 60% to 80% in the number of occupied houses, outside the old corporation limits. This process though contiguous in all directions of the existing built up area of the city, has yet resulted in the growth of about a score of detached or semi-detached and well planned residential suburbs, with modern architecture. Certain well marked distinctive features can be noted of these residential suburbs, as under:

#### 3.5 i) Areas of mixed urban-rural dwelling

Strong modern architectural buildings are found in the neighbourhood of traditional rural houses with mud walls and tiled roofs. These suburbs are located in Teli-bandha, Pandari Tarai and Phaphadih.

#### ii) Residential segregation

Avoiding retrospective details here, two distinctive features stand out in bold relief in respect to these suburban residential areas of Raipur. "One of these is the tendency for residential areas to be segregated from other uses of land." These have developed at Shantinagar, Vivekanandnagar, New Shantinagar, Panchsheel Nagar, Choube

Colony, Sarvodaya Housing Colony, State Bank Colonies, Ravigram, Virdi Colony, University Colony and Jal Vihar Colony. Such colonies are markedly well planned, having spacious buildings with concrete roofings and courtyards. Most of these areas have monotony of shape and size in their house types, on account of either certain prescribed standards laid down by housing board or the housing societies.

### 3.6 Indigenous social status

"The other outstanding feature of these residential suburbs is for continuous areas, occupied by a single social class" (either single income group or indigenous social status). For instance, Shantinagar, Panchsheel Nagar and Choube Colony have mostly people of high aristocratic status, whereas the residents of Vivekanand Nagar, Vallabha Nagar, State Bank Colony, and Sarvodaya Housing Colony generally, belong to the middle or lower middle income group. Shyamnagar, Ravigram contains mostly traders and business men.

Apart from the above residential suburbs, the overall increase in administrative functions of the city of Raipur has necessitated the buildings of Government colonies and Housing Board Colonies, near government offices on vacant nazul land in Raza<sup>al</sup>alaō, civil lines and pension Bada .

(Now Arvind Nagar). These housing groups generally have double storeyed, four flat house types with the new typical feature in the sky line development of the city.

### 3.7 Mana Refugee Colony

Established in 1964, it has an area of 2.85 sq.kms. about 8 Kms north of Mana. This colony comprises mainly of refugees from East Pakistan (Now Bangladesh).

### 3.8 The Rural-urban Fringe

The development of the city suburbs and the journey to work have resulted in the absence of clear break between rural and urban conditions measured both in terms of land use and social organisation instead of rural-urban fringe zone with various mixed rural-urban characteristics has been formed.

In the rural environs of Raipur large amount of land is being used for transport and certain typical urban functions, for instance, the airport with its runway at Mana, the Government Bus Depot and Radio Station at Veergaon and Gas cylinder Filling Plant at Mandir Masaud. All these are typical detached areas.

The fringe has also attracted various other uses which are necessary for the proper functioning of an urban settlement but could be less desirable within its actual

built up areas. For obvious reasons sewage dumping area located in edge of southern built up outskirts, and water-works at Bhatagaon near the Kharun River, cover large space. Similarly, brick-kilns and tiles kilns have sprung up on the out lying and low lying areas, mostly along Dhamtari Road, on account of the easy and ready availability of suitable mud and clay. Most of the limestone kilns are found in and around Bhanpuri, an area chiefly underlain by horizontal limestone beds. Brick and tiles kilns are also situated at Raipura, Chandelideh, Sarona and Kumahari all (dwelling areas of Kumhars) situated near the approach roads of the Raipur city. As these products are necessary for urban construction industry, and the cost of transport of these bulky materials becomes prohibitive as these cannot be hauled over long distances.

Sometimes it is very difficult to modify or alter certain types of land uses, already established before planning control operates. These require shifting as the city limits grow. The hospitals, crematorium and burial grounds in southern portion of Raipur continue to exist, because of the fact that land values are kept down by the refusal to permit residential development, and also for the fact that people have a dislike to use such areas for residential and other purposes.

Perhaps due to lack of effective planning controls for compact development and prevalence of a class of "speculative builders" vast unused vacant spaces are also found in the fringe zone of Raipur. These are mostly found located in between developed residential suburbs on the north-east, east and south and especially the North-western sector of the fringe within corporation limits. Transport Garage is also located in the Fringe Zone.

Water-logging areas in the south and south-east prevent urban development in these directions.

A rapid process of urbanisation has been taking place for the last several years almost uncontrolled, unregulated and unchecked. Because most of the industries grew up without any systematic planning and city has been kept growing haphazardly and failed to have a corresponding growth in housing facilities and other amenities of life. These has led to the emergence of hutment colonies often called as the urban villages within the city as well as in the hinterland surrounding them.

It has been found that the tremendous increase in the pressure of urban shelter is mainly the result of uncontrolled migration from rural to urban areas due to 'push' factors and 'pull' factors and the poor economic conditions of the urban population.

### 3.9 Problems and Prospects

The phenomenal growth of the city of Raipur into various industrial and residential suburbs, at an exponential rate, has produced certain problems of major concern, namely,

- i) The expansion of the city as well as suburbs has taken place in a haphazard manner extending outward, especially along main roads and in between forks of roads and railways, resulting in lobated pattern growth, leaving vast unused spaces between various suburbs.
- ii) Such a growth lacks effective coordination between suburbs themselves and also between them and the C.B.D.
- iii) The vacant areas in southern railway and south eastern railway directions on the Bhata lands best suited for building purposes, are available but yet remain unutilized.
- iv) The urban spread into surrounding country regions on Bhata lands have left vacant spaces of areas of Matasi or dorsa soil, interspersed between them and best suited for agriculture pursuits. Rather than providing the growth alternatives in the form of specialized types of truck farming, these too, are being usurped by buildings being erected.

v) The tendency of land dropping out of cultivation, with the event of urban uses of land nearby, the surrounding built up areas of the city has resulted in the birth of class of speculators who buy and sell such lands by plotting at high prices, such a tendency often results in raising land values along communication line.

CHAPTER - IV

A STUDY OF TWO SLUMS

4.1 Slums are the symptoms of disorderliness which emerges as a result of extreme poverty conditions in the urban community. They create an ugly scene and tend to endanger the health and morals and thereby contribute to the everlasting frustration of the inhabitants. Raipur city is also not free from these ugly spots, whose inhabitants do not care much for dirt and filth and say "we are poor, we live in poverty and die poor, it is our lot."

The present study deals with the inhabitants of two such slums i.e. Gandhinagar and Shaktinagar.

#### 4.2 Distribution of Slums

There are thirty two recognized slum areas in Raipur city (M.C.\*). The names are given below with area and population.

Table IV (i)

Name of slums	Nazul (in hact.)	Private (hact.)	Ceiling (hact.)	F.M.
1. Shaktinagar	3.080	-	2.800	387
2. Gandhinagar	1.213	-	-	148
3. Satbharianagar	3.001	-	1.352	191
4. Sukarwari Bazar	5.26	-	1.28	426
5. Subhas Nagar	1.02	-	-	84
6. Bidhaya Nagar	0.728	-	-	61

Name of Slums	Nazul (in hact)	Private (hact.)	Ceiling (Hact.)	F.M.
7. Khamtarai/H.B.	3.823	-	-	254
8. Shastri Nagar	0.849	-	-	106
9. Hanuman Nagar	2.853	-	-	537
10. Teli Bandha/ Mowlipara	6.495	-	1.698	750
11. Bhim Nagar	0.251	-	-	173
12. Kukripara/ Purari Basti	0.971	-	0.763	42
13. Behind Engineer- ing College	0.162	-	-	48
14. Chhattisgarh Nagar	0.607	-	3.996	155
15. Sanjay Nagar	2.822	-	27.083	878
16. Shantoshi Nagar	3.857	-	0.393	535
17. Tati Bandh	11.118	-	9.855	187
18. Rabigram	3.528	-	0.144	368
19. Thakar Bapha Ward	5.62	-	6.61	600
20. Ramkund	4.018	-	1.383	239
21. Dumar Talab	-	-	1.467	130
22. Daganiya	12.144	-	3.217	325
23. New Shantinagar	0.423	-	21.092	83
24. Chuna Bhati (Gudhihari)	0.036	-	2.206	119

# DISTRIBUTION OF SLUMS IN RAIPUR

## INDEX

- MUNICIPAL BOUNDARY
- WARD BOUNDARY
- VILLAGE BOUNDARY
- ROAD
- RAILWAY LINE
- TANK
- AREA OF MC LIMIT

## LIST OF WARD

1 KOTA	20 RAJA TALAO WARD	35 SUDHA PARA WARD
2 CHIRHULDIH WARD	21 RAVIGRAM WARD	36 CHHOTAPARA WARD
3 THAKKAR BAPA WARD	22 NEW WARD	37 AR/ND NAGAR WARD
4 GUDHARI	23 CIVIL LINE WARD	38 NEHRU NAGAR WARD
5 KHANTARAI	24 BALJATHI PARA WARD	39 TIKERA PARA WARD
6 WAGON REPAIRING WORKSHOP	25 SADAR BAZAR WARD	40 AMYANARA WARD
7 FAFADH	26 GOLF BAZAR WARD	41 PURANI BASTI WARD
8 RAMAN MANDIR	27 NAYA PARA WARD	42 HATRI PARA WARD
9 STATION	28 JORA PARA WARD	43 KANKALI PARA WARD
10 DSHUKAWARI BAZAR	29 JAWAHAR NAGAR WARD	44 THAKUR PANKAJ WARD
11 RAMSAGAR PARA	30 BACHAI PARA WARD	45 LAKHENAGAR WARD
12 GANJ	31 HANDEI PARA WARD	46 COLLEGE WARD
13 KELKER PARA	32 TATYA PARA WARD	
14 MAUDHA PARA	33 BRAHMAN PARA WARD	
15 HOSPITAL WARD	34 SATTI BAZAR WARD	
16 HANU MONDI		
17 NEW WARD		
18 PANDRI		
19 SHANKAR NAGAR		

SCALE 4 INCH = 1 MILE



SOURCE MUNICIPAL CORPORATION RAIPUR

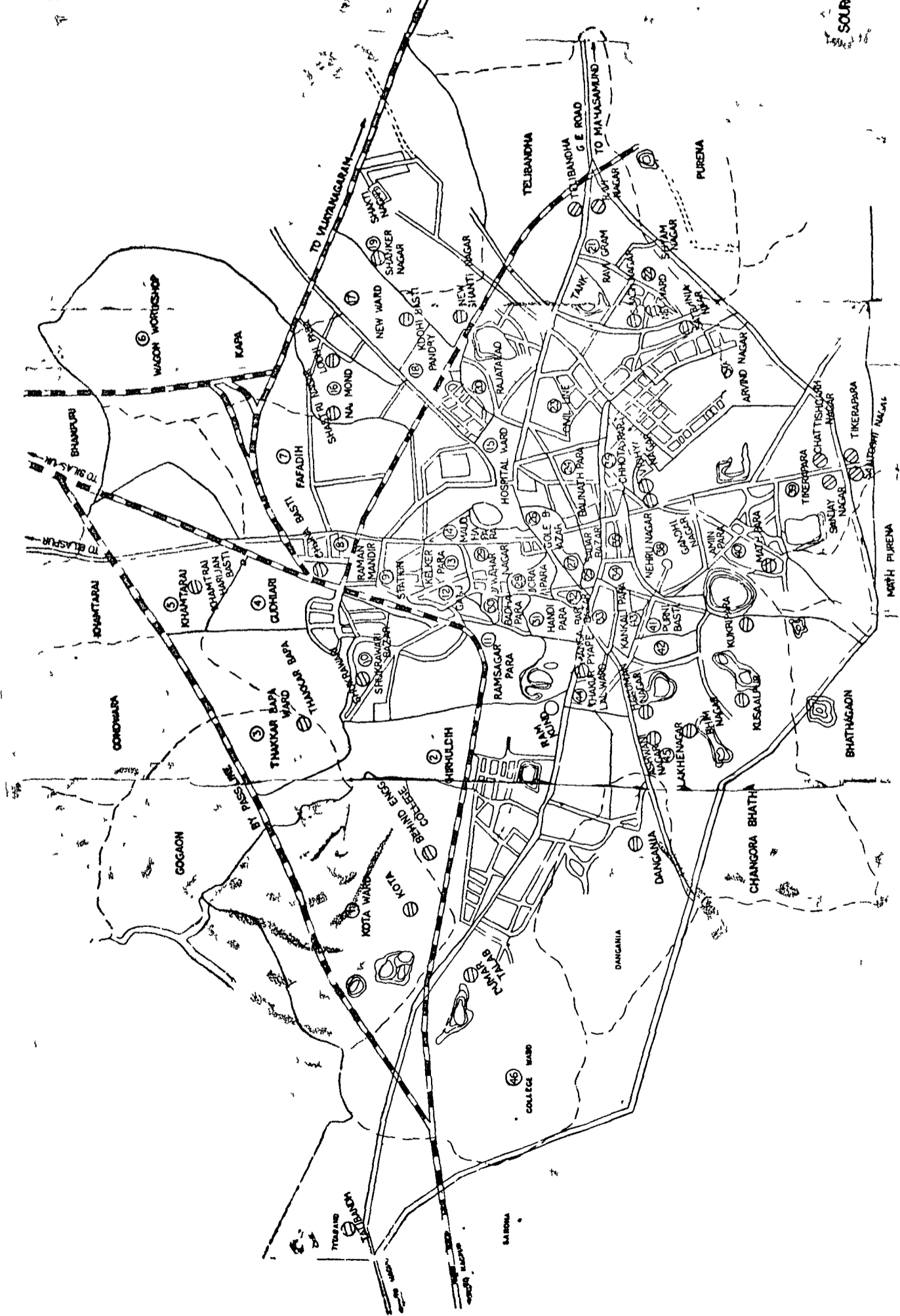


Fig. 6

1730E

Name of Slums	Nazul (in hact.)	Private (hact.)	Ceiling (Hact.)	F.M.
25. Mangalwari Bazar	1.444	-	-	46
26. Math Purena	4.314	-	-	349
27. Kodhi Basti (Pandhari)	2.711	-	13.251	304
28. Aswininagar	-	-	3.709	237
29. Kota	2.368	-	44.617	252
30. Kusholpur	7.567	-	2.424	325
31. Lodhipara (Kora)	6.311	-	8.594	346
32. Shyam Nagar	16.706	-	3.191	229

\*Source : Municipal Corporation of Raipur  
(Madhya Pradesh, 1983).

The study area Gandhinagar and Shaktinagar are located in Nehrunagar Ward and Shankar Nagar Ward respectively. Gandhinagar occupies 1.213 hectares of land. The population is 148. The density of population per hectare is about 1010. The average size of plot is 36.14 square metres while the Shaktinagar is in Shankar Nagar Ward. The total land area is 5.88 hectares, having population of 387. The density of population per hectare is 319. The average size of plot is 68.80 square metres.<sup>1</sup>

1. Source - Municipal Corporation of Raipur  
(Madhya Pradesh, 1983).

740)

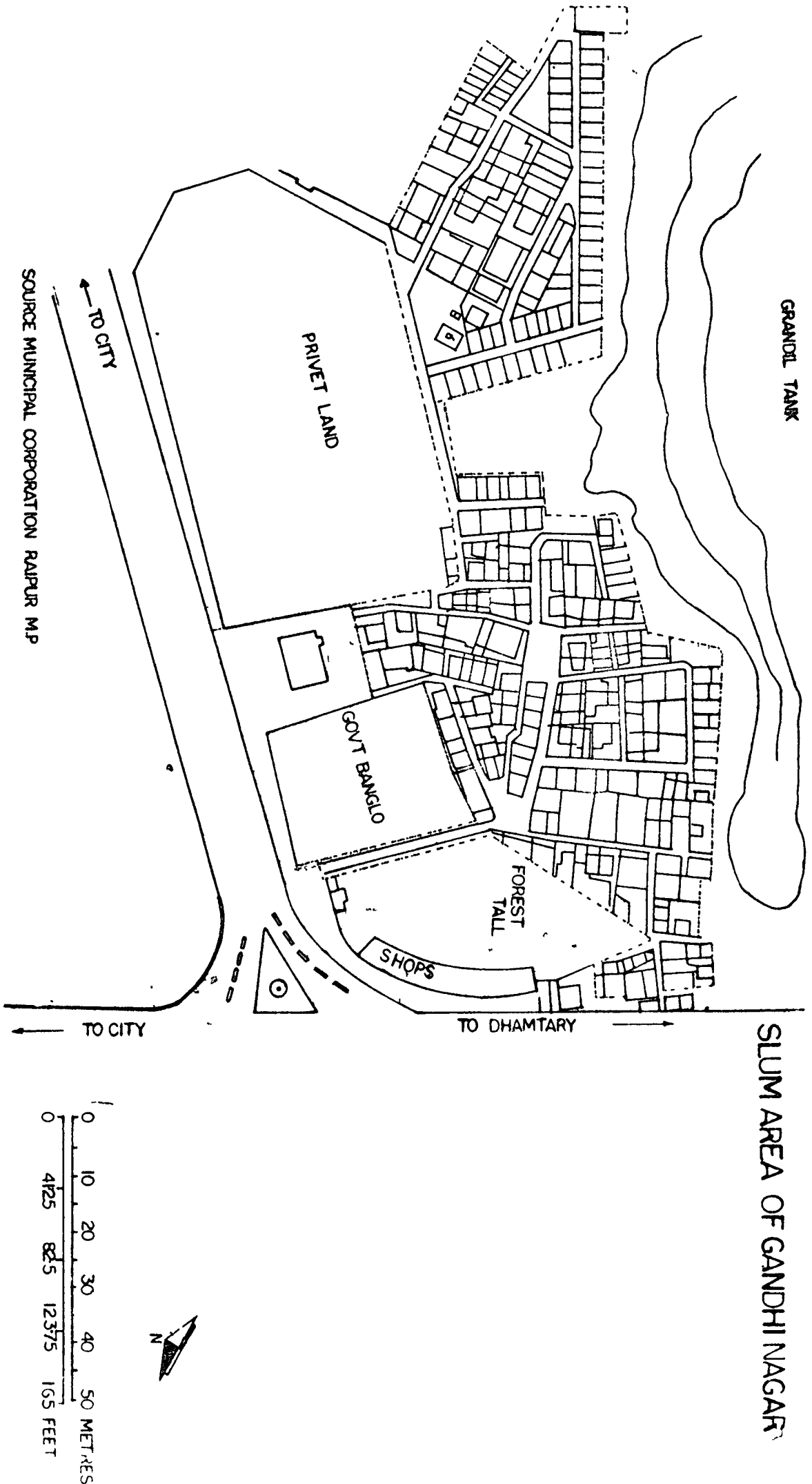


FIG 7

Gandhinagar is more congested than Shaktinagar. If we see the density of population of Gandhi Nagar, it is more densely populated than Shaktinagar, the reason being that Gandhinagar is very close to the main commercial centre of Raipur in comparison to Shakti Nagar. Whereas Shaktinagar is situated on the fringe of the city. Though the population is more, the density is less in comparison to Gandhinagar.

#### 4.3 Characteristics of slums of Raipur

##### 1) Appearance

The appearance may be called as the universal mark of the slums. From the appearance i.e. structural average and decline we can identify the slums of Raipur.

##### 2) Economic status

It has been seen that generally, the slums are inhabited by the poor people. One can say that it is a poverty stricken area. More than 50% of the slum dwellers in the Gandhi Nagar and Shakti Nagar i.e. the study area are belonging to very poor class. Of course most of the slum dwellers are living below the poverty line.

##### 3) Overcrowding

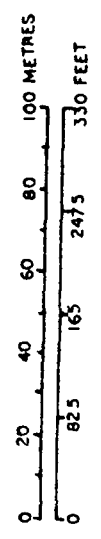
Overcrowding is the most important characteristics of Raipur. Here we may find that the space is overcrowded



SLUM OF SHAKTI NAGAR

TO PANDRY

TO SHANKARNAGAR



SOURCE: MUNICIPAL CORPORATION

Fig. 8

with buildings or the buildings may be overcrowded with people or vice-versa. The density is highest as compared to the other areas of the city.

#### 4) Population

Slum is the area of heterogeneous occupancy. Generally, it is an area of poor immigrants. We can say that it is an area of chronically sick and homeless. The growth of population is more than other areas of the city.

#### 5) Health and Sanitation

If we compare slums with the other residential areas of the city, then it can be characterised by low standard of sanitation. It is often most neglected by the public services for sanitation. For mixed reasons, it may remain as an area of high sickness and death rates.

#### 6) Morals

Slum is an area of delinquency, crime and vice, but this is more likely to be true of the socially disorganised slum.

#### 7) Social isolation

Generally, it is an area of lowest status. So it is socially isolated from other part of the city. Their chief link with the rest of the community is their identification with the labour market but there may be an additional link through politics.

## 8) Mobility

The slum is usually an area of high residential mobility but a family occupied slum may have a low rate of residential mobility. But two slums of Raipur show less mobility.

Housing problem is a chronic disease of the city arising mainly due to the increasing number of immigrants. The occupancy rate of the city reveals that due to shortage of houses, about 50 percent of the total families are forced to live in one room units. According to 1971 census the proportion of houses made with mud, grass, leaves, reeds or bamboo material is about 38.3%. These are actually "jhuggies" of the slum areas which are quite unfit for human habitation. Their need to be replaced by construction of more planned labour colonies.<sup>2</sup>

Thus, this problem is mainly concerned with the low income groups and the urban poor and therefore some specific parts of the city should be reserved for them. Besides the poor housing conditions of some slum areas is also a problem for the city. Such areas are usually confronted with problems of overcrowding, lack of basic

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2. Desai, A.R., Pillai, S.D. Slums and Urbanisation, Bombay Popular Prakashan, 1970.

amenities and physical deterioration of houses. Those urban villages which are assimilated as part and parcel of the city in the process of urban expansion, have also the characteristics of slum areas and thus, they also need improvements in their conditions. Actually, they are not fit to be parts of the city. It is estimated that 58.33% of the developed area has pucca buildings i.e. 14.14 Sq. Kms. Semi-pucca buildings consist of 5.97 sq.Km or 24.63% of the developed areas. Whereas the semi-pucca-cum-kutcha buildings and kutcha-buildings cover respectively 5.28% and 11.76% of the total developed areas.<sup>3</sup>

The area of the Kutcha houses comprise all the locality of old or new poor dwellings and some of the engulfed portions of the old rural settlements. This situation accounts for the 11.76% of the total developed areas of the city. The houses are like huts, dingy and dilapidated in their conditions and badly maintained probably without any improvements. The low standard of living of such areas can be imagined by the fact that they mostly lack all the civic amenities and proper facilities of daily life. The study area i.e. Gandhi Nagar and Shakti Nagar

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3. Chandale, M.K. A Study of Urban Geography. Ph.D. Thesis, 1975.

are the congested parts and have almost blighted characteristics, because of the overcrowding and filthy surface of the ground mainly during rains which makes the whole localities unfit for human settlements. The kutchha houses of the old settlement naturally represents the oldest structures, but those of the new areas depict their recent constructions. There are really no accurate figures available regarding the exact number of people living in the slums of Raipur owing to the paucity of census data and to the lack of agreement as to the areas which constitute a slum. As Municipal Corporation of Raipur recognized thirty two slum areas in the city, some data is available only for this. But according to a private organisation who are doing social works for slum dwellers, have recognized 108 slum areas where 95,000 of the city population resides.

#### 4.4 Population characteristics

Regarding the population structure, the slums are almost entirely inhabited by new comers or immigrants. Generally, it has been found in the study area that they cluster in groups according to village of origin. Here population growth records highest within the city with high ratio of males to females, age structure is pyramid and with greater number of child population. Literacy

rate is very low. There is no systematic investigation of slums of Raipur, therefore, their population, racial composition, literacy rate are not yet exactly known and the present study has been based on mainly field survey. *etc*

It is a well known fact that the people who live in slums comprise a significant part of the total population, they reside under the condition of high density. As mentioned earlier in the study area the density is 1010 persons per hectare and 319 persons per hectare respectively in Gandhi Nagar and Shakti Nagar. The areas of Gandhi Nagar and Shakti Nagar occupy relatively little land areas i.e. 7.093 hectares in the city and that too generally land which have, relatively little developmental value. Slums generally grow up in the open unused land characterised by narrow and insanitary streets, poor water supply, drainage, sewage, lightning, overcrowding houses so on and so forth and these problems are continuously created by population growth.

#### 4.5 Household Size

The important indicator of the shortage of housing may well be household size, although this indicator, too, is conditioned by several factors. It is specially important here not to confuse household size with family size

in the urban setting, since a large number of slum households are headed by rural migrants to the city who have left all or part of their families in the villages. It has been found that in two slum areas i.e. Gandhi Nagar and Shakti Nagar the migration of males is especially common among the poor rural migrants from M.P., Orissa and Bihar.

Table IV (ii) Age and Sex distribution in two slum areas i.e. Shakti Nagar and Gandhi Nagar.

Age Group Category	Years	Sample % of the total		Both
		Male	Female	
Infants	0 - 4	8.5	7.2	15.7
Children	5 - 15	15.1	13.4	28.5
Young persons	15 - 34	17.5	15.1	32.6
Adults	34 - 54	10.7	7.1	17.8
Old Persons	54 or above	3.7	2.6	6.3
				100%

Percentage distribution of Sample Population by Sex and Age (Source-Interview Schedule)

AGE AND SEX DISTRIBUTION  
IN  
GANDHI NAGAR AND SHAKTI NAGAR

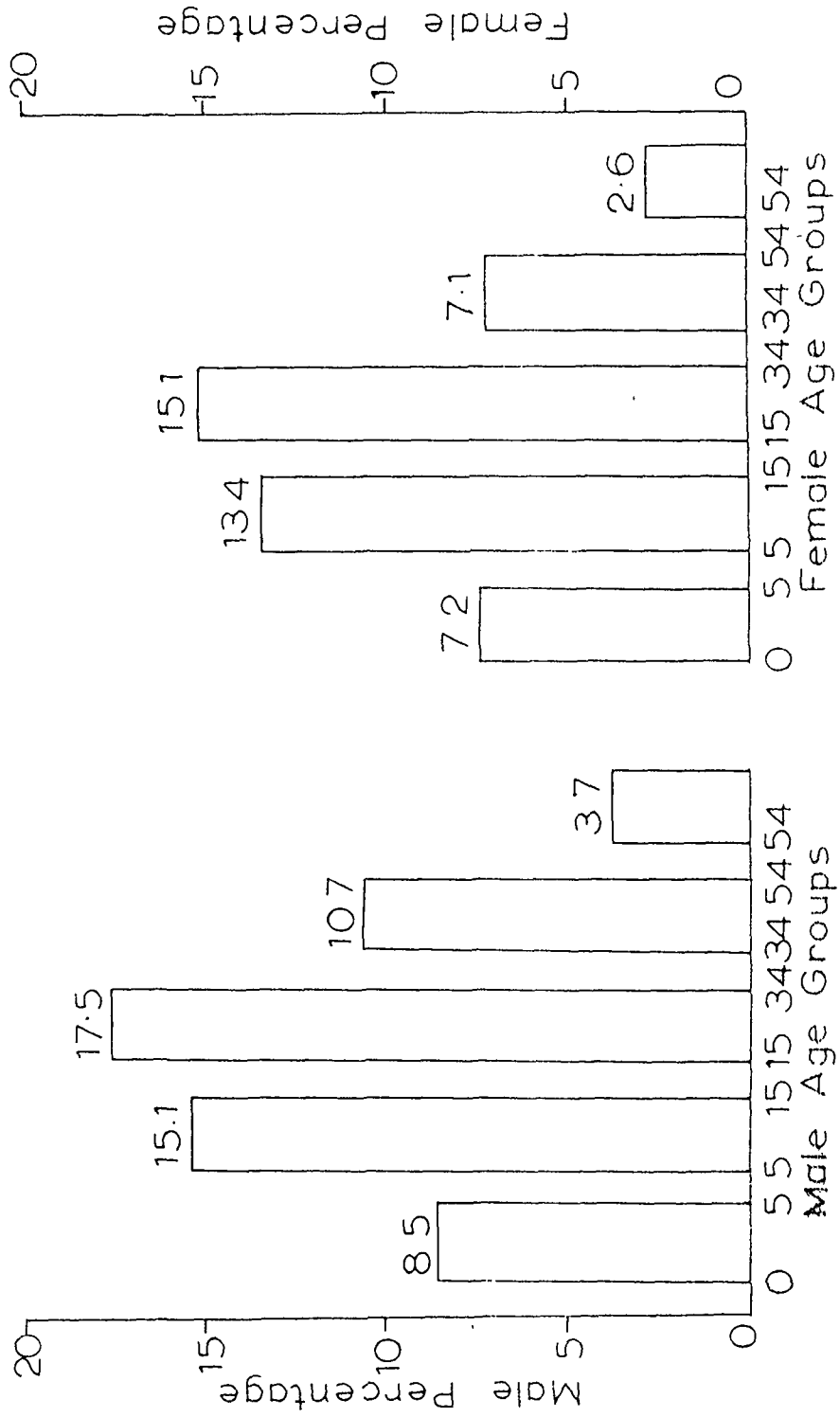


fig. 9

For the purpose of study, the Age and Sex distribution of the two slum areas of Raipur i.e. Gandhi Nagar and Shakti Nagar have been divided into five broad groups i.e. (i) Infants (0-14), (ii) Children (5-15), (iii) Young persons (15-34), (iv) Adults (34-54), and (v) Old persons (54 or above).

i) If we compare the total numbers of male and female percentage than undoubtedly the male percentage is more than the female percentage in two slum areas.

ii) The population pattern is more unevenly distributed in two slum areas. From the above (Fig) we can say that the maximum population is between age-group of 5 to 34 in the case of both male and female percentage i.e. 32.8 percent and 28.5 percent respectively.

iii) The other important cause of larger male population is that in the two slum areas the maximum immigrants are males.

iv) In the both cases the age group of 54 and above is less due to the high mortality rate, as compared to the other part of the city.

#### 4.6 Economic condition

In the two slum areas, reveal that in general, all the members are above 10 years of age of the family are

engaged in varieties of occupation. They are sweepers, cobblers and rickshawallas. The slum dwellers of the two areas earn their livelihood from varieties of sources specially from those which are generally considered by middle class people as the low prestigious job. In Gandhi Nagar highest percentage of population is employed in informal sector whereas in Shakti Nagar, maximum are rickshawallas. Generally, it has been found in Gandhi Nagar the labourers place of work is within 1 to 3 Kms. But in Shakti Nagar as maximum workers are rickshawallas their distance of work is very difficult to calculate. Their monthly income varies from Rs. 200 to Rs. 700 in both the slum areas. In Gandhi Nagar one respondent i.e. cobbler says that he manages to get Rs. 6/- to Rs. 7/- per day by stitching and polishing old shoes and during festivals specially at the time of Dasurraha he used to earn as much as about Rs. 10/- a day. When asked about his place of work the respondent says that he sits at a strategic point and cater his services to college students and floating businessman. He preferred to take place at the main market i.e. the C.B.D. of Raipur and mainly the entrance of hotels. Sometimes he says that two to three persons used to sit in the busy places like Malviya Road. He says that rainy

season are most unwelcome from the point of view of their income. When asked about his job, he says that he likes the job because his forefathers also had the same job.\*

In Shakti Nagar, as majority of workers are Rickshaw pullers. In an interview with an old rickshawalla. he reported that he used to get near about Rs. 10/- to Rs. 15/- a day. But out of this he pays Rs. 6/- per day to the owner of Rickshaw. He said that it is a very tedious job but he has no other alternative. When asked about his family the respondent said that, "He has a grown up son who does not want to work, but he goes to picture every day. In fact I do not pay him anything as I can't afford. He earns by working as a coolie. He does not help us in spite of our misery."

It has also been found that women access to different kinds of employment is highly restricted. The employment which is open to the women workers are those with the lowest status and pay as compared to with other jobs in the urban system. These jobs include domestic services and unskilled labour. It has been found in the two areas that women are kept in the lowest position without any chances of advancement. There is a great difference in payments also, women are getting less than men who do the same work.

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\*The researcher has collected data during field study.

Women's employment is totally a complex phenomena, maximum women in Shakti Nagar work in Shakti Nagar as *nikah* maid servants in the houses. They use to work in two to three houses and manage to get Rs. 100/- per month. The women employment deserves both the increased wage and the betterment in working conditions of the occupation in which the women are engaged and new and better employment opportunities should be created for them.

#### 4.7 Income

Income is related to the employment. It is a well known fact that the economic conditions of the slum dwellers are not satisfactory. The slum dwellers are basically very poor. They lead the most miserable life in the city. The cause of the miserable life is their laziness, illiteracy and unemployment and those who are employed also used to get a meagre salary.

The monthly income of family in the two study areas ranges from Rs. 200/- to about Rs. 700/-. Those whose income is more than Rs. 700/- have more than one earning member in the family.

Table IV (iii) Income distribution in Gandhi Nagar Slum

Monthly household income	No. of Family	% of the Slum income
200 - 300	23	15.54
300 - 400	51	34.46
400 - 500	40	27.02
500 - 600	16	10.81
600 - 700	10	6.77
700 +	8	5.40
		<u>100%</u>

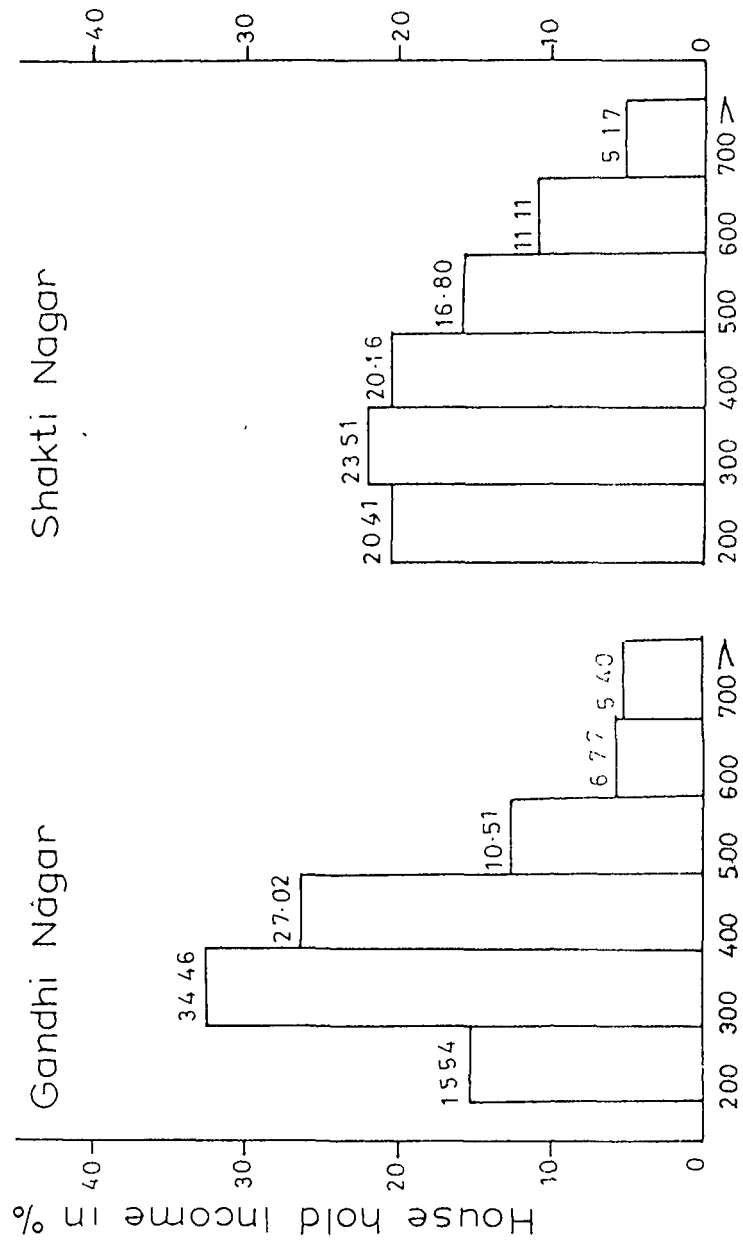
(Source - Interview Schedule)

Table IV (iv) Income distribution of Shakti Nagar Slum

Monthly household income	No. of families	% of Slum income
200 - 300	79	20.41
300 - 400	91	23.51
400 - 500	78	20.16
500 - 600	65	16.80
600 - 700	43	11.11
700 +	20	5.17
Not recorded	11	2.89
		<u>100%</u>

\*(Source - Interview Schedule)

### INCOME DISTRIBUTION OF SLUMS (1983-84)



Income Group In Rupees  
fig. 10

On the basis of above table it can be said that in the two slums of Raipur i.e. Gandhi Nagar and Shakti Nagar the entire population is living below the poverty line. However, in the two sample slums there seems to be certain noticeable variations.

It is generally said that all rich are rich alike while all poor are poor in their own way. From the study of two slums it can be said that in the income group of Rs. 700, by and large the percentage of households is same. But at the lower income group of below Rs. 200/- Gandhi Nagar has relatively lower percentage of households as compared to the Shakti Nagar slum. The main reason for such variations in the low income group can be attributed to relative better job opportunity near the C.B.D. as compared to other area.

The distance of the main commercial area of the city from C.B.D. also shows variations in the distribution of income among the households though the percentage of households below Rs. 500/- is very high i.e. 67.02 percent and 64.08 percent for Gandhi Nagar and Shakti Nagar respectively, yet in Gandhi Nagar there is sudden decline in the percentage of households in the income group above Rs. 500/- whereas in the slum of Shakti Nagar the decline is gradual.

#### 4.8 Social characteristics

Slums life has a deleterious effect on the body, mind and morals of men and women. More particularly on children. Poverty is deep rooted with slum dwellers. Among the more serious consequences of poverty are the possibility of family disorganisation or even disintegration, neglect of the child, sexual indecency, the rise of prostitute, crime, gambling and gangsterism, the juvenile inactivities, the development of work shyness, lethargy and work inefficiency anti-social outlook etc. The environment of slums is very hostile specially, for a child.<sup>4</sup>

If we would see the family structure of two slum areas, one can say that the characteristics are very unique. In some cases it has been found that the relationship of wife and husband is not fair. There is a less understanding among the slum dwellers in the family which leads to quarrels most of the time.

Even it has been noticed that disorderly family conduct, and sex offences are quite common in these two areas. For the children it has been identified that the poor family background is the basic cause which gives rise to these withdrawals from school at such an early age.

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4. Venkatarayappa, K.N., Slums - A Study in Urban Problem, Dept. of Sociology, Mysore, 1972.

Marriage is celebrated for the girls in early teens and for boys before twenty. This is one of the cause of high population growth in the slum areas. It is one of the important social functions among the slum dwellers. In this ceremony people used to spend a lot of money. Even it has been found that they become debtors owing to huge expense and take several years to clear their debts.

It is noticed that generally the slum dwellers are having big family. The average number of the family is 4.9. Their altitude towards the family planning measures <sup>t</sup> is one of indifereence. The poverty and misery does not discourage them to limit the family size. They say that God is responsible for birth of children and this sort of artificial birth control is harmful and unnecessary. Even some respondents admit that large family is a burden still they do not attempt to control the size of family. The fact is that, for slum dwellers sex is one of the major recreational diversion. Being tired, the rickshaw puller or labourer either drink alcohol or when he has no money for it enjoys sex with his wife. It is very rare that married persons of the area go to prostitutes. But some extra marital relations are found among the people within the slum. This is another reason for the fast birth rate in the area.<sup>5</sup>

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5. Venkatarayappa, K.N. "Slums" - A Study in Urban Problems, Dept. of Sociology, Mysore, 1972.

#### 4.9 Religion

In the two slum areas 96% of the population are Hindus and rest 2% belong to some other religions. The respondents say that Dasher and Diwali are two important festivals, which they celebrate. Most of the festivals are followed by Bhajans. In spite of their misery also people used to spend a sizable amount of money in the religious festivals. A muslim respondent says that he used to do fasting in "Ramzan." The most important festivals which he celebrates are Idd, Bakrid and Muharram.

Table IV (v)

#### Basic Amenities

##### Gandhi Nagar

#### Public facilities

1) (a) No. of latrines (seats)	- 8
(b) Water taps	- Nil
(c) Tubewells	- Nil
(d) Street lights	- 14 (Out of which only 5 having bulbs)
(e) Primary School	- 1 (The distance is $\frac{1}{4}$ Km from Gandhi Nagar)

##### Shakti Nagar

#### Public facilities

1) (a) No. of latrines (seats)	- Nil
(b) Water tap	- Nil

- |                    |                                    |
|--------------------|------------------------------------|
| (c) Tube well      | - Nil                              |
| (d) Street light   | - Nil                              |
| (e) Primary School | - Existing (with $\frac{1}{2}$ Km) |

Minimum Requirement for

A) Gandhi Nagar

- |                  |      |
|------------------|------|
| (a) Latrines     | - 15 |
| (b) Water taps   | - 15 |
| (c) Tubewells    | - 2  |
| (d) Street light | - 25 |

B) Shakti Nagar

- |                  |      |
|------------------|------|
| (a) Latrines     | - 20 |
| (b) Water taps   | - 12 |
| (c) Tube wells   | - 4  |
| (d) Street light | - 38 |

\*

4.10 Basic Amenities

Slums, are generally deficient in basic amenities. A survey of two slum areas in Raipur shows that the slums of Gandhi Nagar and Shakti Nagar are having no water taps and tube wells. There are 8 (eight) lavatories in Gandhi Nagar for 148 families whereas in Shakti Nagar there is

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\*The researcher has collected data during field study in Raipur.

no lavatory. The field investigation shows that there is no street light even in Shakti Nagar. It has been observed that the slum dwellers used to go to some other locality to collect water.

For latrine people of the slum area use the open space nearby. The respondent says that for using the open space, he used to get up much before the day break to avoid the embarrassment of being seen by each other.

In Shakti Nagar area not only people get up very early but also walk a distance to find a secluded place in the dark. The greatest difficulty is faced by the women of slums. As there is no lavatory facilities, it is very difficult for women to go in open spaces in the day time. A female respondent says that usually they prefer evening time or morning time for this purpose.

Drainage and sanitation conditions are so poor here that it is amazing how major epidemics have not broken out.

Due to overcrowding, filth and inadequate sanitary facilities, slum areas are likely to be health menace and pose a positive threat to the peace of the urban populations.

CHAPTER - V  
SUMMARY AND CONCLUSION

Raipur is the main urban centre of Bilai region (Chhattisgarh region). It is called as the regional capital of Chhattisgarh. The growth of industrialization together with the development of transport and communication system is adding a new dimension to the present pattern of urbanisation in Raipur. Urban land use is most important from the point of view of studying urban geography. The following findings has been highlighted in the study of land-use in Raipur.

1. It is noteworthy that the nature, form and direction of the development of the existing Raipur city is the composite outcome of natural, economic, social and political causes.
2. Handipara and Badhai-para known as Purani Basti are the oldest parts of the city. This was inhabited by Indians whereas Britishers were made their colonies neaby Pensonwada road.
3. It has been observed that from 1941-50 the residential development took place in the eastern part of Raipur city and from 1961 onwards the growth of the city picked up momentum. At present it is observed that the development of city taking place mostly towards south-east.

4. In Raipur, except the uplands of Rawa Bhata, Tikrapara and Math Purena, rest of the landscape is plain which has a slope towards North-West. It is noticed that the city has been developing in areas except those which are likely to be eroded by Kharun river or are prone to flood.

5. As far as land-use of Raipur is concerned the developed area of the city is 1943.00 hectares and density of population is 130 persons per hectare. It is seen that major portion of the developed area is residential i.e. 678.7 hectares which is about 34.9% of the developed area.

6. A comparison of rate of land-use in Raipur in relation to other cities like Ujjain, Indore and Bhopal makes it evident that it occupies the second place in respect of value of land-use. Bhopal being the first.

7. It has been found that in the city, there are several land plots which in view of their use and locations are not proper. For the development of the city the shops and establishment should be properly located.

8. The growth rate of slum is not uniform. In the case of Raipur it is noticed that physiographic obstacles in and around a settlement have indirectly helped the blighted area to grow. Similarly the outskirts of the city, the neighbourhood of rural settlements and the neglected graveyards and cremation grounds provided an ideal nucleus for the slums.

9. It has been observed that a quite number of slum locations in Raipur city are satellite slums. The sporadic growth of the satellite slums in the city in recent decades are primarily due to the industrial growth and commercial expansion.

10. The uneven land-use pattern in the slums has worsened the physical conditions. It is found that within the slums some structures are exclusively used as cattle sheds. In study area every 10th house in the slums there is need for sheltering an animal, it is serious problems of land in slums.

11. Land-use pattern within the slums mostly used for residential purposes. It is observed that the slum of Gandhi Nagar has narrow "effective market" for providing daily necessary goods. A sizable portion of the slum area is also occupied by the temples. Slum of Shakti Nagar has a temple.

The study of migration and the growth of fringe areas in Raipur has been very much useful in understanding the problem of slums. The following findings are given below.

1. Slum dwellers in Raipur city are poor rural migrants, generally from lower caste or disadvantaged communities. It is observed that in the area under investigation the proportion of migrants from Orissa in these two slums is greater than the proportion of migrants from different parts of the

state to the city to the total migrants to the city from other states. The author concludes that the migrant from Orissa comprise an important segments of population in the study area.

2. More than 85% of the migrants mentioned that economic reason is the chief factor for their migration from rural to urban areas. It is reported that more than 75% of the respondents had left the village because they could no longer earn a living there. The adverse agricultural conditions (e.g. drought or flood), unemployment or underemployment factors such as land fragmentation, declining demand for traditional skills and service due to modernisation are also, decisive factors responsible for the large exodus of the rural population to the cities.

3. In Raipur city, it is observed that the majority (62%) of respondents, even though very poor and living in slums, considered their life in city is preferable to that in village. 23% though life is worse and 15% exhibit an attitude of indifference. To live in slums for them is as good as or as bad as the rural living.

4. The rapid growth of slums in Raipur is caused by rapid growth of industrialization and population. The city acts as a pulling force for the employment seeking population from far and wide. If the process continues unabated, it has to pay the price for the rapid industrialization in years to come.

5. It has been felt that in the last fifteen years the city has grown tremendously on account of the accretion of extensive residential and industrial suburbs. This expansion is also partly due to the increasing population of the city, attracting migrants into its own dynamic economic potential.

The study of two slum areas of Raipur shows following features.

1. By analysis of the population characteristics of the two areas it is found that, generally the slums are inhabited by new comers. Here the growth of population is more in comparison to the other residential areas. The density of population shows that the Gandhi Nagar is more densely populated than Shakti Nagar. The density of Gandhi Nagar is 1010 persons per hectare whereas in Shakti Nagar it is 319 persons per hectare.

2. The Age and Sex distribution reveals that male percentage is more in both areas than the female percentage. The population pattern is unevenly distributed and maximum population in the two areas is found to be of the age group between 5 to 34.

3. The economic characteristics of the two slum areas show that on an average people above 10 years of age in the family are engaged in varieties of jobs. Gandhi Nagar is inhabited by cobblers, daily labourers and persons engaged in informal

sector. Whereas large section of slum dwellers of Shakti Nagar are Rickshaw Pullers. Women's employment is a complex phenomena. Most of the women in the slums works as a maid servant in neaby locality.

4. The figure showing income distribution of two slum areas throw light on their misery. Comparative study of two slums shows a well marked difference. It may be concluded that in both slum areas people live below the poverty line.

5. Apart from the economic insolvency accounting for the misery and sub-human living of the slum dwellers, what is more pitiable is the callousness of the public service agencies towards the plight of the slum dwellers. These slums obviously turned into a veritable hell of squalor and filth due to the absence of the basic amenities of life. In the absence of wells and taps the people living there are found to cover a long distance to procure water. The slum remains virtually dark round the year in spite of the light points for they remain without bulbs and it uniformly escapes the notice of the electricity departments. What aids to the discomfort and tells upon the hygiene of the place is the absence of facilities for public toilet. As a result the slum dwellers, as it is reported by the reisents sneak into the open spaces before the day dawn. It is the women folk really face the difficulty of going

out. The children mostly use the road sides for passing stools. This emits stinking smell and cause health hazards.

The wilful neglect of the slums in fact recalls on the urban population because it is the slums and the slum dwellers that generate evils affecting the urban population.

#### Suggestion for improvements

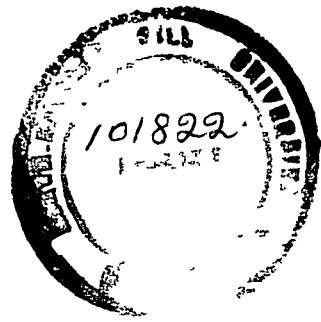
The problem of housing and urban reconstruction has grown into major problems and public issue in most of the countries today. In our country every State Government has assumed increasing responsibility for the planning and financing of housing, community improvement programmes and removing slums. For this purpose separate government departments and agencies have been established.

Knowing well the importance of housing, the government has increased the budget for housing to Rs. 29 crores from Rs. 8 crores four years ago. Under the 20 point programme, 12000 houses at the cost of just Rs. 1,50,000 have been distributed in the rural areas, now a large number of LIG, MIG and HIG houses are being constructed through out the State.

The slum areas of Raipur can be grouped as (a) Temporary, and (b) Permanent. The temporary slums should be eradicated or cleared completely while the others can be improved by providing some basic facilities. The best way of improving

the slum is by increasing the standard of living of the slum dwellers. This can be achieved by lowering the population density, increasing literacy rate, extending financial help and social welfare, direct public construction of houses, rent control, all kinds of financial aid to private housing, Subsidies for the clearance of slums and blighted areas, guidance on the locations of new housings, and law and policies against the growth of slums etc.

The problem of slum should be dealt with as a part of social uplift programme. If the social welfare is neglected today, society will pay for it much more at a later date. Effective plan, reshaping and redistribution of city folk, proportional development of the functional areas are necessary for it which will also contribute to the balanced growth of the city itself.



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"SLUMS" - A GEOGRAPHICAL STUDY OF RAIPUR

NAME : JAHANGIR KHAN  
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DEPT. OF GEOGRAPHY  
NEHU, SHILLONG

SLUM LOCATION:-  
DATE OF SURVEY:-  
PLOT/HOLDING/HOUSE NO:-  
NAME OF THE FAMILY HEAD:-

1-(A) DEMOGRAPHIC FACTORS  
(i) FAMILY TYPE.

SINGLE PERSON	BIOLOGICAL	COMBI NO/ JOINT	EXTENDED
1	2	3	4

(ii) FAMILY DETAILS:-

FAMILY MEMBERS	AGE	SEX	M.F.	LITERACY
1. Head				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				

a:- Age Group

0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55
1	2	3	4	5	6	7	8	9	10	11
56-60	61-64	65+								
12	13	14								

b:- Sex

Male	Female
1	2

c:- Marital status

Unmarried	Married	Widow	Widower
1	2	3	4

d:- Literacy

Illiterate	Primary School	M.S.C.	H.S.C.	Intermediate	Graduate	P.G.	Technical
1	2	3	4	5	6	7	8

(B) FINANCIAL FACTOR

(i) Monthly income of family

INCOME RANGE (Rs)										
Up+0	100+0	200+0	300+0	400+0	500+0	600+0	700+0	800+0	900+0	1000+
100	200	300	400	500	600	700	800	900	1000	
1	2	3	4	5	6	7	8	9	10	11

2. (i) ASSETS

(ii) DEBITS

ASSETS AND DEBITS		
Up+0	501+0	Above
500	1000	1000
1	2	3

3. Monthly Expenditure of family on various items

Food	Clothing	House	Medical	Recreation	Education	Misc
1	2	3	4	5	6	7

0-10	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-150	150-200
1	2	3	4	5	6	7	8	9	10	11	12

200-250	300-350	350-400
13	14	15

4: Condition of Housing

House Ownership:-

Owner	Tenant	Sub-tenant
1	2	3

2:- Type of Structure:-

Roof
Floor
General condition

Roof					Wall.			
Miscellaneous material	Thatched	Tiled/A.G. asbes-G.I. tos	R.C.C.	M	Brick	Stone	Miscellaneous	
1	2	3	4	5	1	2	3	4
Floor					General condition			
Mud	Brick	Stone	Cement		Very bad	Bad	Moderate	Fair
1	2	3	4		1	2	3	4

SPACE UTILISATION.	CODE NO.
NUMBER OF ROOMS	
FLOOR AREA	
VENTILATION	
KITCHEN	
CONDITION OF BOTH	

Plinth area ( )

Habitable Rooms							Up+0100		101+0150		151+0200		201+0250		251+0300		301+0350		351+0400	
1	2	3	4	5	6	7	1	2	1	2	1	2	1	2	1	2	1	2	1	2
1	2	3	4	5	6	7														
														451+0500		501+0550		551+0600		
														9	10	11				
Rooms							Ventilated		Kitchen				Bath							
1	2	3	4	5	6	7	Separate		Sharing		Separate		Sharing							
							1			2	1			2						

4:- Service and Utility Code No.

a) Water Supply	
b) Sanitation	
c) Garbage disposal	
d) Street Lighting	
e) Street Drainage	
f) Street Surface	
g) Street width	

Water Supply				Sanitation				Garbage disposal			
Wall	Tap	Tank	Other	W.G.	service	Public	Nil	Available	Not-Available		
			Sour-ces	lav.	lav.	lav.					
1	2	3	4	1	2	3	4	1	2		
Street Lighting				Street drainage				Street surface			
Provided		Not provided		Provided		Not provided		earthen	gravel	asphalt	
1		2		1		2		1	2	3	
Street Width (in feet)								Street Ownership			
Less than 10+020			15+020	20*		Public		Private			
10								1	2		
1	2	3	4					1	2		

5:- Community Facilities and their accessibility

(a) Education		(d) Other facilities	
Primary School		Shopping	
Middle		Post and Telegraph	
Secondary		Bus Stop	
College		Place of Worship	
(b) Recreational			
Park/Play ground		Up+0½ k.m.	1
Theatre/Cinema		½+0 1 k.m.	2
		1+0 1½ k.m.	3
		1½+0 2 k.m.	4
		2+0 3 k.m.	5
		3+0 4 k.m.	6
		4+0 5 k.m.	7
		5+0 6 k.m.	8
		6+0 7 k.m.	9
		Above 7 k.m.	10
(c) Health:			
Dispensary			
Hospital			

6:- Occupation Accessibility to work place and choice of living place.

1. Occupation	2. Distance between Home and work place.	3. Reason behind choice of living place
1. Cultivation	1. Up to $\frac{1}{2}$ k.m.	1. Near to work place
2. Quarring and fishing	2. $\frac{1}{2}$ to 1 k.m.	2. Rents are low
3. House hold industry	3. 1 to $1\frac{1}{2}$ k.m.	3. Acquaintance living in the area
4. Manufacturing	4. $1\frac{1}{2}$ to 2 k.m.	4. Vacant place is available to erect the hut.
5. Construction	5. 2 to 3 k.m.	
6. Transport Communication	6. 3 to 4 k.m.	
7. Storage	7. 4 to 5 k.m.	
8. Trade and commerce	8. 5+0 6 k.m.	
9. Begging	9. 6+0 7 k.m.	
10. Other Services	10. Above 7 k.m.	

7:- Migration: -

1 Place of origin, language, religion					
Village	Tehsil	District	State	Language	Religion

2 Reasons behind Migration

Reason to leave place of origin	City to which migrated	Reasons to select the city migrate	Year
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3 Shifting of residence within the city:

Residential location	Period of stay from to	Reason to change the residence
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(a) General Opinion

1. Life in the city is satisfactory ..... Yes/No.
2. Present location of residence in the city is convenient ... Yes/No.
3. Present environment is healthy..... Yes/No.
4. Comment on the social climate of the slum-dwellers. .... Good/bad/fair.

9. What is your reaction if you are asked to vacate the occupied land?

1. Like to stay here against the decision (1)
2. Like to shift to other similar localities in the city (2)
3. Like to shift to other towns/cities (3)
4. Like to go back to native place (4)
5. Like to settle in the city owning a house (5)

(10) Preference in possible clearance and slum development programme.

- Slum clearance and of site relocation with provision of housing (1)
- Slum clearance and of site relocation in open developed plots (2)
- On site redevelopment and rehousing in conventional of multi-storey building (3)
- On site resettlement on open developed plots (4)
- On site shelter improvements (5)
- On site environmental improvements (6)

11. Choice regarding residential location, house type and structural material.

<u>5. Residential location</u>	<u>6 Type of House</u>	<u>7. Roof</u>
Within the city (1)	Multi-storey apartment(1)	Thatched (1)
At the fringe of the city (2)	Row-Housing (2)	Tiled (2)
Away from the city (3)	House with courtyards (3)	A.C./G.I. sheet (3) R.C.C. (4)

<u>8. Wall</u>	<u>9. Floor</u>
Mud(1)	Mud (1)
Brick (2)	Brick (2)
Stone (3)	Stone (3)

12.(a) How much can you pay towards a one room rented house per month if available.

(b) How much can you pay to own a one-room house per month?

(c) How much can you pay per month to own an open developed plot in city?

General Comments:-



A bird's eye view of Gandhinagar Slums.



A bird's eye view of Shaktinagar Slums.



Growth of huts around unhygienic pond in Shaktinagar.



A red light area (Dalgali) in the heart of the Raipur City.



A typical kitchen cum bed room in a Slum of Shaktinagar.



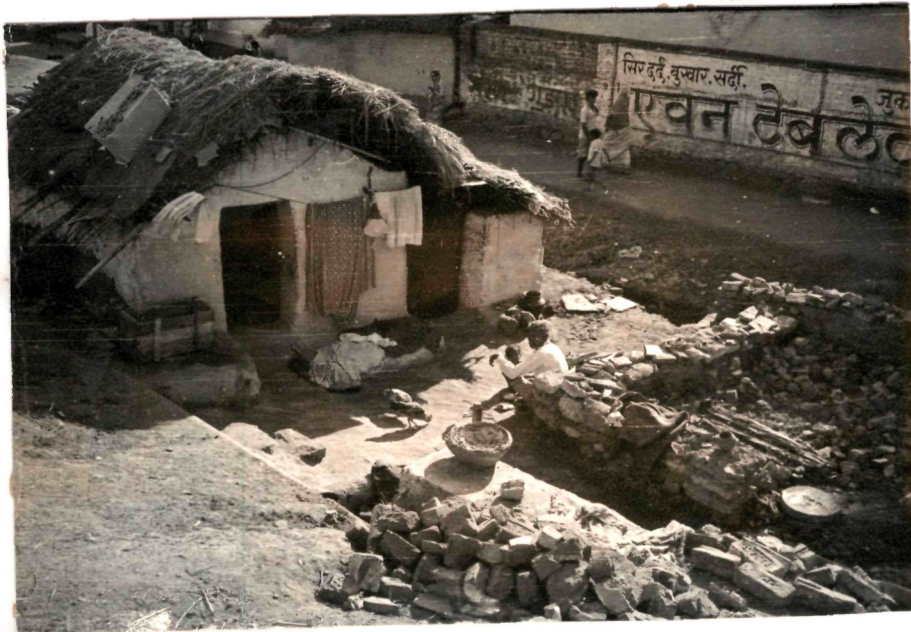
An unhygienic well used by Slum dwellers of Gandhinagar.



Bathing place in a developed slum of Shaktinagar



The blighted area and highly congested area of Gandhinagar.



A new hut is under construction in Gandhinagar area.



Researcher is interviewing Slum dwellers during field work.



In a small space or room which the slum dweller uses as his dwelling and his kitchen in Gandhinagar.



In a small space or room which the slum dweller uses as his dwelling and his kitchen in Shaktinagar.



Pigs are domesticated by a household in a slum of Gandhinagar.



Slum dwellers are keeping buckets in queue to collect water from a tap.



The slum dwellers are cleaning the utensils in front of the huts which causes insanitary condition in the locality.



The condition of road in Shaktinagar.



A temple in Shaktinagar slum. In spite of misery also people used to spend a sizable amount of money in temple.