



## PATTERNS AND DYNAMICS OF URBAN GROWTH IN HARYANA (1966-2011)

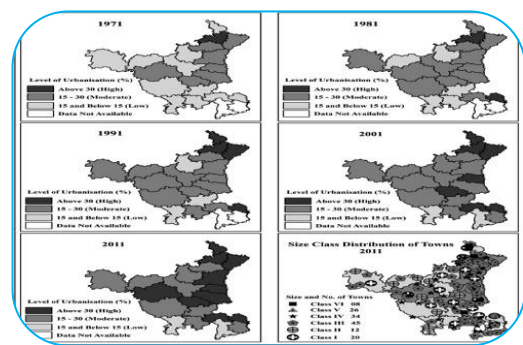
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### ABSTRACT

This paper analyzes the patterns and dynamics of urban growth in Haryana over a period of 45 years, from 1966 to 2011. Haryana, since its establishment in 1966, has witnessed significant urbanization driven by industrialization, infrastructural development, and socio-economic changes. During the twentieth century, most countries around the world experienced a rapid shift of population from rural to urban areas. In 1900, only about 13 percent of the global population lived in urban centers, which increased to 29 percent by 1950 and reached nearly 50 percent by the century's end (United Nations, 2005). This



paper presents a comparative analysis of urbanization in Haryana from 1901 to 2011. The study reveals that the migration of people from rural to urban regions primarily reflects the process of industrialization. Rural-to-urban migration remains a key driver of urbanization. The findings indicate that the eastern parts of Haryana, such as Panchkula, Ambala, Yamunanagar, Karnal, and Panipat, exhibit higher levels of urbanization due to agricultural progress, better transport connectivity, industrial development, improved education, and higher life expectancy. In contrast, the southwestern areas, including Mewat, Mahendergarh, and Palwal, show lower urbanization rates, attributed to factors such as a significant Muslim population, socio-economic disadvantages, limited educational opportunities, and inadequate transport facilities.

**KEYWORDS:** Experienced, Population, Urbanization, Regions, , Industrial development, Attributed, Agricultural Progress, life expectancy.

### INTRODUCTION

The twentieth century witnessed a rapid migration of people from rural to urban areas across most countries worldwide. In 1900, only 13 percent of the global population resided in urban centers, increasing to 29 percent by 1950, and reaching approximately 50 percent by the century's end (United Nations, 2005). However, the pattern of urbanization has been highly uneven between developed and developing countries.

Urbanization is a crucial component of economic and social development, often reflecting changes in population distribution, economic activities, and infrastructure development. Haryana, carved out of Punjab in 1966, has experienced rapid urban growth owing to its proximity to the national capital, Delhi, and its focus on industrial and agricultural development. This paper investigates the patterns and dynamics of urban growth in Haryana from 1966 to 2011, providing insights into the trends and factors driving urban expansion.

In developed nations, the majority of the population lives in urban areas, whereas in developing countries, most people still reside in rural regions. Additionally, a significant portion of the urban population in developing countries is concentrated in Asia and Africa. Globally, the urbanization process accelerated following the Industrial Revolution in the Western world, which spurred the development of infrastructure such as transportation and communication systems, thereby encouraging greater rural-to-urban migration.

### MEENING OF URBANIZATION

The meaning of urbanization varies from country to country. From a statistical standpoint, the level of urbanization is typically measured by the proportion of the population residing in urban areas (Davis, 1962). In India, an area is classified as rural or urban based on several criteria, such as population size, density, occupational structure, and administrative status. During British rule in India, irrespective of size, every district, cantonment, and all civil lines were excluded from urban limits, while any cluster of houses with a population of at least 5,000 exhibiting urban characteristics could be considered urban, even if it was not governed by a municipal body. This definition was adopted in the 1961 Census. Since then, an urban area has been identified using two main criteria: (i) statutory status; and (ii) certain economic and demographic indicators. The first criterion includes towns officially recognized as urban, while the second involves factors such as population size, density, and the percentage of the workforce engaged in non-agricultural activities. Towns meeting the first criterion are termed statutory or notified towns, whereas those identified by the second are called census towns or non-statutory towns.

### Growth of Urban Population

Between 1961 and 2011, Haryana's urban population grew from approximately 1.5 million to over 9 million. The urbanization rate increased from about 12% in 1961 to nearly 34% by 2011, reflecting rapid rural to urban migration and natural urban growth. Rapid urbanization has brought economic prosperity but also challenges such as urban sprawl, environmental degradation, strain on resources, and socio-economic disparities. Sustainable urban planning and governance are essential to balance growth with quality of life.

### Census of Indian urbanization

While the Census of India uses statistical and economic criteria to identify towns during each enumeration, it is ultimately the state governments that grant official urban status to settlements. Those settlements granted statutory urban status are recognized as towns based on the first criterion. In each census, some towns are added or removed from the list depending on whether they meet the established criteria. Since many urban residents live outside official city boundaries, the Indian Census employs the concept of a 'urban agglomeration' (UA) to measure the urban population at the town and city level.

A UA includes the population of a core urban area within its municipal limits along with the population of neighboring towns and contiguous urban outgrowths (OGs). OGs refer to areas surrounding a core city or statutory town that are substantially urbanized—such as railway colonies, university campuses, port areas, or military camps—but fall outside the formal city limits. City boundaries are occasionally revised by state governments; however, this process is lengthy, as the proposals must pass through the offices of Deputy Commissioners and District Magistrates for proper approval.

### Urbanization in Haryana

Haryana has traditionally been a predominantly rural state, with most of its population engaged in agricultural activities. Consequently, the level of urbanization remained low, below 15 percent, until 1941. This was primarily due to limited economic development, fewer industrial and administrative centers, and an economy largely based on agriculture. After independence, Haryana's urbanization

process progressed at a slower pace compared to the national average of 17.96 percent. However, by the 1981 Census, the urban population had increased to 21.88 percent, rising further to 24.63 percent in 1991 due to development in several districts. The establishment of the Haryana Urban Development Authority (HUDA) played a significant role in accelerating urbanization, with industrial sectors growing in areas such as Ambala, Panchkula, Kurukshetra, Murthal, Manesar, and Sonapat. The Green Revolution also contributed notably to this process, as improvements in agriculture led to the growth of market towns (mandis) and rural-to-urban migration, fueling higher urban growth rates.

### Districts with High Level of Urbanization

In 2001, there were four districts in this category: Panchkula, Panipat, Gurugram, and Faridabad. By 2011, the number of districts with medium levels of urbanization had increased to include Panchkula, Ambala, Panipat, Faridabad, Rohtak, and Gurgaon. The presence of industries such as National Fertilizer Ltd., the woolen industry, and an oil refinery in Panipat; Maruti Suzuki India Ltd. in Gurgaon; and Hero Honda, Ford, and Escort groups of industries in Faridabad has significantly contributed to the spread of urbanization in Haryana. In-migration from surrounding areas seeking employment opportunities also plays an important role.

As illustrated in Figure 2, districts with an urbanization level between 25 and 35 percent fall into this medium urbanization category. For instance, in Rohtak, urbanization has expanded due to institutions like the Post Graduate Institute of Medical Education and Research (PGIMS) and Maharshi Dayanand University, making it a key educational hub. Additionally, these districts serve as administrative centers and regional headquarters. Higher literacy rates, a larger proportion of workers engaged in non-agricultural activities, and improvements in road and rail infrastructure have further supported urban growth in these areas.

### CONCLUSION:

Haryana's urban growth between 1966 and 2011 was shaped by multiple factors including industrialization, infrastructure development, and its strategic location. Understanding these patterns helps policymakers in formulating effective strategies for future urban development and sustainable management. The study reveals that migration from rural to urban areas primarily reflects the process of industrialization. Rural-to-urban migration remains a key driver of urbanization. Between 2001 and 2011, districts such as Gurugram, Ambala, Rohtak, and Yamunanagar experienced positive growth in urbanization. Although the rate of urbanization in Haryana was slow in 1941, it began to show a rising trend following the formation of the new state in 1966. By 2011, approximately 34.79 percent of Haryana's total population resided in urban areas.

The establishment of the Haryana Urban Development Authority (HUDA), agricultural advancements, the Green Revolution, and the emergence of mandi towns have all contributed to the urbanization process in the state. The analysis also indicates that the eastern districts of Haryana—including Panchkula, Ambala, Yamunanagar, Karnal, and Panipat—are more urbanized due to agricultural progress, better transportation facilities, industrial development, higher literacy rates, and improved life expectancy. In contrast, the southwestern districts such as Mewat, Mahendergarh, and Palwal exhibit lower levels of urbanization, which can be attributed to a higher proportion of Muslim population, socio-economic disadvantages, lower education levels, and inadequate transport infrastructure.

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