

Knowledge Organiser

World Studies

KS4 Geography
Topic 3: Challenges of an
Urbanising World EQ1+ EQ2

Name:

Class Teacher:

Big Question	Task	Due Date
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Exam structure & Case Studies

Paper 1: Global Geographical Issues (37.5%)

- ❑ Topic 1: Hazardous Earth
- ❑ Topic 2: Development dynamics
- ❑ Topic 3: Challenges of an urbanising world

Written examination: 1 hour and 30 minutes, 94 marks.

Answer all questions

Paper 2: UK Geographical Issues (37.5%)

- ❑ Topic 4: The UK's evolving physical landscape
- ❑ Topic 5: The UK's evolving human landscape
- ❑ Topic 6: Geographical investigations

Written examination: 1 hour and 30 minutes, 94 marks.

Answer all questions in Topic 4 and 5

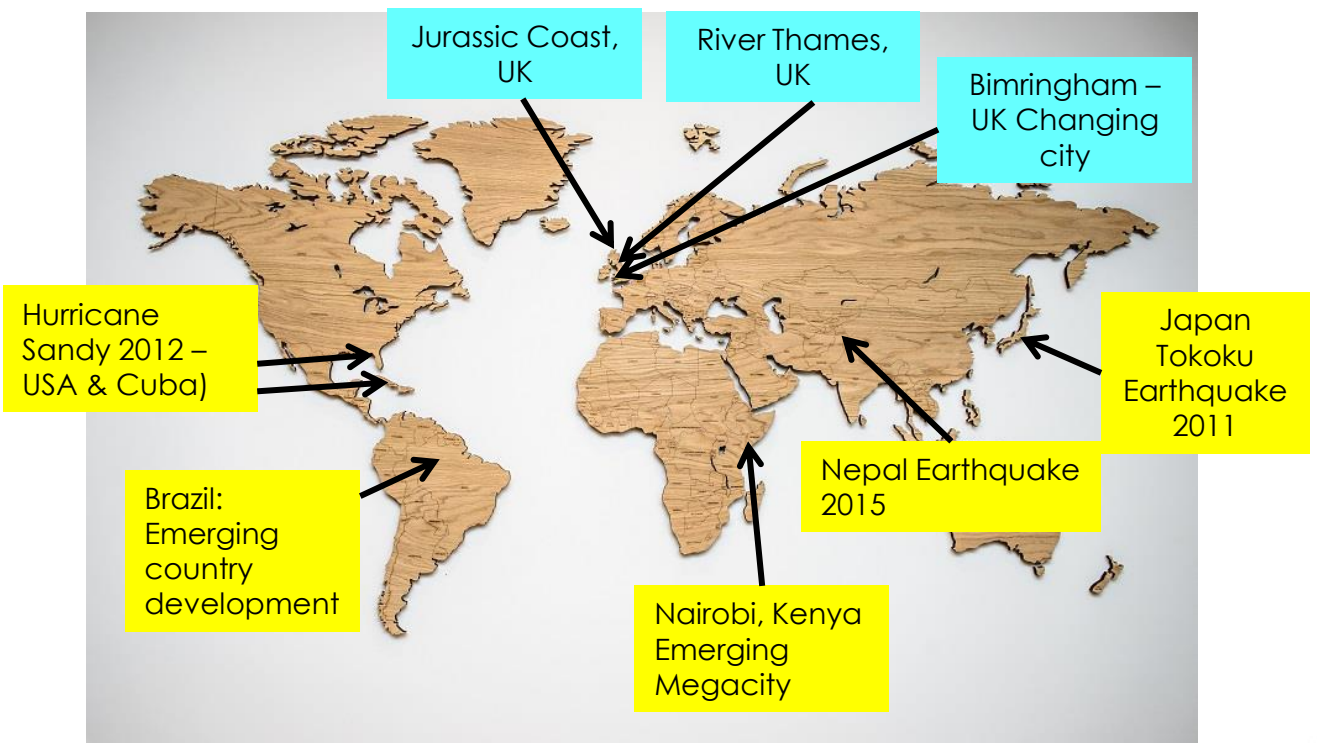
Topic 6: Answer Q 8 & Q10

Paper 3: People and Environment Issues – Making Geographical Decisions (25%)

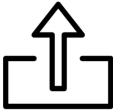









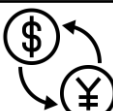


- ❑ Topic 7: People and the biosphere
- ❑ Topic 8: Forests under threat
- ❑ Topic 9: Consuming energy resources

Written examination, 1 hour and 30 minutes, 64 marks.














Answer all questions
















Glossary

Key term	Icon	Definition
Bottom-Up Development		Community based solutions where non governmental organisations (NGOs) or community organisations work with local residents to come up with solutions to improve people's quality of life
Brownfield Sites		Sites of development that have been built on before.
Connectivity		When places are important on a local, regional, national or international scale to other places.
Conurbation		The name given to when towns and cities grow and join together to form a larger, singular urban area.
Core		Areas with higher populations, more jobs and more services – therefore more money and decision made here.
Counter Urbanisation		When people move away from cities to more rural locations.
Decentralisation		Decentralisation is the movement of businesses out of the CBD and inner city.
Deindustrialisation		The process of factories closing down in developed countries to move abroad.
Density		This refers to how many things are found in a particular area, in cities where there are lots of buildings in a small area we say it is densely built up.
Employment sectors		The types of jobs people are employed in – primary, secondary, tertiary, quaternary.
Foreign Direct Investment		FDI is money that flows from businesses in one country to another and allow companies to invest in the markets of countries other than their own.
Formal Economy		Jobs that are officially registered, taxed which will contribute to the country's economy.
Function		This is what the role of each area of the city is. For example is it for housing, industry or commercial (business) usage.










Glossary

Key term	Icon	Definition
GDP		Gross Domestic Product – the amount of money a country makes per year
Globalisation		The increasing links between countries in trade, culture and way of life for people.
Green Belt		An area of designated countryside that building is restricted on – to stop cities from growing outwards too much.
Inequality		The idea that different people experience different standards of living.
Informal Economy		Jobs that are often unskilled and labour intensive, require little money to set up, offer no protection to the workers and they pay no tax.
Infrastructure		The services and facilities of a place e.g. roads, railways, airports, schools and hospitals
Internal Migration		Movement of people within the same country
Land Use		Similar to function but on a specific building by building or street by street basis.
Megacity		The name given to a city of 10 million people or more.
Metropolitan Area		A large, developed region containing a core city, developed industries, and infrastructure.
Million City		A city of one million people or more
Natural Increase		The increase in population because more people are living longer or more babies are being born than people dying.
Periphery		Areas that provide the resources and population for places to develop, normally have a lack of jobs and services

Glossary

Key term	Icon	Definition
Population pyramid		A way of showing the age / gender breakdown of a population.
Primary		The extraction of raw materials like farming, fishing, mining, working in forestry.
Pull factors		Reasons to move to a particular place
Push factors		Reason to leave a particular place
Quaternary		Working in scientific research and IT e.g. web designer
Quality of Life		A measure of how people feel about their day to day lives.
Regeneration		The long term upgrading and improving of an area.
Re-urbanisation		The movement of people back to towns and cities
Rural		Less built up areas - the countryside
Rural – urban fringe		The area at the edge of the city, where it meets the countryside
Secondary		The manufacturing of goods using raw materials e.g. car factory worker.
Site		Refers to the actual physical location of a place on the earth including the physical characteristics of the landscape that are specific to that area.
Situation		The location of a place in relation to its human and physical surroundings and other places.

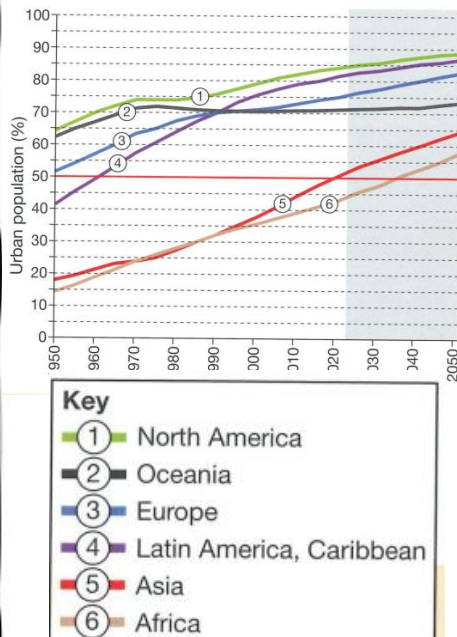
Glossary

Key term	Icon	Definition
Structure		How the city is made up, what the different parts of it are
Tertiary		The selling of goods or providing a service – e.g. shop worker, teacher, doctor
Top-Down development		Development projects that involve big expensive infrastructure projects designed by the government.
Trans-national corporations (TNCs)		Transnational corporations are large companies that operate in a range of other countries. They are powerful players in the global economy, and they link national economies in different parts of the world.
Urban		The study of built up areas like towns and cities
Urbanisation		The increase in the proportion of people living in towns and cities.
Urban core (also known as the CBD)		Comprises of offices and retail, a high population density of mostly young adults where property prices are expensive.
Urban Sprawl		When a town or a city spreads outwards into the surrounding countryside.
World City		A city that is important on the global stage

You should use the following empty spaces to write in any new key words you learn during this topic.

BQ1: Where has the world become increasingly urbanised?

When people move from the countryside to the city they're taking part in a process called **urbanisation**. This means a rise in the percentage of people living in urban areas compared to rural areas, and for many developing countries it is these people who will provide the workforce for the increasing number of urban factories.



There are a number of causes as to why the world is becoming more urbanised – some like **industrialisation** or **migration** we've already talked about in this lesson. Another reason includes **natural increase** – more births than deaths.

This can happen more in developing countries where there are improvements in healthcare (that reduce the number of deaths) but **birth rates** remain high or because the people moving to urban areas are also likely to be young adults – which over time will have children and increase the number of births.

In 2007 for the first time ever more people in the world lived in urban areas than rural areas, with 68% of the world predicted to live in urban areas by 2050. However, this is a global picture, when we look at a regional picture, we can see that there are some clear and obvious trends like the graph above shows.

For example, Africa's population is predicted to grow to 58% in 2050, but this will still be the world's lowest percentage, while Asia's urban population appears to be growing to 64% by 2050.

The map to the right shows the ten largest cities in the world in 1975, 2000 and 2025 (projected).



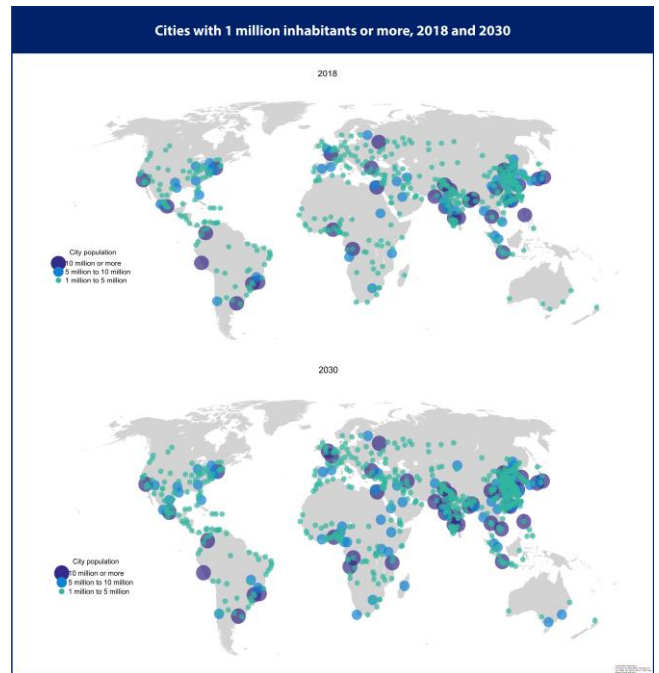
BQ2: What is the global pattern of megacities?

When a city gets a population of over one million it becomes known as a **million city**, or a millionaire city, when they achieve a population of over 10 million the term **megacity** is used to describe them. The world's biggest megacity is Tokyo with 37.1 million people.

The location of megacities has changed – for example in 1980 – most were in developed countries – or example New York, Paris, Tokyo.

Some of these populations have barely changed due to a lack of space for these to grow.

Now increasingly megacities are in emerging countries – for example Sao Paulo in Brazil, Shanghai in China and Mumbai in India.



A **World City** is one that has a massive impact on world affairs. They are so called because they have a huge economic and / or political influence on the world much bigger than their size would suggest.

What makes a World City important?

All world cities are important globally + because of these they are **interconnected** with other places. Many of the links shown below start in the world cities as economic + political centres before flowing out + connecting to other places.

Political Decisions – Government decisions made in world cities can affect people globally. For example where to invest, trade with or try and resolve conflicts.



Investment – World cities are the world's biggest financial centres. London and New York for example have several trillions of US\$ pass through them every year.



Decision Makers – Decisions are made in the headquarters of TNCs on what to produce and sell and where this economic activity will occur. 80% of the world's biggest companies have their headquarters in the USA, UK, Europe or Japan.



Airline Traffic – World cities are often big airport hubs, connecting one place to another. For example London's airports see around 120million passengers every year.

BQ3: What causes cities to grow?

The main causes of the growth of cities in emerging countries are that TNCs have invested in factories which have in turn caused rapid industrialisation and people have moved in search of jobs.

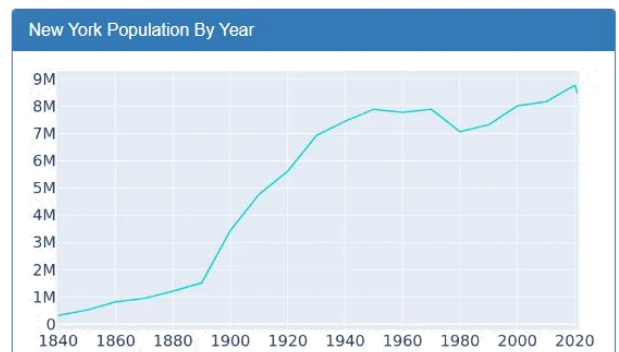


Kampala, Uganda, East Africa

Kampala's population is 1.8m and as capital of Uganda its growth is caused by mainly **internal migration**, with most people moving to the city in search of jobs in growing industries like steel manufacturing and construction.



The chance of better life chances through more opportunities and better services like health and education make it easier to live in urban areas. This in turn then continues to fuel the growth of cities as they become national hubs for investment, technology, communication and opportunity – encouraging more people to move there.



New York and Detroit, Northeast USA

New York and Detroit are two cities in the northeast of the USA with very different fortunes. In developed countries most cities population growth has slowed, but in New York is has actually sped up with positive net migration including 316,000 migrating from within the USA, 343,000 people from overseas, and 280,000 through natural increase.

This is due to New York being a world city – hugely important in finance. The city needs well qualified people with university degrees and specialised training, with many of these coming from abroad. In addition, many unskilled migrants will move to the city in search of jobs in the service industry that cities like New York rely on.

BQ3: What causes cities to grow?

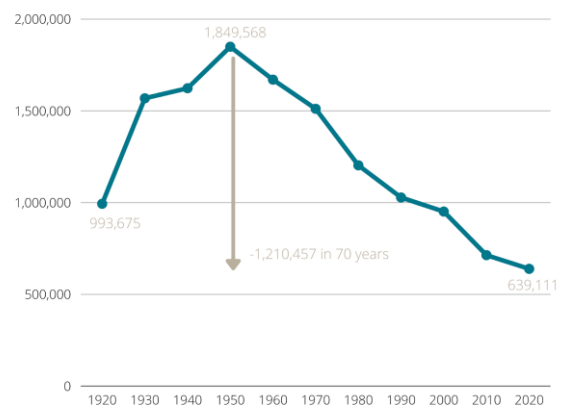
Detroit, on the other hand, has suffered from major population decline down to main problems.

Between 1960 and 2000 as Detroit became more successful the wealthier population moved outside of the city.

This left a poorer population with lower tax income for the city. In 2013 the city government declared bankruptcy – unable to provide enough services, despite Detroit being home to General Motors (GM)

Detroit has suffered from the closing down of industries – known as **deindustrialisation** as GM sales halved between 2000 – 2010. The company modernised to survive and now uses robots to make cars, meaning fewer people need to be employed.

To cut costs GM now buys parts from overseas and complimentary industries, companies that provide GM with their products have closed down. Unemployment in Detroit now stands at around 15%, the population decreased by 25% as people searched for jobs elsewhere and tens of thousands of people sold their homes in order to pay debts.



BQ4: What is the impact of urbanisation on the economy?

Urbanisation causes cities to grow in size, for many people it is the attraction of jobs and better pay that causes them to migrate – often from the countryside. This movement is known as **rural-urban migration**.

In developing and emerging countries many people who move to the city will do to work in the **informal economy** – an unofficial way of making money where there are no contracts, employment rights and no records are kept. In developed countries most people will work in the **formal economy** – where the jobs meet legal standards for accounts, taxes, workers' pay and conditions. This doesn't mean that informal economy doesn't exist here though some people make money as street food sellers.

Homework 1

Try to answer all of these key knowledge questions. Then check your answers using the answer pages towards the back of this knowledge organiser. These are some of the questions that will be in the knowledge quizzes and the mid and end of unit tests.

Key knowledge question	Your answer
What is the definition of urbanisation?	
What are the three reasons for urbanisation increasing?	
What is natural increase?	
What percentage of people will live in urban areas by 2050?	
What is a millionaire city?	
What is a mega city?	
What is the world's biggest megacity? With how many people?	
What is a world city?	
What are TNCs?	
What is deindustrialisation?	
What is the informal economy?	
What is the formal economy?	



BQ5: How have the population of cities changed over time?

Birmingham as a Case Study

In the 18th century Birmingham was a small market town overshadowed by the surrounding county towns of Stafford, Worcester and Warwick.

From the 1830s that Birmingham began to spread outwards rapidly as workers and industries moved in and it became easier to transport materials into and finished goods out of Birmingham.

As Birmingham grew in size (as shown in the maps to the right) it became more popular and more populated – areas became crowded and the richest people began to move out of the city. This happened from the early 1920s as public transport like trains and trams grew and car ownership increased.

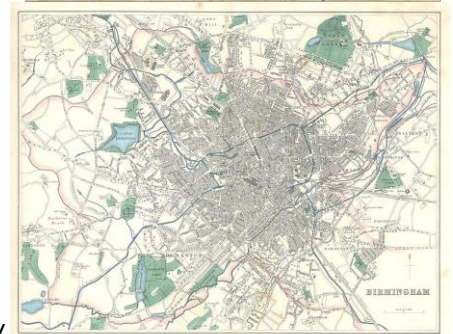
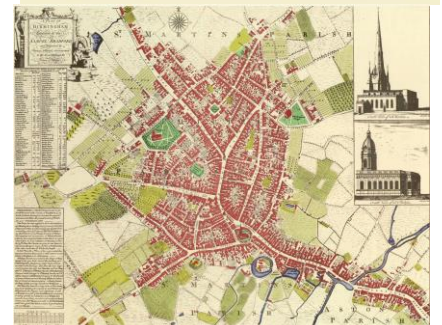
Areas around the city like Sutton Coldfield, Edgbaston and Harborne to the southwest of the city grew as people moved out here in search of a better quality of life, with more greener areas and bigger houses.

This process is known as **suburbanisation**.

Birmingham grew in size and affluence a number of residents were able to take part in a process called **counter-urbanisation**. This is the movement of people leaving the cities for the countryside for some of the push factors such as:

- Congestion
- Air and noise pollution
- High ground rent price
- Crowded housing

This counter-urbanisation lead to a decline in population for the city. The population left behind were mostly poorer people and a high number of new led to a decline in businesses which reduced income from taxation By the 1980s, Birmingham city centre was looking run down, many businesses were closing and people were moving away from the area.





BQ5: How have the population of cities changed over time?

Birmingham as a Case Study

Since the early 2000s a number of changes have happened in Birmingham that have encouraged people back into the city centre – in a process known as **re-urbanisation**. For example:



- The Bullring Shopping Centre underwent a huge **regeneration** at the cost of £600m – bringing in 160 new shops and 3000 new car park spaces.
- Birmingham New Street Railway Station underwent a huge redevelopment, linking into the Bullring, and developing a new shopping centre of its own – Grand Central. It also provided an extension to the West Midlands metro – a tram services that links Birmingham city centre with the suburbs of Edgbaston, Sandwell and the nearby city of Wolverhampton.



- The use of **brownfield** sites, areas that were built on before that have been redeveloped and reused, has been strongly encouraged with many turned into apartments has encouraged a number of people back into the city.



BQ6: How has the land use of cities changed over time?

When we talk about urban land use we talk about three different types:

- **Commercial** – offices and retail premises (shops) fit into this category
- **Industrial** – factories and warehouses that pack and distribute goods
- **Residential** – meaning housing

Geographers like a model – and the two to the right show two different examples of how land use can be arranged.

The Burgess model, also known as the concentric ring model, shows that each land use follows another, while in Hoyt model the land use is separated out according to different factors that affect where things are built.

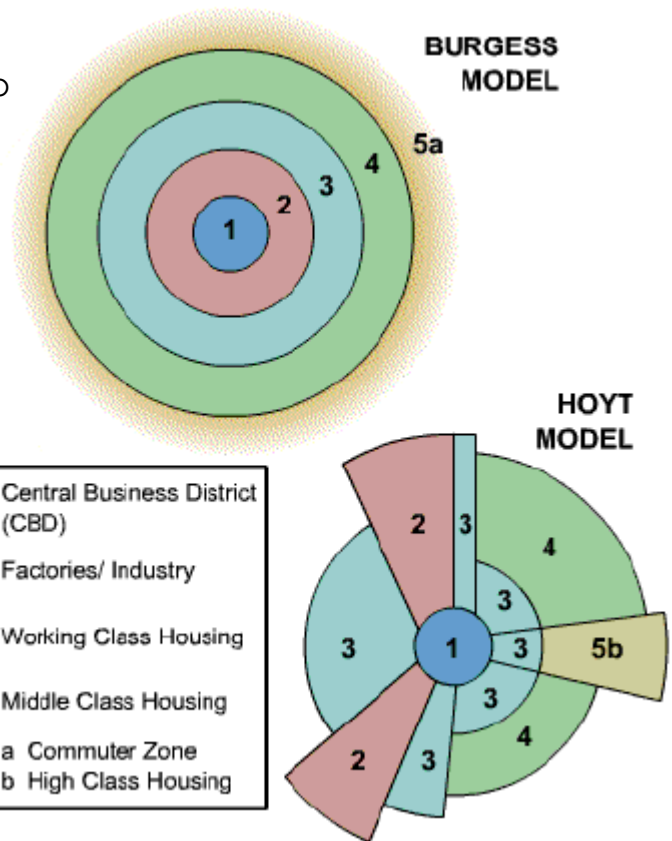
Factors affecting land use

Four main factors affect how land use develops they are:

- Accessibility – how easy a place is to get to – easier places to get to will become more developed
- Cost of land – land that is cheaper will have low density development on it as there can be more space between buildings
- Planning decisions by councils – areas that are targets for redevelopment and regeneration may be prioritised for certain land uses or building on rather than others.
- Relief – How steep or flat an area of land is. Flatter areas of land are easier to build on. This factor is only important for some cities.

Commercial land use is most likely to be found in the **CBD**, with buildings that are taller than the rest of the city, and built at a high density with fewer open spaces.

These have grown here because this is the most accessible part of the city – with most roads meeting here and the railway station being here. This places great demand on the amount of land so prices go up. In response to this every bit of land is used, green spaces are often protected by law and so buildings become tall rather than wide!



BQ6: How has the land use of cities changed over time?

Industrial areas are found in two areas, older industrial areas found in the **inner city**, and newer industries on the **edge** of the city.



These need space and so are found away from the CBD, with newer industries built separately in industrial estates to keep them away from housing areas.

All industrial areas rely on good transport links so these will often be found very close to transport links like motorways or railways. Historically industrial areas also relied on canals too.

Residential Land Use

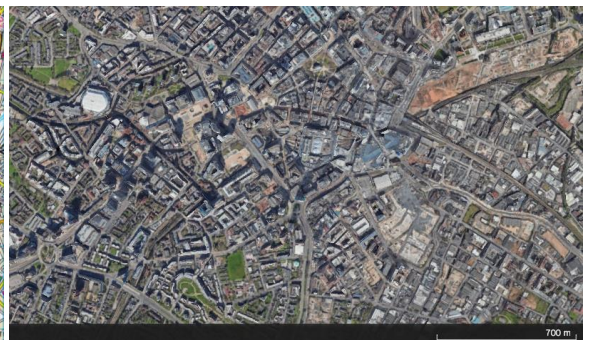
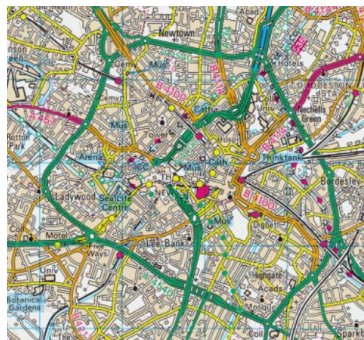
Residential land use normally surrounds the CBD and is close to the edge of the city in the suburbs. It can be fairly close to industry too but will be separated by a busy road.



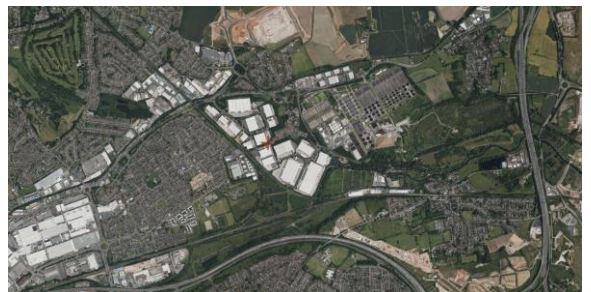
The oldest, normally terraced properties will be built near the CBD – found in parallel rows, originally built by industry owners to house their workers.

Post war housing will be lower density with semi detached homes and detached homes and is found further away from the CBD where the land is cheaper. Open green space surrounds the houses. The road pattern here is more fluid with cul-de-sacs and curved roads

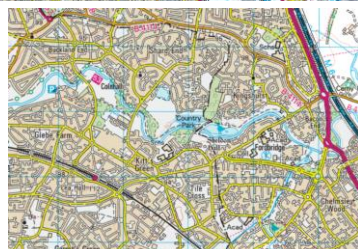
Commercial



Industrial



Post-War Residential



Homework 2

Identify two characteristics of bottom-up development strategies intended to make megacities more sustainable. (2)

- A – Projects funded by national governments
- B – Large-scale, expensive projects funded by non-governmental organisations
- C - Projects making use of cheap local materials, employing local people
- D - Projects benefitting the whole country
- E - Small-scale, low-cost projects where communities are involved in the decision making

Explain why the rapid growth of megacities shown in Figure 7 may cause social challenges. (3)

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Explain two reasons why de-industrialisation may occur. (4)

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Explain two reasons why there is a high percentage of people working in informal employment in cities in developing countries (4)

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BQ7 – BQ8: Where is Mumbai? What is it like? How is it changing?

Mumbai lies on an island by a deep water estuary where the Ulhas river meets the Arabian sea. India's largest container port has grown here because the land here is low lying, just above sea level.

It experiences tropical weather so the monsoon season between June and September brings torrential monsoon rains that flood low lying roads and traffic can quickly grind to a halt.

Mumbai has quickly grown to become a conurbation swallowing up the nearby areas of Thane (in the northeast), Bhiwandi (in the north), Juhu (in the west) and Colaba (in the south). Areas like Kalyan (in the northeast) and Navi Mumbai (meaning New Mumbai) in the east look set to become part of the conurbation soon.

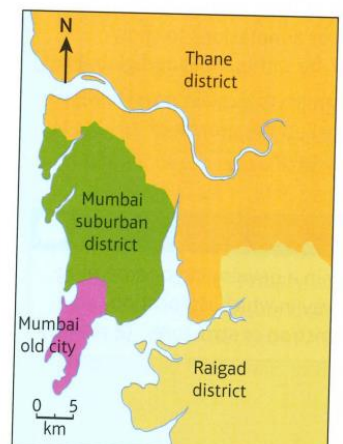
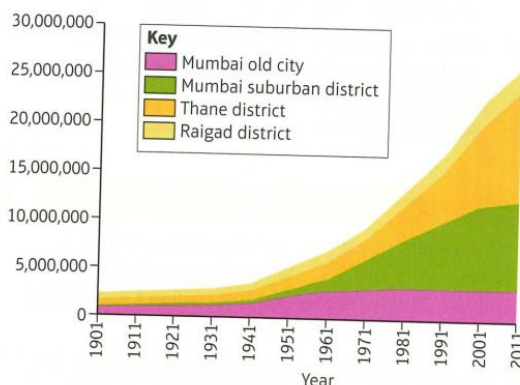


Mumbai's large container port stretches for 10km allowing for more development, and this supports the growth of manufacturing industries nearby. It also connects the city to the rest of the world, allowing quick passage to Europe via the Suez Canal in Egypt.

India is connected globally via its airport, handling around 36 million passengers. It is nine hours flight time from London, four hours from Singapore, under three hours from Dubai and around six hours from Beijing. Nationally most Indian cities can be accessed by a two-hour domestic flight.

Mumbai (formally called Bombay by the British) is one of the world's fastest growing cities. Around 1000 new migrants move from the countryside into Mumbai every day in a process called rural – urban migration.

At this rate of growth, the population is growing 3% a year, doubling every 23 years, with some geographers arguing by 2050 it will become the world's largest city.





BQ7 – BQ8: Where is Mumbai? What is it like? How is it changing?

Industrial Change

Mumbai has also grown due to the change in manufacturing jobs. In the late 20th century Mumbai suffered a decline in textile exports as developing countries could produce material cheaper. Since then, Mumbai has grown its banking, computing, engineering, healthcare and entertainment industries with a high number of service jobs growing to cater for new, richer, middle-class Indians. This has in turn encouraged unskilled workers to move to Mumbai in search of service or low skilled jobs.

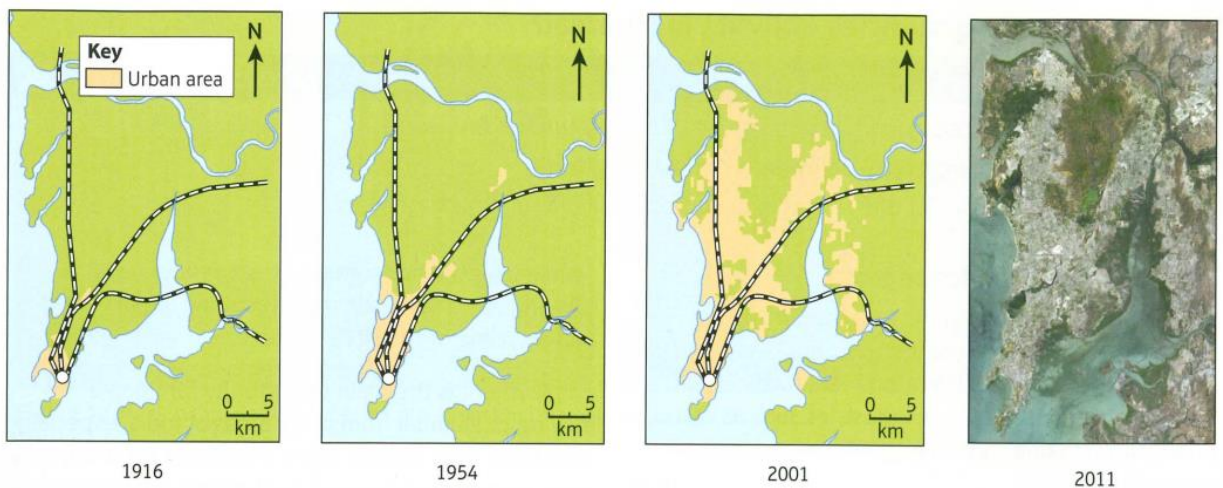
Natural Increase

Natural increase is the name given to when there are more people being born than dying so the population goes up. This in part has happened because of improvements in sanitation and healthcare, but also because the migrants moving to Mumbai, like migrants around the world, are likely to be in their 20s and 30s.

These people are likely to settle for as long as there is work, and once settled are highly likely to marry and / or start families – contributing to population growth by natural increase. In Mumbai this accounts for half of the city's growth.

How has Mumbai's layout been affected?

As Mumbai has grown in population it has also grown in size – as shown by the maps and aerial photograph below.





BQ9 – BQ11: What are the opportunities and challenges for Mumbai?

One of the major pull factors for Mumbai is the availability of jobs – up until the 1980s these were jobs in manufacturing and textiles but since then these have declined and been replaced with jobs in the finance and IT services – known as the quaternary sector.

Whilst there can be no doubt that globalisation has meant that Mumbai can now provide these services for countries all around the world – the skills needed for these jobs come from well educated, highly qualified individuals. For many migrants coming from the countryside they simple don't have the skills to fill these jobs.

Due to the boom in high skilled jobs in Mumbai there has been an increased demand for service jobs – taxi drivers, cleaners, hairdressers, couriers, mechanics and waiters for example.

In addition, many people work in the informal economy – these are jobs that often work on a cash in hand basis, with no job security, no contracts, no health and safety protection and no sick pay. These jobs often will take place on the streets of Mumbai and can range from street vendors and pottery makers, to collecting rubbish and recycling materials as well as fixing small machinery and bikes.

Lots of the people who work in these informal economy service jobs will live in Dharavi – Mumbai's biggest slum in an area of 1.5km², sandwiched in between the two railway lines that serve the city.

Rents here are low – around 200 rupees (£2) a month and Dharavi is home to over 5000 small scale businesses and 15,000 single room factories contributing around £350 million a year to the Indian economy. All this in an area where the population density is 11 times higher than the rest of Mumbai.





BQ9 – BQ11: What are the opportunities and challenges for Mumbai?

What are the challenges for Mumbai?

As the population grows, and more people move to Mumbai for jobs there are some concerns that Mumbai will face big challenges in the future. This section focuses on what those challenges might be.

Housing Shortages

With the rapid growth in population, it is difficult to keep pace with building housing – resulting in the large slum settlements of Mumbai like Dharavi.

To begin with many of these slum settlements start life as squatter settlements – these are areas of illegal houses, made of whatever materials that people can find. The land these squatter settlements are found are often too close to railway lines, too hilly or too marshy.

For around 20,000 of the poorest people there isn't enough space or enough money for them to live in squatter settlements in Mumbai, so they live on the streets, sleeping under bridges or on pavements near where they work. For some of these people they'll do this all their lives and pay local shop keepers or building owners a small rent for sleeping on their stretch of the pavement.

Problems with Water Supply, Waste Disposal and Water Supply

Only better off suburbs have private water supplies in Mumbai meaning that for a large majority of the population water supplies are shared. For example, up to 60% of Mumbai's population use shared taps, with hundreds of families using them every day. Regular power cuts can cause the water supply to stop working, and so the daily water supply is often rationed to just two hours.

Sanitation, the dealing of human waste, is equally as limited, with a sewer system connecting toilets in houses to a public waste removal system limited for only the richest. In Dharavi, most people will use streams or rivers running through the settlement to remove their waste, while others will use public latrines – ditches dug in the ground then then need attempting. It is estimated that over 500 people share each public latrine in Dharavi.

The water supply is also heavily contaminated with people using it to dispose of waste and as a toilet (around 800 million litres of untreated sewage are dumped into the Mithi river every day), and companies dumping untreated oil and chemical waste.



BQ9 – BQ10: What are the opportunities and challenges for Mumbai?

Problems with Air Pollution and Traffic

The increase in population, and the increase in wealth in Mumbai has led to a rapid rise in private cars; currently there are over 4.8 million cars registered. This means that roads are frequently gridlocked. This creates big problems with air quality with Mumbai issuing stay indoors notices in October 2023 due to a danger to health. The Indian government estimates that 2.3 million people died prematurely in India because of air pollution in 2019.

Public transport is hugely underfunded and massively overused – over 8 million people travel by rail and bus. One delay can affect thousands of people and around 10 people die on the rail system every day – many through electrocution or falling from doors and windows.

Whilst the investment in public transport remains low – the government is developing laws to improve air quality including:

- Using LPG instead of burning coal
- Introducing low benzene petrol
- Checking on fuel tampering
- Charging high road tax on older vehicles
- An improvement in public transport



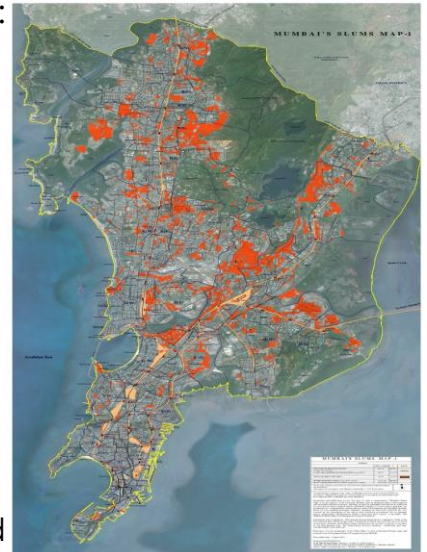


BQ11: Why are there differences in the quality of life across Mumbai?

Quality of life (QoL) is a measure of how people feel about their day to day lives. Often people who feel their lives are getting better will feel they have an improving or good QoL. It is difficult to define accurately because there is no one standard way of measuring quality of life; it can include:

- How connected people feel to each other
- Levels of air and water pollution or crime
- Access to affordable housing, adequate sanitation, healthcare or education
- The quality of government services received
- The level of transport congestion
- Income

The map to the right shows that slums (in orange) are located almost everywhere apart from the CBD and old port area in the very southwest of the city. This means that areas of very low QoL are located next to areas of high QoL – but why is this?



The reasons behind the difference in Mumbai's quality of life across the city are down to a range of factors:

- The government is inefficient and bureaucratic – it takes a long time for infrastructure to be approved
 - This means it takes time for decisions to be made, laws to be passed and enforced – for example to improve working and housing conditions
- The majority of Mumbai's property is rent controlled limiting how high rents can be, this will often discourage property owners from making improvements or redeveloping housing
- Corruption within the planning and government system means that areas previously cleared for redevelopment and affordable housing have been sold to property developers who have built expensive apartment blocks for the city's richest people.

Homework 3

Using the subheadings note down everything you remember about the opportunities and challenges of living in Mumbai in one colour. **THEN** using your knowledge organiser answer pages 18 - 23 in a **DIFFERENT COLOUR** – add in missing information about the case study.

Think about:

- What problems were there / are there in the area?
- What changes have happened in the area?
- What are the impacts of these changes?

	Opportunities	Challenges
The location of Mumbai		
Mumbai's Population		
Industry		
Housing		
Environment		



BQ12: How can Mumbai be developed sustainably?

The challenge for any city as it grows is to grow sustainably, providing a wide range of public transport, waste being recycled, a good level of access to services and affordable housing with a range of different strategies on offer.

Strategies can be defined into two groups:

- **Top-Down** strategies – involve big expensive infrastructure projects imposed on people in the city by the government.
- **Bottom-Up** strategies – These are community based solutions where organisations involved are often non-governmental organisations (NGOs) or community organisations. These work with local residents to come up with community based solutions.

Top-Down Project: Mumbai Monorail

The Mumbai Monorail Project

In 2005 Mumbai's city government decided that a monorail would be a solution to the public transport problem and congestion that plagued the city where buses are already an option but travel slowly on Mumbai's congested roads. This encourages more people to travel by motorbikes / scooters and creating more air pollution. The advantages of a monorail therefore seemed clear – taking passengers off the road, constructed over built up areas without having to clear existing roads or buildings, and carrying them quickly (around 40 mph).

In 2008 the government had formed a partnership with foreign engineering companies who provided expertise on construction and engineering.

Completion was three years late (opening in 2014) and £30million over budget (costing £310million for 9km of track).

Whilst tickets are cheap – on average 10p each and charged for the distance you travel on the monorail) the passenger numbers are significantly down on what was planned (only around 15,000 use it each day – mostly tourists). It has been widely described as a failure and there are no plans to develop it further across Mumbai.





BQ12: How can Mumbai be developed sustainably?

Top-Down Development: Vision Mumbai

In 2003 it was suggested that with US\$40billion of investment Mumbai could be improved. From there the Vision Mumbai project was born involving a partnership between the government, property companies and investors.

It is planned to be completed by 2050 and to transform Mumbai by:

- Building one million low cost homes and reducing slums
- Improving transport infrastructure by road and rail
- Improving air and water quality by reducing pollution
- Boosting economic growth
- Improving access to health care and education

Some things were quick wins to improve Mumbai such as restoring 325 'green spaces' that had been polluted and used to dump waste on, building 300 extra public toilets, widen and 'beautify' main roads and improve train capacity and safety.



The main plan would be based on property development – with the slum of would be demolished, replaced with high blocks being built. If developers wanted to buy valuable land (Dharavi's land value is around US\$10 billion) they could do so at a discount as long as they built social housing, which in turn would allow developers to develop 30% more offices – which are highly profitable.



BQ12: How can Mumbai be developed sustainably?

Has Vision Mumbai worked so far?

By 2007 200,000 people had been moved and 45,000 homes had been demolished with new flats replacing the slums. Conditions have improved with piped water and sewerage systems being built to supply the flats.

By 2015 72 new trains had been introduced on Mumbai's railways to increase capacity, reduce overcrowding and 'train surfing' which, along with new raised platforms, would reduce accidents, resulting in many deaths and delays.



Criticisms of Vision Mumbai

Whilst there is no doubt that Vision Mumbai has made improvements there are some real concerns. For example:

- Water quality continues to worsen because of sewage discharge in slums
- Beaches remain unsafe for recreation
- Slum settlements like Dharavi continue to grow quicker than Vision Mumbai make improvements
- Many people believe that slum improvements are better than slum demolition
- Rents in apartment blocks cost more than in the slums, and the apartment blocks have split communities – with some full of rich people, others full of former slum dwellers.
- Small workshops from Dharavi would have to move or go out of business affecting Mumbai's recycling industry.
- Some believe that Vision Mumbai is only really benefiting the rich and powerful



BQ12: How can Mumbai be developed sustainably?

Bottom-Up Development: LSS

Lok Seva Sangam or LSS is a health charity working in Mumbai raising its own funds and employing volunteers to control leprosy in Chunabhatti slum on the edge of Dharavi.

Leprosy is a contagious bacterial infection that damages the nerve endings of the

extremities of the body and can result in lost or disfigured limbs – commonly fingers, hands, toes and feet. There is lots of prejudice for leprosy sufferers meaning often people will go without any sort of diagnosis or treatment



What does LSS do?

LSS does a number of different things within Mumbai's slums to reduce the number of leprosy including:

- Surveying communities to detect skin diseases
- Setting up clinics and pharmacies to detect and treat
- Running playgroups for young children to attract parents to seek diagnosis
- Employing community teachers to educate people about the symptoms so they can recognise and seek treatment early
- Set up community events to show symptoms, signpost local, free treatment services and educate people about sanitation and the safe disposal of waste to reduce likelihood of catching leprosy

Has LSS been a success?

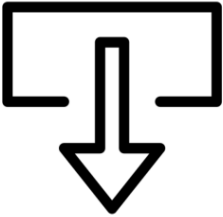
In the 35 years LSS has been running it has reduced the number of leprosy cases in Dharavi from 4000 per year to just 219, and has treated around 28,000 people for the disease – permanently curing 75% of them. It has been so successful it has recently expanded its work further to deal with tuberculosis (TB) – a deadly infectious disease of the lungs which often presents little or no symptoms other than a persistent cough.

Homework 4

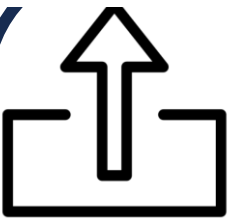


Using pages 25 – 28 compile a revision page for ONE top-down and one bottom-up project. Include a description on what the scheme is, who it is designed to help, how it works and problems with the scheme.

Top-Down



Bottom-Up





Question 1: Evaluating Successes

Always read the question carefully before you start writing your answer. Make sure you are clear about what the topic of the question is.

For a **named megacity**, **evaluate** the success of **different top-down** development strategies. (8)

Be aware of the number of marks. This will dictate how much time you spend on the question.

Structuring your answer

1

Point - identify your first strategy

- This needs to be one sentence that is clear and concise
- **Connectives:** Firstly/Secondly/Finally or On one hand/On the other hand/Overall or To begin with

2

Explain your first impact. Use the so what effect.

- Always go into detail, aim for 2-3 sentences
- **Connectives:** This means that, Therefore, This links to, This causes, Consequently

3

Evidence

- Give an example or some evidence – the more specific you are, the better you will perform overall.
- **Connectives:** For example/For instance, Such as, This links to, As seen by/in

4

Counter argument (be critical)

- You should be critical i.e. consider counter arguments to your initial point
- **Connectives:** However, On the other hand, Although, Alternatively

5

Evaluation (link to the question)

- This is where you link your paragraph back to the question by stating what you think overall and how your response answers the question
- **Connectives:** Overall, To summarise, In conclusion, I believe that, Ultimately

Level 1	1-3	<ul style="list-style-type: none"> • Attempts to apply understanding to deconstruct information but understanding and connections are flawed. An unbalanced or incomplete argument that provides limited synthesis of understanding. Judgements that are supported by limited evidence. (AO3) • Uses some geographical skills to obtain information with limited relevance and accuracy, which supports few aspects of the argument. (AO4)
Level 2	4-6	<ul style="list-style-type: none"> • Applies understanding to deconstruct information and provide some logical connections between concepts. An imbalanced argument that synthesises mostly relevant understanding, but not entirely coherently, leading to judgements that are supported by evidence occasionally. (AO3) • Uses geographical skills to obtain accurate information that supports some aspects of the argument. (AO4)
Level 3	7-8	<ul style="list-style-type: none"> • Applies understanding to deconstruct information and provide logical connections between concepts throughout. A balanced, well-developed argument that synthesises relevant understanding coherently leading to judgements that are supported by evidence throughout. (AO3) • Uses geographical skills to obtain accurate information that supports all aspects of the argument. (AO4)

Plan your answer

Take the time to make a plan before you answer the question. Below is an example of how your plan should look.

For a **named megacity**, **evaluate** the success of **different top-down** development strategies. (8)

The best responses are those that are well structured and organised.

PEECE 1 – Strategy One

- Description of strategy one
- Comment on the improvements it has made
- Comment on the problems it has had – bring together your evaluation here – why is this a good strategy / bad strategy?

- Keep your plan short and simple. There is no need to write full sentences at this stage.

PEECE 2 – Strategy Two

- Description of strategy two
- Comment on the improvements it has made
- Comment on the problems it has had – bring together your evaluation here – why is this a good strategy / bad strategy?

- Note down your three PEECE paragraph headings

PEECE 3 – Overall

- Briefly give which strategy was best
- Why?



In Mumbai there have been a number of top-down strategies used to improve quality of life in one of the most important megacities in Asia. Top-down strategies are ones that developed and implemented by the government, at large cost to improve the quality of life for a number of people. However, because they are often forced on people, they are not always the most effective.

For example, the Mumbai Monorail project had the aim to reduce the amount of congestion on busy streets below, transporting thousands of people quickly and reducing air pollution in an otherwise congested city. It's first path was constructed and operational by 2014 and moved 20,000 people a day into the busy CBD. However, since then numbers of people taking the monorail have reduced significantly and locals have criticised its short track length and its lack of connection to other public transport – making it an unpopular and unsuccessful development strategy.

Vision Mumbai is another top-down development strategy that was introduced to improve quality of life. Its aim was to knock down slum settlements like Dharavi and replace these with high rise apartment blocks for both the rich and poor with promises of social housing needed before the land would be sold to developers. Whilst successful in improving water supply and sanitation to the new high-rise blocks, many Dharavi residents complain that the rent is too high, it has impacted upon their businesses and that the high-rise blocks have created segregated communities of rich and poor.

Key knowledge questions

Key knowledge question	Your answer
What is the definition of urbanisation?	The movement of people from the countryside to the city.
What are the three reasons for urbanisation increasing?	Industrialisation, migration, natural increase
What is natural increase?	More births than deaths in a population
What percentage of people will live in urban areas by 2050?	68%
What is a millionaire city?	A city with over 1 million people living in it
What is a mega city?	A city with over 10 million people living in it
What is the world's biggest megacity? With how many people?	Tokyo – 37.1 million people
What is a world city?	A city which has a massive impact on world affairs because of their economic or political influence on the world
What are TNCs?	Transnational Corporations – businesses that operate all over the world
What is deindustrialisation?	The closing down of industry and manufacturing
What is the informal economy?	An unofficial way of making money where there are no contracts, employment rights and no records are kept.
What is the formal economy?	Where the jobs meet legal standards for accounts, taxes, workers' pay and conditions.