

Challenges of an Urbanising World

Rapid Population Growth

Contrasting Qualities of Life (QOL)


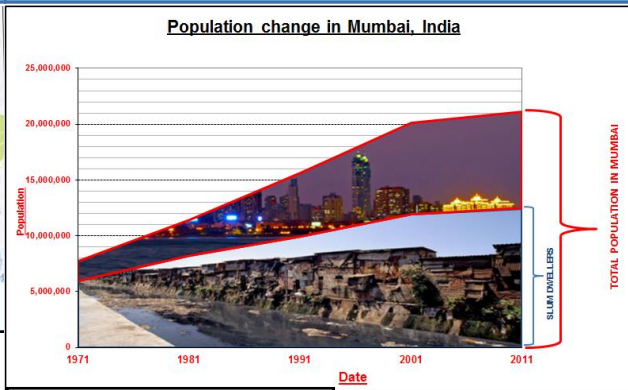
Bottom Up Development

Case Study: Mumbai

Mumbai has a total population of 18 million people! Compare this to Birmingham, which has population of just 1 million!

Mumbai is located in the region of Maharashtra

Notice how well connected Mumbai is to other areas in India. This allows for the easy flow of resources and people into, and out of Mumbai.

Mumbai is a globally important megacity, but falls short in terms of quality of life. Mumbai has a poor level of infrastructure when compared with megacities in other emerging Asian economies.

SPARC Community Toilets

Definition: The opposite of top-down. No government involvement, these are strategies designed by local communities to improve the QOL. These organisations are often NGOs.



Why is QOL so low in Mumbai?

Factor	Effect
Inefficient Government (political, economic)	The government is ineffective. Housing projects take a long time to develop, with a lack of sanitation systems being a major hold up.
Rent Controlled (economic)	Limits put on how much rent can cost. This discourages the property owner from investing in the property as they cannot make as much profit.
Corruption (economic, social)	Housing that is redeveloped is often sold to developers that build expensive properties, far out of reach of most local Mumbai residents.

Why Toilets?

- ✓ **Improved sanitation.** Disease and poor health are often a result of poor sanitation and raw sewage.
- ✓ **Access to clean water for washing purposes** – again improving healthcare and lowering the risk of disease.

Think like a geographer: How does Mumbai's location and connectivity promote economic development?

- **Access to the ocean:** Natural deep harbour, easily accessible for modern container ships, promoting exports and imports.
- **Mumbai's location in India:** Western coastline of India. Quick access via boat or plane to the major emerging economies of the middle east.
- **So how important is Mumbai's location?** 25% of all international trade within India is handled by the dock in Mumbai.

Convinces a person to move away from their rural home **Attracts a person to Mumbai**

Push factors	Pull factors
Difficult rural conditions making it harder to make a living from farming. Population increase has also meant lower farming wages	Mumbai's rapid economic growth has created a huge range of jobs, from the most highly skilled to small-scale service jobs and low-skilled manual labour.
There are few services in rural India – education and health care is often basic, there are few leisure or entertainment facilities	Education opportunities are much better in Mumbai; there is a much bigger range of health care options and lots to see and do
New farming techniques in India have meant fewer jobs in farming	Wages in Mumbai are much higher, even for low-skilled jobs, than they are in the countryside


Access to clean toilets that are connected to the cities sewage network

SPARC toilet blocks offer:

- ✓ **Electrical lighting making them safe for night time use.**
- ✓ **Separate toilets for children to use, ensure privacy and safety**



The suburban railways of Mumbai are vital to the connectivity of the city. The roads are often gridlocked. In a single day, the suburban train network carries around 7.5 million people.



The Challenges of Living in Mumbai

Top Down Development

The Mumbai Monorail

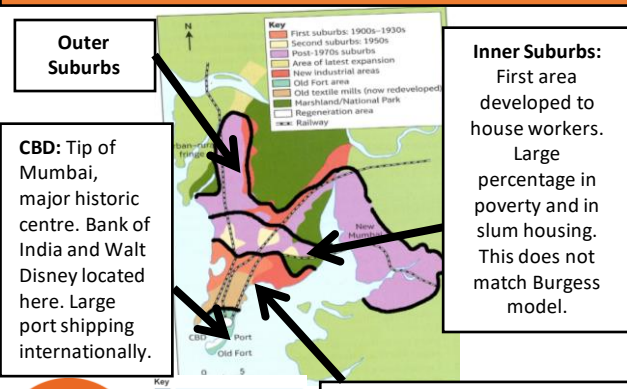
Definition = Large, expensive infrastructure projects often funded by governments or FDI.



A bottom up development encourages the local community to become involved in the project. You could argue though that this is a job that the Mumbai government should be addressing, and NOT local NGOs!

The structure of Mumbai

Does it fit with the Burgess Model?




Outer Suburbs: First area developed to house workers. Large percentage in poverty and in slum housing. This does not match Burgess model.

Inner City: Major contrasts in development levels. Some very expensive, some old slum housing (25,000 people)

CBD: Tip of Mumbai, major historic centre. Bank of India and Walt Disney located here. Large port shipping internationally.

Traffic Congestion: Rapid rise to 1.8 million privately owned cars in Mumbai as people gain wealth and cars become affordable.



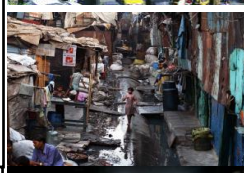
Why a monorail?

- ✓ Monorails are a form of public transport, reducing the congestion of cars.
- ✓ Green transport – Reduction in total emissions due to fewer cars generating atmospheric pollutants.

SWOT Analysis of Mumbai

Strengths	Opportunities


Slum settlements: Slums = inner city/suburbs, making travel to work cheap. Slums are not officially recognised. In Dharavi, water is only available from a standpipe for a 2 hour period each day.



In 2005, the Mumbai government agreed to invest £310 million pound in a 9km stretch of Monorail.

Weaknesses

Working Conditions: Most work in the 'informal' sector (unregulated), which means low pay, long working hours and dangerous working conditions. These conditions exist due to extreme poverty, and the need for any work to earn a wage.




Tickets are cheap (10p per person), but the route DOES NOT travel through the main area of the city. As a result, **only 15,000 journeys are made each day**, most of these being tourists!!!

Targets

Rapid Expansion: Major strain on infrastructure and services. Ensuring a reliable electric supply and adequate water supplies is difficult. No waste collection = 800 million tonnes of untreated sewage dumped Mithi River.



Conclusion: The monorail is arguably an attention grabbing prestige project, designed to impress other countries by showing how developed and futuristic Mumbai is. This is FAR from the truth!



Are they the solution to Mumbai's development crisis?