

Urbanism as A Way of Life

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Abstract:

Our aim is to find out about the urbanism as a way in modern life, how it was influenced in human life in a city and how it became a dependent variable. Specifically we mentioned about the author Louis Wirth who gave an important essay on urbanism a way of life. Mentioned how it inspired other urban sociologists to analyze the development of new urban lifestyles and to compare suburban life styles. The emphasis on modernisation including modern housing, transport and infrastructure means that older city areas (which present a range of complex problems and cannot be modernised easily are ignored), therefore continue to decline, and are eventually torn down. There is an urgent need for rehabilitation approaches which maintain or better "sustain" the typical and essential qualities of the historic city areas, and of the environments of the resident communities, but which can also adapt these physical structures and economic activities in accordance with the needs of the present society and economy. To achieve sustainable cities and regions, a framework for articulating planning objectives, strategies and policies for an

integrated land-use and transport system is required.

In this paper it is shown that with the rapid growth in economy, as typically seen today in developing countries such as in India and the best strategy for sustainable urban development and to limit urban sprawl is care for the existing cities. Here we discussed about laissez faire policy in public spaces, the policy based on the idea that Government and the law should not interfere with business or the conditions of people's working lives.

Environmental management to get maximum use of natural resources and to prevent it for the future generation, climate change and improving the energy security for getting the high efficiency transportation, renewable resource, carbon sequestration, and demand side management to reducing emissions of greenhouse gases and improving the energy security.

Keywords:

Rajiv Awas Yojana (RAY), Rehabilitation, Revitalisation, Heritage Precinct, Urban Renewal, Sustainable, Auto mobilization, Conurbation, urban sprawl.

Introduction:

Urbanism is a way of life. Urbanism or urban way of life became the dependent variable. Hypothesis derived from Louis Worth in 1948.

- The larger, the more densely populated, and the more heterogeneous a community the more accentuated are the characteristics associated with urbanism. Spatial segregation of individuals according to color, ethnic heritage, economic and social status, tastes and preferences rises as the range in individual variation increases.
- Urban people associate with a greater number of organized groups of a secondary kind because they are more dependent upon others than are rural people. Because of its centralization, enlarged market, and division of labor, the secular quality of the corporation is enhanced and the private entrepreneurial character of business is reduced.
- Selective Representation, visual recognition, and a sensitivity for cultural artifacts replace habit and ritual in social interaction. In a community without sentimental and emotional ties, close contact produces exploitation and competition and increases the possibility of irresponsibility. Due to the mobility, diversity, and fluctuating status of populations in associations and organizations, instability and insecurity become normative in a city. Because individuals living in cities cannot know the total meaning of any social event. Individuals must rely upon mass suggestion and this makes

collective behaviour more likely and unpredictable.

- Money plays an important role in shaping association among individuals in the city and individuality is replaced by categories where ever mass production and standardization of social and economic processes of work occur. All institutions of the city serve to reinforce the urban mode of living and thereby act as levelling influences on our lives. In cities the objectives of human needs and interests are fulfilled through the multiplication of voluntary groups.
- Urbanism was produced in relatively large and densely populated settlements containing groups of persons of different backgrounds; that is urbanism was a product of large population size, density and heterogeneity. It was a theory with true predictive power. Wirth held strongly to the view that the true effects of urbanism would occur as a matter of evolution as cities operated on immigrant groups to break down traditional ways of interacting over time. He did not see the larger city acting as an environment to bring about immediately the change he predicted. These things would take time, perhaps a generation.
- Urbanism as a way of life inspired other urban sociologists to analyze the development of new urban lifestyles and to compare suburban life styles.

Planning and guidelines for slum free city-

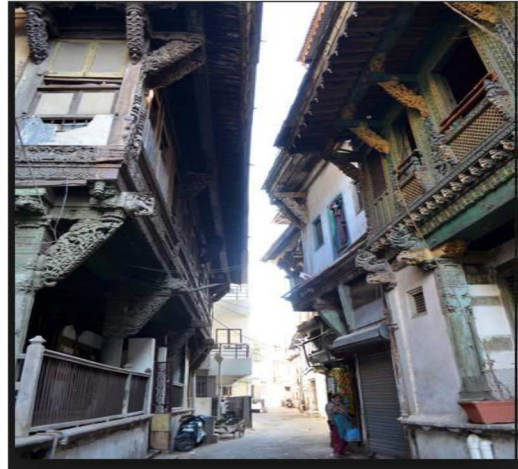
The goals of the Rajiv Awas Yojana are driven and incentivised by the provision of central support for slum redevelopment and construction of affordable housing conditional to a set of reforms necessary for urban development to become inclusive. Under RAY, security of land tenure through entitlement is critical for the overarching aim of promoting inclusive cities which will allow States/Union Territories to assign legal title to slum-dwellers over their dwelling space. The draft guidelines for RAY were circulated to the Planning Commission, Central Ministries and States for consultation. Based on the feedback received, a draft Rajiv Awas Yojana scheme has been prepared.

Detailed guidelines under the slum free city planning scheme have also been issued and states are being provided technical and financial assistance to prepare slum free city plans. This scheme comprises of all preparatory activities such as slum surveys, GIS mapping of slums and development of slum free city and slum Free State plans with active involvement of experts having expertise in the areas of GIS, MIS, planning etc. This model framework will also cover the provision of security of tenure to the urban poor and also making land available for affordable housing, basic amenities and informal sector activities of the poor through the process of urban planning.

Urban renewal strategies for historic cities

Many historic cities do not contain individual buildings of exemplary merit, but as a precinct they represent a way of life and living which is an intangible characteristic of urban heritage. It is this notion of a precinct, an area, or a zone with

a unique way of life, which UNESCO seeks to support and promote through its work on sustainable revitalisation of historic districts.



Pols and arches are preserved in Ahmedabad city



.Historic Building conservation of Goa

Rehabilitation and conservation of historic and Inner-city districts receives little attention in urban development policy, with the focus mainly on monuments, or remains of monuments, or at the most, sites or complexes containing a number of monuments or other historic buildings. The emphasis on modernisation including modern housing, transport and infrastructure means that older city areas which present a range of complex problems and cannot be modernised easily are ignored, therefore continue to decline, and are eventually torn down.

“Heritage precinct” means an area comprising heritage building or buildings

and precincts thereof or related places. "Heritage building" means a building, possessing architectural, aesthetic, historic or cultural values which is declared as heritage building by the Planning Authority in whose jurisdiction such building is situated.

2.1 The importance of urban renewal –

The policy to protect and improve the historic area is based on a number of reasons. Initially it involved mainly cultural reasons. The inner city is a home to many inhabitants, of which many elderly, and the tourism and entertainment industry in the old city provides extensive employment. The growing number of private cars conflict with the narrow streets, and parking space is very limited. The car traffic leads to air pollution, noise and dangerous situations. The space for pedestrians and cyclists was diminishing, however recently the sidewalks in the historic district have been improved.

The following key-issues for sustainable urban renewal are as follows.

1. Organisation and financing, including issues as public private partnerships.
2. Legal issues, including laws on the protection of buildings and entities
3. Social issues: resettlement and compensation
4. Technical issues, including transport in historic cities.

A historic city should be alive with many other activities. With all improvements it is very important not to take the life out the city. The example of Singapore shows that when a city is renewed too much, it lose its attraction for tourists and inhabitants. So, there must be space for street life for people to enjoy. The renovations and improvements should be in such way, that the special character of historic area is maintained.

Therefore there should be sufficient space for outdoor restaurants, night markets.

2.2 The prospects for partnerships in urban revitalization

Many cities are still, asking themselves, how they can make heritage working for themselves. The success story of Singapore in regard to refurbishing and marketing its historic districts for heritage tourism and commercial investments has been widely recognized. There are many cities which would like to make their case a similar success. While there is a growing number of cities which have engaged in revitalization of historic inner city areas the general picture today seems complicated because many cities which have great potential for heritage conservations, and urban and economic revitalization, like Manila, Jakarta and Hanoi, these have been troubled by lack of political will and underinvestment, both on the public and private sectors. Often these have only focused on the most "profitable" projects such as historic areas with tourist potential. A continuous and organic approach of revitalization is needed the type of approach which characterized all urban areas in the pre-industrial era and which has given form to older urban areas everywhere.

To achieve effective partnerships for urban revitalization in cases like Manila, Jakarta and Hanoi, it will be necessary to change the attitudes of professionals of economists, architects, planners, developers and administrators. It will be necessary to create a changed political environment in which the historic centres are revalued according to their true value, and that policies and practice of municipal government are modified accordingly. Institutions must be geared towards the challenge of revitalization, and economic and administrative instruments for control and promotion of investments must be worked out.

Integrated land use and transport planning:

A simple question is why are many cities and regions not sustainable? In order to unlock the key to this problem we first must examine historical evidence about transport and urban form and transport and the environment at the regional scale. To achieve sustainable cities and regions, a framework for articulating planning objectives, strategies and policies for an integrated land-use and transport system is required. With the rapid growth in economy, as typically seen today in developing countries such as in India. The population from rural regions migrate to cities where there are expectations of job opportunities in secondary and tertiary industries and higher incomes. Higher income in turn stimulates demand for car ownership. This is called 'auto mobilization' to distinguish it from a more global historical phenomenon known as 'motorisation'.

Transport as a vital component of a model city is supported by other examples, such as recent innovation to introduce LRT systems in Europe and the USA, and BTS (Bus Transit Systems) in Brazil and Canada, including Curitiba and Ottawa. They have improved the transport systems as well as services. They have connected seamlessly suburbs and the city center as well as transport hubs such as the main station. The frequency is very high so that passengers can choose any time to get on. For example, Freiburg has positioned trams as the backbone of transport measures in the city and buses as complementary to the tramlines.

Environmental management and public spaces:

Environmental management is a systematic approach to finding practical ways for saving water, energy, and materials, and reducing negative environmental impacts.

Environmental Management offers research and opinions on use and conservation of natural resources, protection of habitats and control of hazards, spanning the field of applied ecology without regard to traditional disciplinary boundaries. It aims to improve communication, making ideas and results from any field available to practitioners from other backgrounds. Contributions are drawn from biology, botany, climatology, ecology, ecological economics, environmental engineering, fisheries, environmental law, forest sciences, geology, information science, public affairs, zoology and more. As the principal user of nature, humanity is responsible for ensuring that its environmental impacts are benign rather than catastrophic. Environmental Management presents the work of academic researchers and professionals outside universities, including those in business, government, research establishments, and public interest groups, presenting a wide spectrum of viewpoints and approaches.

Public spaces

The physical layout of a city determines social interaction. American cities have limited public space, aside from green patches of parks. This means city dwellers exist inside cars, in apartments, in work buildings, or bustling to and from these places, eyes down at our phones. The result of this urban infrastructure is a sense of isolation, even when surrounded by millions of other people. In a word, public spaces are built, not natural; they are the result of constructive intervention rather than laissez-faire disinterest. To succeed, public space will demand greater public investment and better understanding of the role artists and the arts play in putting such investment to imaginative uses. The role of artists here is not just to install a sculpture, plant a garden or make a mural. Rather, it is to envision a space where visitors are encouraged but not

constrained to move in certain ways, inspired to use the space creatively, pulled to feel they are helping to shape the space even as they enjoy themselves in it. Public space has also become something of a touchstone for critical theory in relation to philosophy, geography, visual art, cultural studies, social studies and urban design. The term 'public space' is also often misconstrued to mean other things such as 'gathering place', which is an element of the larger concept of social space.

Urban climate change and energy security:

Tackling climate change and improving energy security are two of the twenty-first century's greatest challenges and that success will require the provision of energy services such as heating, computing, mobility, improved standard of living and the preservation of natural environment without forcing tradeoffs among them. The focus on energy security in countries that are struggling to meet their energy requirements is quite distinct. China, for example, has viewed energy security as an ability to rapidly adjust to their new dependence of their global market. Among the countries with excess supplies of oil and natural gas, the the focus on energy security takes on yet another emphasis. As one another example Saudi Arabia pursues energy security by maintaining a security of demand in oil and gas export. The successful approaches to reducing emissions of greenhouse gases and improving energy security. These include the Danish approach to energy policy and wind power, Brazil's ethanol program, China's improved cook stove program; and the U.S. Toxics Release Inventory. Brown and Sovacool argue that meeting the twin challenges of climate change and energy security will allow us to provide energy, maintain economic growth, and preserve the

natural environment without forcing tradeoffs among them.



Improved cook stoves program globally by China. Globally, three billion people rely on biomass and coal as their primary source of domestic energy.

Urban sprawl in developing countries:

Urban Sprawl is nothing but the unplanned, uncontrolled spreading of urban development into areas adjoining the edge of a city. Urban sprawl is a multifaceted concept, which includes the spreading outwards of a city and its suburbs to its outskirts to low-density and auto-dependent development on rural land, high segregation of uses, and various design features that encourage car dependency. It has been argued that urban sprawl is the root of many environmental problems. Urban sprawl also has a negative impact on infrastructure and the sustainability of cities. In most cases, sprawl translates to an increase in the cost of transport, public infrastructure and of residential and commercial development. Moreover, sprawling metropolitan areas require more energy, metal, concrete and asphalt than do compact cities because homes, offices, and utilities are set farther apart. It is evident that urban sprawl has negative impacts on both air quality and public health, which affects the human condition. This results in health issues for inner-city residents due to high emission levels causing air pollution. People with health problems such as asthma, heart and lung disease may also suffer more when the

air is polluted. With the development of urbanization at an unprecedented rate for many decades, many cities came up with lots of problems. The well-documented problems include environment deterioration, traffic congestion, air pollution, crime, poverty, racial tension, poor schools, poor public services, and so on to name a few. So therefore, the rich people escaped from the inner cities in order to escape from the problems above and look forward high quality of life.

Conclusions:

In conclusion, of the research and studies shown it is evident that urban sprawl has been an issue dating back to ancient times. From oversight of environmental factors and more focus on economic progress, urban sprawl has been allowed to go unchecked. . Understanding the health costs of urban sprawl, we can design the most effective solutions.

Urban planning is the most potentially effective method, with its use of “smart growth,” characterized by its higher density, preserved green space, limited road construction balanced by transportation alternatives. To achieve sustainable cities and regions, a framework for articulating planning objectives, strategies and policies for an integrated land-use and transport system should be required. Environmental management is a very useful way for conserving the ecosystem and natural resources.

The historic areas in Wuhan are unique in the world. It is a challenge to protect these areas and at the same time provide them a new future as part of a dynamic city. Avoiding urban sprawl starts with proper urban renewal. Reuse of the existing buildings and continuing to build on the compact historic pattern is vital for sustainable and durable urbanization. It is not only sustainable, but it provides liveable cities with a clear identity.

And as such it contributes to the main challenges in urban development for the next century.

Public space has also become something of a touchstone for critical theory in relation to philosophy, urban geography, visual art, cultural studies, social studies and urban design. Preparation of Rajiv Awas Yojna has become encouraging step for making the cities slum free. Brown and Sovacool argue that meeting the twin challenges of climate change and energy security will allow us to provide energy, maintain economic growth, and preserve the natural environment without forcing tradeoffs among them.

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