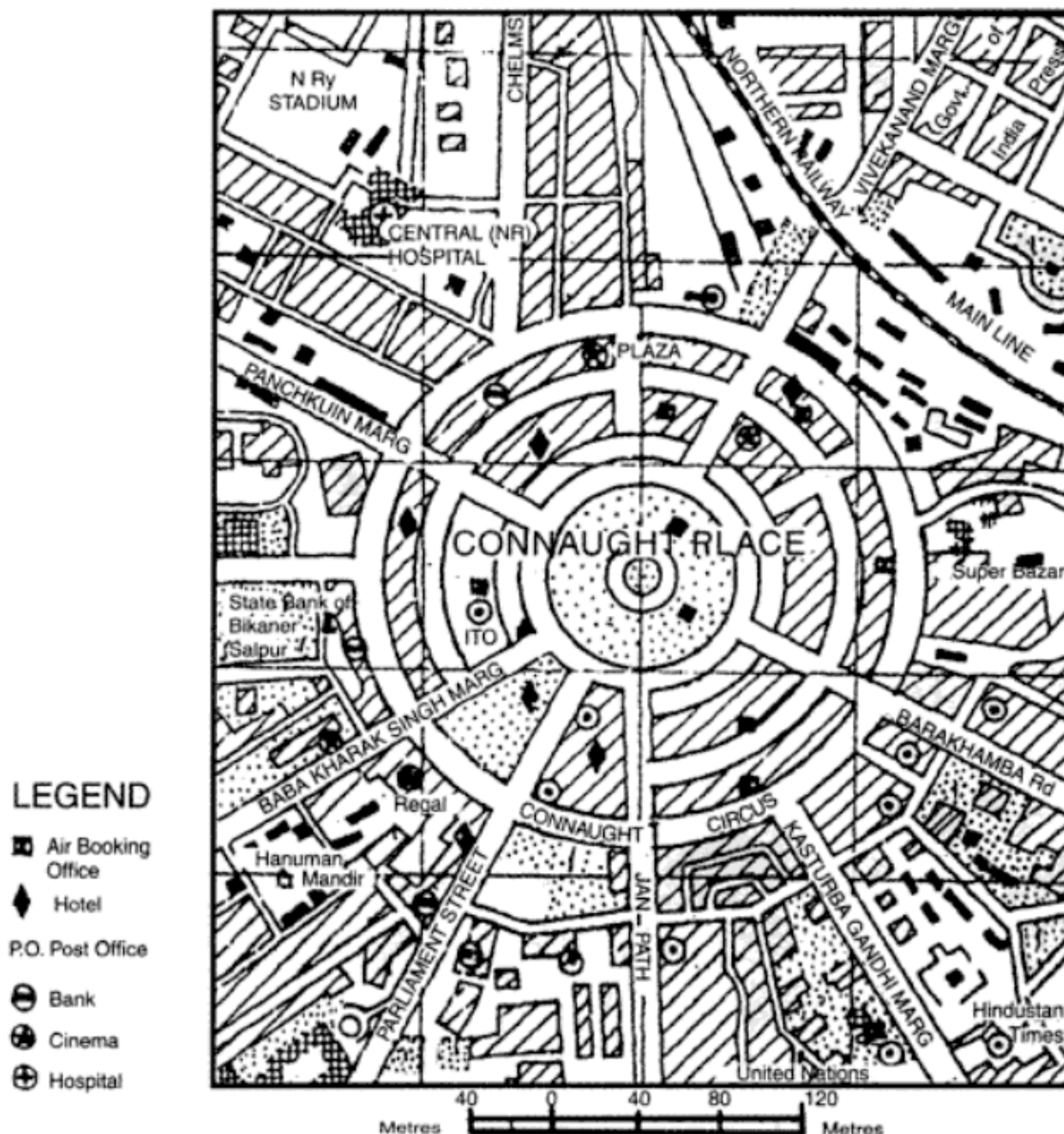


city's transport systems, which contains the highest percentage of shops and offices. Land values in the CBD are high because of high accessibility, therefore, land use is at its most intense in order to offset rent cost. In consequence, in many countries development is upward rather than sideward. Within the CBD, specialist areas such as a jewellery or garment-making quarter, may arise in order to benefit from external economies. Vertical land use zoning is also common, so that retail outlets may be on the ground floor, with commercial users above them and residential users higher up. Connaught Place, one of the important CBD of Delhi, has been shown in Fig. 14.24.



**Fig. 14.24** Connaught Place—CBD of New Delhi

The alien pattern has developed into the civil lines, the cantonment, educational institutions, hospitals, and the railway colonies. Here, the areas are monotonously planned in European style with bungalows, barracks, and residential quarters along straight broad roads. The Civil Lines of Allahabad, situated to the east of New Cantonment was established on an extensive grid plan cut through by the main route which was related to the axis of the Old Mughal City of Allahabad. Within the area were all the standard representatives of English culture in India; the government offices, the law-courts, the hotels, the university, the educational institutions, the hospitals and the

- (iii) There is poor sanitation and public latrines. Many people, especially children, defecate anywhere in the slum area.
- (iv) Running water (piped water) is missing.
- (v) People wash their clothes and utensils under the hand-pumps.
- (vi) There is low sex ratio in the slum areas.
- (vii) The slum dwellers are mainly engaged in the tertiary sector.
- (viii) The slum dwellers belong to the lower income group.
- (ix) The slums lack in basic infrastructure such as electricity, running water and sewage and garbage removal.
- (x) There is obnoxious smell in the surroundings.

### Distribution of Slums in India

In India, slums are created when squatters illegally occupy land, either on the edge of a built-up area or in the interstices of existing development; as alongside railway lines, roads, ponds, drains, and public lands. Such an occupancy may be entirely unplanned and piecemeal, but most slum settlements are the results of planned invasion of land which neither private owners, nor states are likely to resist. In India, the slum areas have grown rapidly, especially during the last four or five decades.

Indian cities have been subject to an ever burgeoning population, and as a result, the problems of finding space and housing for all have intensified. Slums have become an inevitable part of the major Indian metropolises and big cities. The proportion of population living in slums has been increasing over the years, and had risen from 17 per cent of the urban population in 1981 to about 24 per cent in 2001.

The state-wise distribution of slum population in 2001 has been shown in Fig. 14.29, while Table 14.6 gives the number of slum towns and their population.

**Table 14.6** India—Slum Population 2001

<i>India/State/ Union Territory</i>	<i>No. of Towns Reporting Slums</i>	<i>Population of Towns Reporting Slums</i>	<i>Slum Population</i>	<i>Percentage of Slum Population to Total Population of Towns Reporting Slums</i>
<b>States</b>				
1. Andhra Pradesh	76	15,752,946	5,149,272	32.60
2. Assam	7	1,347,111	84,644	6.28
3. Bihar	23	4,817,624	507,383	10.53
4. Chhattisgarh	12	2,692,612	788,127	29.27
5. Goa	2	175,478	14,529	8.28
6. Gujarat	28	11,427,259	1,346,709	11.78
7. Karnataka	35	11,021,192	1,267,759	11.28
8. Kerala	9	2,509,719	45,337	1.81
9. Jammu & Kashmir	5	1,451,995	270,084	18.60
10. Jharkhand	11	2,418,755	309,557	12.79

(Contd.)

accommodation in new planned colonies free of cost or at highly concessional rates. Wherever such slum clearance is not possible, basic civic amenities like drinking water, electricity, garbage disposal, sewerage, roads, etc. are provided to improve the environmental conditions of the slums.

### 7. *Rehabilitation versus Redevelopment*

This principle is applied for improving the housing conditions in the old cities. It may involve improvement in old buildings or construction of new ones at their place after demolition.

### 8. *Traffic Segregation*

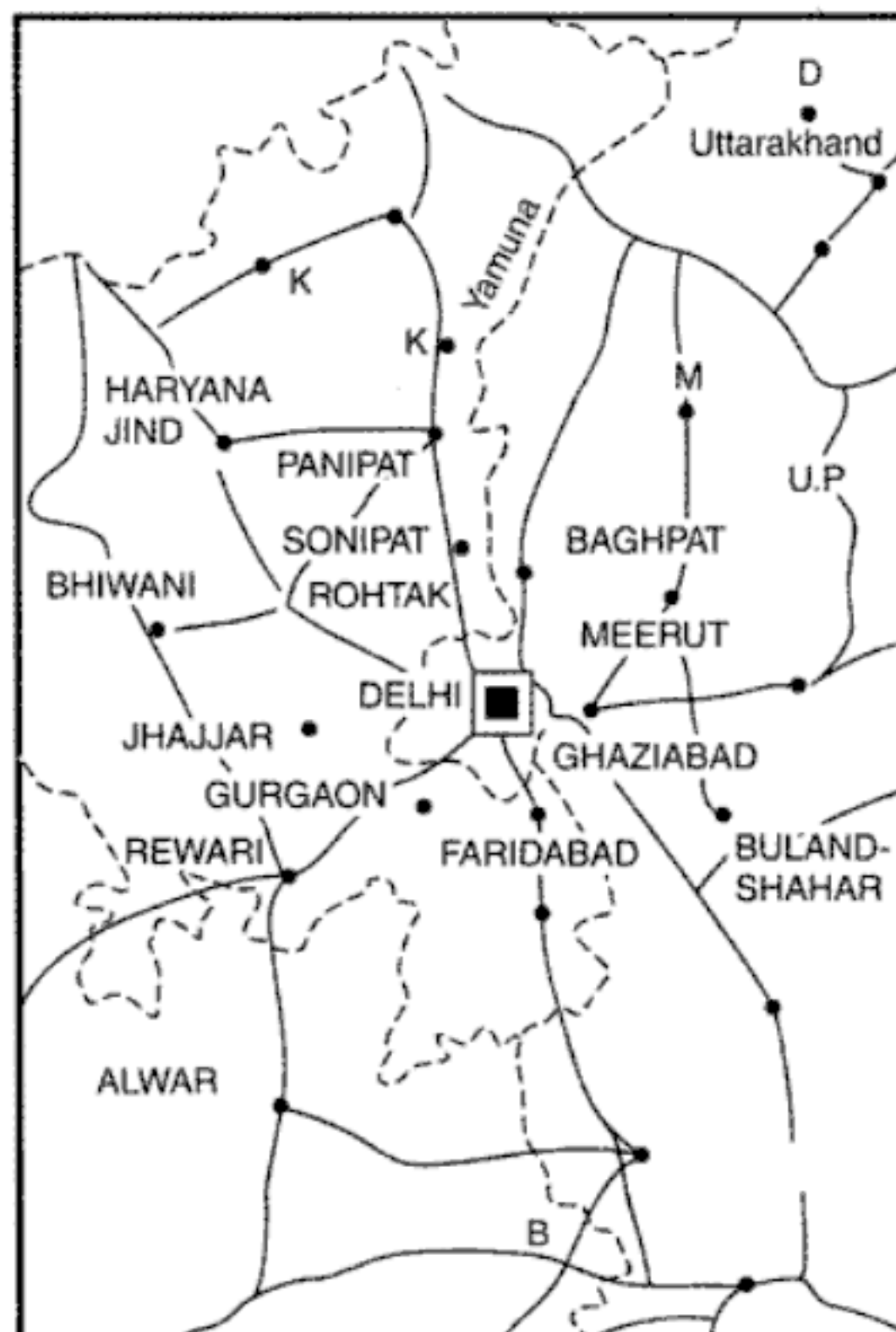
This principle is applied to remove transport bottlenecks and to improve urban traffic. It offers various solutions, like widening of roads, construction of flyovers and subways, bridges, metros, underground railways and parking facilities.

### 9. *City Centre Development*

Under this principle attention is focused on the improvement of Central Business District (CBD).

### 10. *Planning for Future Cities*

This principle focuses attention on new towns and cities keeping in mind the future needs of the city region. This may be done through development of satellite towns, linear cities, dispersed cities or radial cities (**Fig. 14.31**).



**Fig. 14.31** The National Capital Region (NCR)