

Impact of Urbanization on Socio-Economic Status & Environmental Condition of Bangladesh.

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Supervisor name: Musharrat Shabnam Shuchi

Lecturer; Department of Economics

United International University

Author name: Sarjana Tabashum

ID: 121151018

Abstract

The focus of this paper is on migration in Dhaka, the capital of Bangladesh, which identifies the reasons for the migration process. Rural urban migration is a key component of the rapid and unplanned growth of cities and towns in developing countries. The impact of migration on urban destinations and rural sources is varied. There are economic, demographic, environmental and socio-cultural impacts on both ends. This paper focuses on the factors that most influence our socio-cultural factors. It examines the overall situation of the underprivileged, poor migrants, and the consequences of emigration on social and environmental conditions.

Thus, reducing discrimination in rural and urban areas would appear to be a good tool to discourage migrants who have discussed the implementation of the policy in part of this paper. Rural development should be given urgent attention with the creation of adequate facilities and services and increasing the income generation opportunities. A balanced development strategy is also important to encourage growth and the government must also take effective role in adopting and implementing a comprehensive urban policy to facilitate the better living and livelihood of the existing urban people. Improving city management is essential for the city's sustainable future.

There are no empirical or numerical model efforts in this study. The work is done solely on the basis of secondary sources. There are frameworks that show the interdependence between factors affecting people's socio-ecological-financial lives.

Keyword

Urbanization, culture conditions, development, sustainability , socio-economic condition, Environmental effects , pollutions , slum , resettlement , traffic , major , leads, policies , Government , planning, poor ,population , urban sprawl.

INTRODUCTION

Urbanization is a procedure of human nature of an inhabitant & it has the outcome of rural- urban migration. Fast urbanization is extremely caused by migration. Almost 60% of the dwellers are migrated at Dhaka city. Migration caused when pull and push factor work together. Dhaka , Rajshahi , Chittagong & Khulna, the 4 cities are the biggest cities in Bangladesh. Of the 42.11

million urban people, 40% live in Dhaka, which amounted to 18 million in 2014. Dhaka considered the core of urban prolongation and the origin of all economic functions. For obvious reasons, isolate village communities are drawn to the area and come here in the prospect of better work advantage & an prosperous standard of lifestyle & Many individual likely prefer to live in near urban areas because of availability of different means of income livelihood in a more or less dense area & availability of essential facilities for blissful living in a narrow area with utilities & services, shopping, recreational & cultural facilities, educational facilities, means of communication & transportation . As a result, in the world Bangladesh has become one of the rapid growing country. Between 2000 and 2010, Bangladesh made the fastest urbanization in South Asia. In 2010, 21.3 percent of Bangladesh's people lived below the national poverty line, whilst, in 2009, 62% of the city's population lived in slums. Presences of Poverty and slums reflect the dingy things of the country. Due to the negative results of additional population, Dhaka is currently inaccessible.

On other side currently Urbanization is considered a key factor in the development of a country. In developing countries like Bangladesh Urban sector contribution to Gross Domestic Production is much higher than that of villages. Bangladesh exploitation of urban sector in Gross Domestic Production is rising year on year and now it is about 65 percent. The city circulates a large role in socio-economic & cultural and political enlargement of any nation. Urbanization and growth take place together. Urbanization is essential to sustainable growth in developing countries and it allows for other benefits. Since independence, the average rate of urbanization in Bangladesh has been 5 percent (world bank 2012) and urban population has doubled. From 15% in 1974 to 28.4 percent in 2011. (population census-2011)

Dhaka yet dominates Bangladesh's economy. The condition under which population in Dhaka and Chittagong are growing without proportionate infrastructural development will begin to ruin most of the gains associated with urbanization. That is, relative high levels of urbanization may not be enough to ensure higher levels of economic welfare in Bangladesh. It could happen in Bangladesh as well unless the urban managers rise from their expansion slumber .Situation of unplanned & unauthorized development is a concept of urban sprawl. Generally along the major lines of communications or roads clinging to specified city limits are used by the isolated areas of the cities especially opacity and in parts construction of homesteads ,commercial areas, industrialias and other non-comforming land. The area of urban expansion is characterized by a situation in which

urban development interferes with the urban environment, which is neither suitable for any applicable urban situation or agricultural environment. The pace of urbanization of Dhaka City is depriving the people of basic necessities such as Utility services like electricity, water and gas, and roads and transport capacity become severely insufficient.

Motivation

There are some push & pull factors work behind the urbanization. Peoples in rural areas are “PULLED” to the city; they suspect that the standard of living in urban areas is much better in urban areas. Rural to urban migration is not only self-reinforcing, Often there has some another push factors like due to rural industrialization many rural people have to forcefully sell their agricultural lands because it became polluted & their living conditions have become unsuitable for living . So the rural people have to migrate forcefully in town.

Bangladesh's economy is dominated by Dhaka, but garment industry is the most important industry of Dhaka. This has Transferred from the city's main site and established in the surrounding city. Generally Urbanization and industrialization are related to each other These two issues are intimately related to each other in various ways. The dominance of the growing economic development of the agricultural sector gradually intensified and industrialization took place at a rapid rate. Urbanization is positively involved with the industry. Total population is 28% to the step of urbanization in Bangladesh but exploit of 28% population to Gross Domestic Product is 65 percent. Dhaka compatible of 9% of total demography of Bangladesh but it's acquisition to Gross Domestic Product closely 40 percent. Dhaka still leads BD's economics and financial sector, but the country's most momentous industry is its garment industry, that has been moving out of the city's core and take places into its districts neighboring the city like one city to another.

Research Objective:

The purpose of study is to analyze how urbanization effects our socio-economic status & environmental condition in perspective of Bangladesh. Basically urbanization is a Process of making an area more urban, or shifts peoples from rural area to towns & cities. This is widely approved that BD is a fast urbanizing nation where the urban share of the population has expanded

rapidly since the 1970. (2012. World bank) urban population jumped %8.75 to 27.66%. We all know that A combination of socio-economic conditions is inter-linked to the Environmental, political and demographic factors.

- How urban people change their environment according to their socio-economic consumption?
- Will this changes affect human cultural behavioral pattern & ethical values & living standards?

Literature review:

- Research studies exhibit that; rural-urban migration mainly drives the fast progress of the urban residents. Islam (1991) indicated, above 60 % of dwellers in Dhaka are immigrants. A study in the recent past demonstrate that Dhaka collects 290,000–390,000 immigrants every year. Studies have also states, rural-urban immigration is age-selective; more and more stripling are investing into the city from all parts of the country.
- Abdullah Al-Mamun Khan on his paper “Rural-Urban Migration and Urbanization in Bangladesh” (1982) village-to-town migration was establish to be the main cause in the swift urbanization of Bangladesh between 1960 and 1975. on this paper Gross unevenness in socioeconomic chances between urban and rural areas cheer up grate stream of migrants from village areas & small village centers to the big cities. Founded that The reason of migration to a city are usually relate in a simple push-pull model. Push factors with population pressure, shortage of land, and lack of employment opportunities, are commonly advanced as the main causes for migration to cities in third-world countries.
- Md. Masud Parves Rana on his paper (2 July 2005) “Urbanization and sustainability: challenges and strategies for sustainable urban development in Bangladesh” This paper provides a secondary data to perception of Sustainable issues and challenges related to urbanization of Bangladesh seeks to capture challenges for sustainable city development in Dhaka city. The paper shows the problems of urbanization, which leads the subject of 'system hijack' and adopts some strategies that help policy makers in determining growth policies for bearable urban services. The paper shows the problems of urbanization, which

presents the matter of 'system hijack' and adopts some strategies that help policy creators in determining development policies for sustainable urban services.

- According to a New York-based Forbes Magazine survey of 2007, Dhaka ranked the second most dirty city out of 20. It is ranked the second deepest city in the world in terms of air pollution, waste management, water affordability, hospital services, medical supplies and infectious disease levels.. So the findings claim that the environmental condition is very poor.
- Haider A. Khan on his paper (2008) "Challenges for Sustainable Development: Rapid Urbanization, Poverty and Capabilities in Bangladesh" used secondary data of Urbanization challenges for sustainable development: rapid urbanization, poverty and affordability in Bangladesh. Urbanization system of Bangladesh, dual dual model, formal sector, poverty, employment, competence. This paper seeks to analyze Bangladesh's emerging trends and urban patterns in a dynamic dual-dual framework, with an emphasis on rural-urban migration and the informal sector.
- Sarder syed Ahmed & Muntasir Ahmed on his paper named "Urbanization and economic development of BD :The primacy Of Dhaka and competitiveness" (2010) used Descriptive secondary data from BBS,CUS,BIDS & shows the level of population of The fastest growing Dhaka city Analyzing Dhakas primacy competitiveness. Variables used Economic density & contribution of Dhaka GDP. Benefits and costs of urban cities, planning and ethical value, concentration of Organization To make Dhaka city livable peri urban areas are very urgent to expand utility services, expand proper planning,decentralization of relocation of factories and shifting universities from main city .
- Zahid hussain 2013 claimed his paper "In BD The alternative of urbanization is urbanization "secondary data provides ideas about why developing country encourages urbanization by handling changing challenges to the economic activity.
- The 2015 livability index of The Economist Intelligence Unit's 26th dominance index is located in five of the 5 cities in Damascus alone. Delhi had the highest ranking among the six South Asian cities, followed by Mumbai (3), Kathmandu (127), Colombo (127), Karachi (3) .

- Md . yahia bapari on his “Impacts of unplanned urbanization on the socio-economic condition and environment of pabna municipality BD” Research paper (2016) secondary data used to analyze focus the socio economic consequences of the current urbanisation process of pabna municipality of Bangladesh ,To Identify the factor that are more responsible for unplanned urbanization over the study area and to make some highly effective policy recommendations which can improve haphazard situation of the study area. unplanned urbanization effects, human lifestyle and environment that’s are severely neglected in implementing the unequal distribution of civic facilities .
- The very recent survey (2018) by the economist intelligence unit (EIU) of London based magazine The Economist, in the ranking of least livable city, Dhaka as a city placed in the second position after Damascus (the city of Syria), which ranked in the first position. The survey was done on 140 countries. Where Dhaka got score in stability 50 out of 100, in healthcare 29.7 out of 100, in culture and environment 40.5 out of 100, in education 41.7 out of 100, and in infrastructure 26.8 out of 100. Finally, Dhaka on average scored 38 out of 100. The survey also added that the unavailability of adequate infrastructure is responsible for the low score of Dhaka.
- Very recent article August 5 (2019) “The dark side of Dhaka's urbanization” newspaper Article of THE DAILY STAR brings up the most recent negative sides that occurs because of urbanization thus affected badly in human life to lead in a well society & Environment. Between 1970 and 2011 cities like London or New York in advanced countries have had very mild outgrowth, compared with cities in the developing world.

QUEST

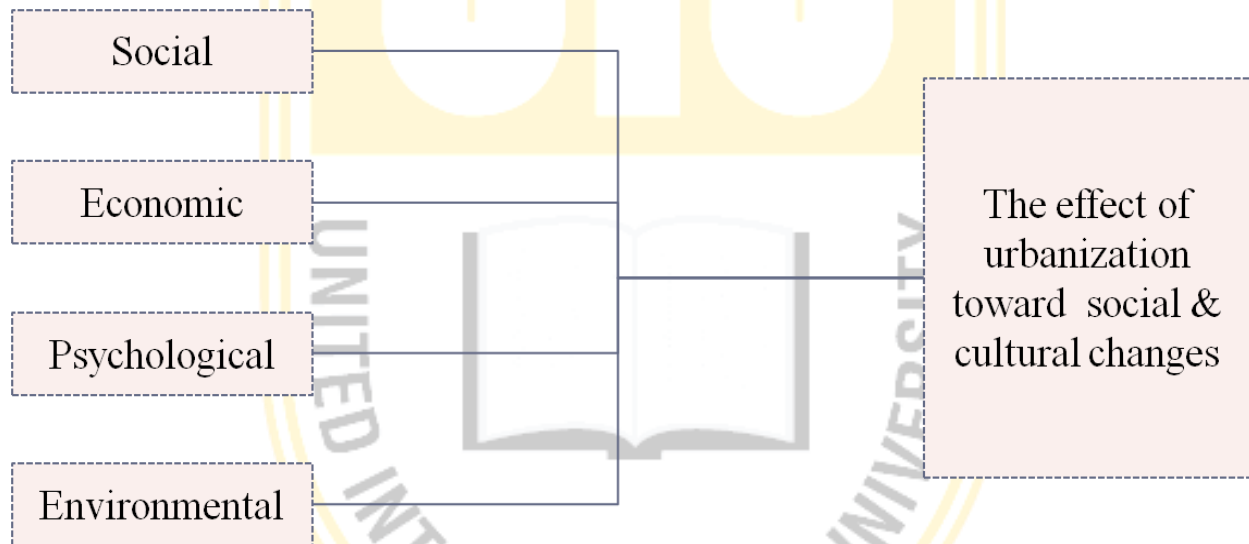
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EXCELLENCE

Methodology: This paper is Qualitative in nature.

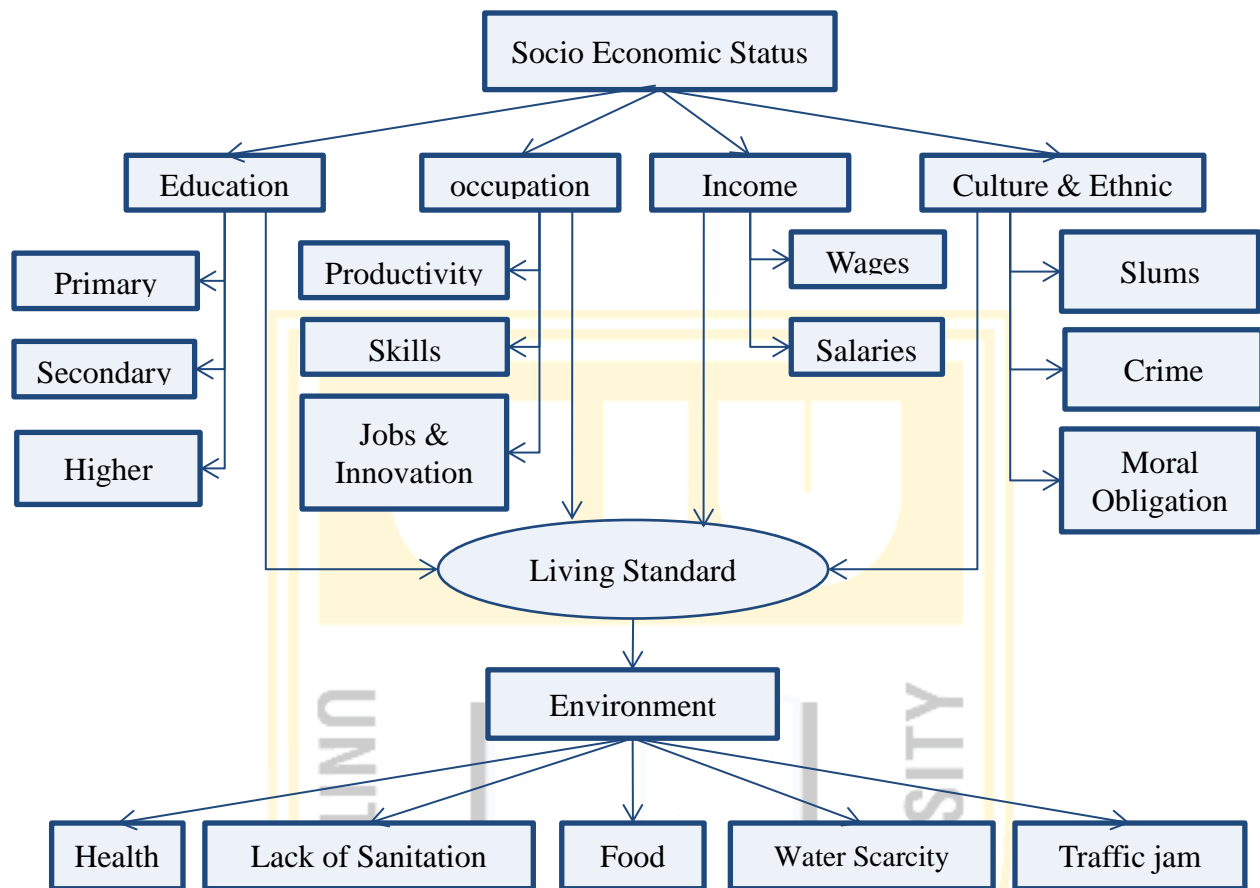
Data source: secondary data collected from books, articles , journals, research literatures as well as sources from internet.

Model Theoretical Frameworks.



Independent variable: social, economic, psychological & environment.

Dependent variable: the effect of urbanization towards social & cultural changes among BD.



- For an individual or group Socio-economic status is the social standing or class. It can be often measured as a combination of education level, occupation, income & culture.
- Socioeconomic status often reveals inequalities in access to resource, power and control.

Education: there are three level, primary, secondary, higher now current literacy rate in BD is 72.9%. So the illiteracy rate reduces .to achieve higher education people need strong economic condition because is costly and expensive .80% of urban students are in national university affiliated collage & the others in public and private universities.

Occupation: education, occupation and income are interlinked. a lower educated people get lower income according to his skill level & productivity.

Culture & ethnicity: The effects of modernization, urbanization and industrialization in modern dynamic societies can sometimes lead to social chaos and may also lead to cultural conflicts between different parts of society. Invention creates new cultural changes which happens because

of urbanization. Migrated people combination of urban-rural culture together thus, mix-matches culture. Culture is the way of thinking. Culture describes “human behavior”. That included into a individuals, values, beliefs and norms.

Values are the standard of goodness & beliefs are the particular matter that individual consider truth or false. Norms are the rules & expectation that guides societies behavior.

In a dynamic society, cultural change is an inevitable event of social change. The main difference between the old and the new standard, local & improved values & traditional values & the govmt imposed values. changes in the population due to immigration often affect the crime rate of a particular place. Culture creates conflicts between residents and results in transferable behaviors.

Slum: Thousands of people are moving from village to city due to unemployment but cities cannot provide property. price of urban land is high-priced. Rural migrated poor people faces lack of shelter & creates or take places on slums. so, slum people cannot get chances to build up their ethnicity based on tradition, norms & moral values. Most of them is uneducated so their moral values are poor.

In 2014, the government counted 14,000 slum settlements. These settlements can be divided into large areas such as high population density, poor public water and sanitation services from rural areas, and poor housing, which creates greater health challenges for their residents.



Moral obligation & divorce rate:

Due to urbanization women are getting attached in financial activities more than before, they are no longer dependent on men's income. So there has no pull back issue toward adjustment thus increases divorce rate. The rate is higher at Dhaka other urbanized cities

Statistics for two cities Divorce rate (north & south city)

2019	Women	Men	Total
January	662	387	1049
February	566	260	826
March	297	175	472
April	607	416	1023
May	716	373	1089
June	442	234	676
July	775	322	1097
Total	4065	2167	6232

Source: The Daily somokal newspaper 2019

Number of divorces in two cities in Dhaka in six months 6232

Women: 4065 Men: 2167

Number of North city; Women:2433 Men: 1246

Number of South city; Women:1632 Men:921

Crime: Crime is one kind of social disease, It devastate our social life and our basic production. The socio-economic situation determines what kind of crime will take place in society. We will see that the nature of crime is different in rural and urban areas. Socio-economic & political reality stays at the root of this differences. The socioeconomic reality of the urban area is completely

different from that of the rural area, so the types of soft crime are different. Being located in banks, shopping centers, government offices, cities carry hard currency, women wear valuable ornaments and trade large sums of money for business purposes. All these opportunities make it a great option to commit a variety of crimes, which is not possible in the countryside or rural areas.

crime statistics (2018)

Unit Name	Dacoity	Robbery	Murder
Dmp	17	83	216
Cmp	6	65	75
Kmp	2	6	19
Rmp	0	27	22
Bmp	3	8	17
Smp	8	12	33
Dhaka Range	71	96	854
Mymansingh Range	5	10	265
Chattagram Range	44	84	728
Sylhet Range	25	18	272
Khulna Range	26	54	392
Barisal Range	20	24	166
Rajshahi Range	21	53	408
Rangpur Range	13	13	307
Railway Range	0	4	27
GMP	0	4	26
RPMP	1	1	3
Total	262	562	3830

According to crime statistics (2018) the crime rate in Dhaka is the highest than Rajshahi , Chittagong & khulna . Dhaka has the highest crime rate in Dacoity (71), Robbery (96) & murder (854). most central cities have relatively high crime rates.

Crime is doing something wrong or out of norms of the society in a illegal way that considered as crime. Urbanization in Growing Crime in Urban Zone. Urbanization has created many opportunities for this cause. Crime and urbanization are commonplace in the present world. Urbanization creates many mechanisms for committing crimes. The report clarifies how criminality generates many difficulties in city life. Crime is activity which is the antithesis of the link between the law and the activity of this crime and the socio-economic development of society.

Crime and urbanization are common issues in the present world. Urbanization creates many mechanisms for crime to be committed. On the other hand, crime creates many more problems in city life. From a sociological point of view, crime and urbanization are related to each other. Crime is an activity that is against the law and the fact that the link between criminal activity and the socio-economic development of society is not acceptable. Due to the complex nature of the subject of crime, for example, about its causes and consequences, different academic disciplines such as criminology, sociology, geography, psychology and demography study it from their own perspective. A relatively new emerging field is the economy of crime that seeks to identify socioeconomic factors and consequences of criminal activity in a society.

Environmental degradation, air pollution, noise, chemicals, poor quality water and loss of natural areas, obesity with lifestyle changes, diabetes, cardiovascular and nervous system diseases and cancer can contribute significantly to cancer rates - all of which are major health problems for the people of Bangladesh. Fertility and mental health problems are also increasing. Asthma, allergies and some types of cancer related to environmental stress are of particular concern for children with environmental stress.

Traffic-jam:

Due to urbanization, cities will face high levels of social, economic and environmental challenges, as well as increased traffic congestion to increase demand for transportation, in addition to economic growth and increased living.

Transportation A city's life and choice of options for transportation are fundamental decisions about the growth and development of a city's future. It is a key infrastructure sector that serves as

the motivation for economic growth and development and is an important component of strategies, including environmental goals to reduce poverty, regional integration and GHG emissions for national development. As fuel is one of the major contributors to the global warming of transportation by fuel, this sector may be one of the major sectors where policies to reduce GHG emissions will be of paramount importance. Whether urban rail (metro, passenger or light rail) is essential for efficient transportation in large developing cities depends on the city and its own type of development. When high-density urban development is greatly expanded but employment is concentrated, buses and privateers may not be able to provide efficient transportation to the general public, and in this case, urban rail with integrated feeder services becomes important for carrying large-scale traffic.

A TRANSPORT SYSTEM IN DIRE STRAITS

Dhaka suffers from traffic congestion, which is deteriorating, despite its low level of motorization. This horrible situation prevails vastly Due to the lack of perfect roads, the configuration of the road network and poor traffic management. Existing public transport systems, especially bus transit activities, have been identified as a relatively small number of people's mobility needs in terms of reliability, comfort, speed and security. Buses are generally considered to be unreliable and time-consuming to reach their destination in Dhaka. It is one of the very few megacities in the world without proper public transport.

The present mass transit system of Dhaka city is comprised of only common bus services (buses and minibuses) and para-transits (e.g. rickshaws, auto-rickshaws, taxis, battery bikes, etc.). Lack of effective public transportation and the choice of door-to-door services affect the growth of private cars and other types of transportation. The railway was very popular and is still relatively safe and cheap transport system in Bangladesh; As a result of the absence of proper initiatives and investments in the urban corridors, it could not have expected role in Dhaka's public transport system. Accordingly, the railway tracks crossing through Central Business Districts (CBD) and the city's garbage zones, causing multiple levels of crossing. All these factors have created a situation where cars and motorcycles are becoming increasingly available for the middle class to

move to Dhaka. As a result, there is more debris on the roads and worsening of air and noise pollution and safety issues.

As of April 2018, the number of registered motorized vehicles has risen to 9,340,315 in 2003, an increase of 303,215 (a fourfold increase over 15 years). Over 36% of registered vehicles are in Dhaka (3,419,884 in Bangladesh) (BRTA 2012, 2018).

During this period the percentage of buses and minibuses has remained almost the same; The number of personal vehicles, especially cars and motorcycles, has nearly tripled. Despite the increasing demand for public transport services, mass transit like buses and minibuses has increased at a very low rate. Motorcycles and cars constitute around 54 percent and 26 percent of total motorized vehicles respectively.

To improve the current situation and to systematically restructure the existing traffic system, the Government has prepared a Strategic Transport Plan (STP) for Dhaka (23) which has been recently revised (it has now become the Revised Strategic Transport Plan, RSTP). But unfortunately, the It has proposed a package of comprehensive programs for the development of transportation infrastructure over a 20-year period. The strategy includes a variety of development agendas, such as three bus rapid transit (BRT) and mass rapid transit (MRT) (metro rail) routes, over 50 highway projects, expressways, flyovers, and so on.

But unfortunately , Implementation of STP or RSTP components does not reflect the intention of reducing public transport issue s , ignoring the requirements of travelers and passers-by freely at all levels in the decision-making process, most of the recent policy of giving priority to the construction of grade-separated flyover elite motor driven mostly focused on trying to reduce the travel time between the overpass and interchange (eg Jatrabari-Gulistan flyover, Walls Could These Interchange, Banani overpass, expressway, etc.

The rapid motorization and heavy infrastructural development which promote cars come with the depletion of transportation equity in a city. For example, from an environmental and equity perspective, major concerns exist regarding the unwanted increase of motorized two-wheelers. Some have even characterised the motorcycle as likely the “most challenging” transport problem that Asia will face in the next decade. The rise of private transport and current prevalence of NMT

(Non-Motorized Traffic, mostly rickshaws) are not a sustainable solution although they may help to increase mobility in the short term. Already authorities tried to and have been successful in banning NMT from some parts of the city. So, like other developing cities around the world, NMT will be restricted in near future for Dhaka too. Hence, for transportation equity and accessibility, not only is public transit necessary but so is MRT (e.g. subway, BRT, LRT etc) and we hope that the ongoing projects of MRT and BRT will help ease the present horrendous situation.

Water scarcity & Lack of sanitation:

It still lacks access to about 21 million "advanced" water, In 2015. Concerning sanitation, 61% of the total population had access to "advanced" sanitation, or 58% and 62%, In urban and rural areas respectively. Number of urban service providers: More than 200 municipalities and 2 Water Supply and ...

Due to low tariffs and poor economic efficiency, low level of cost recovery is available in Bangladesh, especially in urban areas where income from sale of water does not incur operating expenses.

56% of the population was estimated to use adequate sanitation facilities in 20 years. However, a new approach has been named for the development of sanitation coverage in rural areas, namely the concept of community-led total sanitation, which was introduced in Bangladesh and is credited with being associated with increased sanitation coverage.

The government has adopted policies that can meet the challenges of the sector. These include the National Policy on Safe Water Supply and Sanitation, the National Water Management Plan, a national policy on arsenic erosion that prioritizes surface water over groundwater, and the 2005 National Sanitation Strategy. These policies emphasize decentralization, user participation, the role of women, and appropriate pricing.

Food:

To meet the food system for more urbanized population, maximum food producers to increase their food production uses toxic elements, which degrades their quality of foods & health. In Bangladesh, children under the age of five are most at risk of consuming unsafe foods, leading to the death of under-18s and 10% of adults

Terming food adulteration one kind of “corruption”, Prime Minister Sheikh Hasina yesterday said this ill practice must be stopped at any cost to save people's lives.

Foods including chemical preservatives, with formalin – used for vast production.

Health

Health and nutrition policies and programs have largely focused on providing health care in rural areas. As a result, the urban poor did not have sufficient access to quality health and nutrition services.

Failure to improve urban health could undermine the health gains that Bangladesh has achieved, as the country continues to urbanize.

In addition to safe drinking water, inadequate sanitation, contaminated freshwater and seafood, in addition to contaminated bath water. Biosynthesis of mercury and some constant organic pollutants can be sufficient to raise the health concerns of vulnerable populations such as pregnant women.

Pollution

Dhaka has been historically infamous for being heavily polluted. It was termed as the most polluted city when the presence of lead (Pb) in the air was reported to be higher than in the atmosphere of any other place in the world back in 1997. Pollution from traffic and brick kilns has been identified as two of the most significant factors by studies. In the late 1990s and early 2000s, in order to improve the severe situation, the authorities took some important decisions (e.g. banning two-stroke engines, introducing Compressed Natural Gas (CNG), etc). But other than numerous sporadic studies and projects, there has been little systematic research or successful project implementation on air pollution in the city. Unless the situation becomes extremely hazardous or almost uninhabitable, what the authorities usually do is adopt the “do nothing” approach.

The main reasons for air pollution are a huge number of high polluting vehicles, insufficient land use, dirty fuel, poor overall traffic management and industries (especially brick kilns). The most important pollutants have been identified as carbon monoxide, sulfur dioxide, lead, nitrogen oxides, ozone, hydrocarbons, Specific matter is suspended and last but not least, particulate matter with aerodynamic diameter less than or equal to 6 pm (PM10 and PM2.5). Observations show that the concentration of sulfur dioxide, ozone, carbon monoxide and nitrogen oxides goes up in the dry season significantly. The same is true for PM2.5 and PM10.

Estimated major emissions from different modes indicate that about 54 percent of the emissions contribution is from buses / minibuses and then trucks and tankers (26 percent). The black spot area for the PM is located on the inter-city routes and major bus terminals. Bus terminals (Gabtali and Saidabad) show an average estimated value above 110 $\mu\text{g} / \text{m}^3$ of PM. The most concentrated locations of the Prime Minister are Sheraton, Farmgate, Sonargaon, Mohakhali-Gulshan Mud and Banglamotar.

When a group of researchers performed a field study in the 90s, measuring the ambient NO_2 concentration in 51 street locations, a residential area and four personal exposures, 35 of them were identified as black spots. The most polluted locations of nitrogen oxides are the Saidabad busstand, the Sheraton Hotel cycle, Sonargaon hotel cycle, Farmgate intersection and Moghbazar intersection. Nitrogen oxide calculations indicate that buses and minibuses (diesel powered) and motor vehicles have a significant contribution to nitrogen oxide (30 percent), followed by heavy duty vehicles (trucks and tankers) (20 percent). The situation has gotten much worse now after 20 years, as there have been no visible steps to improve the situation.

Researchers found that on average, emissions of nitrogen oxide and sulfur oxide emissions from the transportation system in national pollution were 5 percent and 5 percent, respectively. In the case of sulfur dioxide in Dhaka, the contribution mainly comes from the high sulfur content in diesel fuel. It was estimated that buses powered by diesel fuel contribute to 58% of sulfur dioxide emissions, followed by trucks and tankers with 34 percent.

Compared to the last three decades, the problem of Dhaka Metropolitan has increased drastically. From 1980 to 1996; Annual average increases of 6.5 percent in N₂ oxides, 5.8 percent in hydrocarbons, 5.9 percent in CO, 5.6% in PM and 6 percent in SO₂ emissions. These rates have certainly not gone down, as the number of motorized vehicles is rapidly increasing, which results in chronic congestion almost at every intersection, resulting in more and more emissions.

It is proven that the impact of policy decisions (e.g. banning of two-stroke engines and leaded gasoline, introduction of CNG, etc.) can have far-reaching effects in a positive way. The ever-increasing amount of PM_{2.5} and PM₁₀ is getting out of hand, and making the city one of the most polluted in the world. If we do not take proper effective measures to mitigate the problem now, we will face grave consequences.

Findings

Urbanization is essentially a market-based process, which collects and reorganizes capital, technology and other resources and diversifies them into productive channels. This study shows that although socioeconomic status increases, it also exacerbates the negative consequences that can also have a negative impact on the environment.

This paper will provide an idea of why developing countries encourage urbanization by addressing changing challenges. How the socioeconomic situation is linked to the environment and cultural and consumption process also indicates how urbanization affects our cultural and lifestyle which leads to changing the pattern of our society.

This paper shows urbanization Increasing transportation choices through land use decisions. Mainly focused on ensuring the health, safety and security of all citizens through a multifaceted initiative to reduce crime and violence. Policies to protect, preserve and enhance the legal system. The policy shows how to develop and apply urban management strategies and administrative systems to enhance the complementary role of urban and rural areas in sustainable development; And to ensure good governance by increasing transparency and establishing accountability. Ensure social justice and inclusion by taking measures aimed at enhancing the protection of poor people through access to various living opportunities, secure tenure and basic affordable services.

□ This paper shows how city dwellers change their environment through food, energy, water and land use. People living in urban areas have very different consumption patterns than those living in rural areas. For example, the urban population consumes far more food, energy and sustainable products than the rural population. Urban populations consumed more than twice as much meat as the rural populations who were raising the cattle. economic development, the difference in consumption declined as the rural populations ate better diets. Urban populations not only consume more food, but they also consume more durable goods. Have a TV, washing machine, and 35 times more likely to have a refrigerator than rural households. Urban populations have many more cars than rural people. Countries move from using noncommercial forms of energy to commercial forms, the relative price of energy increases. The increased consumption of energy is Economically efficient for the country. Advances in technology and changes in consumption behavior creates deleterious effects on environment.

There is a need to strengthen the research on issues related to urbanization and national and international funding and cooperation. Training of City Managers and strengthening of National Training Institutes is also needed. The need for integrated management of city information and information is also seriously felt.

Policy relevance

Despite the negative socio-economic and environmental consequences of the rapid expansion of these urban centers, cities and towns in Bangladesh are playing a vital role in national development. At present, the urban population is about 26% of the total population of the country, but their contribution to GDP is more than 45%, indicating that productivity in urban areas is much higher than in rural areas. This national gain cannot be sustained in productivity if we do not take appropriate steps to tackle the negative consequences of urbanization. In other words, we need sustainable urbanization. if we want to achieve sustainable development. "Sustainable urbanization" is a dynamic, multidimensional process. It encompasses all human settlements, from small towns to metropolitan areas as well as between urban centers and surrounding rural areas. Most importantly, it includes not only environmental, but also social, economic, cultural and political-institutional sustainability. This increase is mainly due to the migration of rural

population to urban areas, most of these migrants being poor, urbanization in Bangladesh is also characterized by a spatial imbalance pattern.

National Urban Policy envisions strengthening the beneficial aspects of urbanization and at the same time dealing effectively with its negative consequences so that sustainable urbanization can be achieved by taking into account the multidimensional nature of the urbanization process. The policy also envisions a decentralized and participatory process of urban development in which the central government, the local government, the private sector, the civil society and the people all have their roles to play.

MAJOR POLICY DIMENSIONS

The following dimensions need to be prioritized when formulating a national urban sector policy to respond effectively to the challenges posed by rapid urbanization and to meet the stated objectives:

- Urbanization pattern and process
- Local town planning
- employment & Local economic development
- town housing & management of land
- Improvement of slum & urban poverty
- management of urban environment
- Infrastructure and services
- transportation of town
- Health and education
- Social structure
- the disabled olds, & Urban children
- Urban Recreation place, Open fields, spaces, parks.
- development of aesthetic & cultural sector
- linkage between Rural-Urban.
- Law and regulations.
- Urban government.

Development of local urban economy

The development of the local economy has now become a significant factor due to rising poverty, rising unemployment and deteriorating living standards in cities and towns. Funding based on plans and budgetary allocation

Policy

- Governments need to devise strategies to strengthen their local institutions to raise their own funds to manage their territory and reduce reliance on the central government.
- The government should provide a strong financial environment for collecting resources to the local organizations and the development or strategies in the people or environment should develop the innovative strategies for economically profitable initiatives.
- Local authorities must be given the right to share taxes provided by the local central and other organizations.
- Local government agency is stronger increase efficiency through adequate and trained manpower.
- The taxation schedule of the local authority should be modernized.

Management of urban land

The government has to keep some control over the use of the land and the rules of the land-based policies and rules. To reduce the environmental impact of urban development activities, multiple planning tools can be applied, including land use planning, transportation planning and management, site planning, subdivision regulations and building regulations. And development taxes, subsidies, etc.

- In addition to directing development, providing infrastructure for providing special needs for land resources or vulnerable areas.

Zoning & land using

Waterproof can be a powerful tool to keep land use to protect the environmental environment as a wetland, distribution of risky regions and to control the use of displaced land. This tool should be

more comprehensive and flexible to adjust the fast changed city situation. zoning is especially useful for managing sensitive land and cultural resources. So, this should be used, so:

- Protecting the land of the agricultural land by the limitations of non-agricultural use;;
- Manage floodplains by controlling land use in hydrologically defined areas subject to a given frequency flood;
- Restructure should needed to conserve natural ponds & cannels.
 - Save by designated land area for future purposes, future use, green belt and so on.
 - And protection of mountains in urban areas, especially Chittagong, Sylhet, Khagrachari, Cox's Bazar, etc.
 - Protect peri-urban areas from temporary development.

Urban improving housing planing

- Develop ways and means to improve the quality of self-built housing.
- Encourage community-based and non-governmental organizations to support and facilitate self-build-in-home production.

Improvement over rental housing, which mostly meets the needs of low-income families, should be induced. These rentals range from renting and / or sharing a slum area to providing affordable cluster housing to private developers. Very often, the emphasis on housing distribution is solely on the supply of homeownership, which does not develop access for the poorest urban families who cannot afford even the most basic shelter.

Urban slum Resettlement

Slum dwellers and isolation should be avoided. Residents listed as 'ineligible' who are entitled to receive basic minimum services unless proper relocation and resettlement is provided. Local authorities should have comprehensive guidelines for resettlement, when such relocations and rehabilitation are absolutely inevitable, so that the effects are diminished and adequate compensation should be paid to the livelihoods of the affected people. Guidelines should also address alternative rehabilitation sites, service provision, workplace transportation, gender concerns, etc. All displacement / resettlement accommodation for unstable slum / informal

settlements should be implemented in accordance with the guidelines. Environmental problems are divided into many sectors, the approaches to tackling this national problem are also varied and require the concerted efforts of many actors, including the government, the private sector and civil society. Environmental development, therefore, coordinating coordination of education, arbitration, control, market-based incentives, government-funded programs and voluntary initiatives is needed. The goal of environmental management should be to achieve economic efficiency and improve cost recovery.

Planning & Management for participatory process

The aim of urban environment planning and management is to identify urban environment issues, formulate strategies and measures to solve these problems, and implement these strategies through integrated actions of public and private authorities, community-based / non-governmental organizations, concerned citizens and private actors.

Provision of integrated environmental infrastructure

Special emphasis should be placed on the provision of complementary city services. The combination of safe and adequate water supply, sanitation and storm drainage can greatly improve the city's environmental health and reduce infant and child mortality in particular. When combined with preventive programs and provision of primary health care and emergency services, the increased toll reduction due to diseases and accidents can be substantial.

Improving Urban Services and Cost Recovery operations

Local governments should improve the efficiency of public utility to get property prices right and recover rising costs from their customers so that they can increase their coverage and reduce the burden of tightly expanded municipal budgets. Cost recovery can be enhanced through improved monitoring and application and by changing the rate setting rules.

Set up or establish Public-Private Partnerships

Privatization can be an effective way to provide environmental services in an expensive and efficient manner.

Private sector

In addition to agencies, community-based organizations (CBOs), non-governmental organizations (NGOs) and informal sector initiatives need to help ordinary people living in poverty and the disadvantaged access to basic infrastructure and services. Measures should also be taken to involve local communities, especially women, children and people with disabilities in decision making and prioritizing for the provision of services. The private sector should also be encouraged to take a positive role in this regard. The cost recovery policy should be taken seriously.

Rising efficiency

Greater emphasis should be placed on new investments when planning infrastructure development. The Quality of service must be made better and more reliable. The selection of technologies must be based on the ability to perform the required maintenance and meet the demand, when new investments are required.

Develop public transport options

Double-decker buses have to be dropped on the bus and truck routes, with optimal size buses on other routes. The introduction of fast bus transit through the use of high capacity dedicated bus lanes in Dhaka and Chittagong should be considered. As parts of a long-term integrated transport strategy for Dhaka Metropolitan Area Rail-based mass transit systems should also be considered. Underground Metro-Rail, Passenger Train and Overhead Expressway to be planned in Dhaka and later in Chittagong, if necessary.

Scope for women Employment

Women should take special measures to combat unemployment, in particular, their long-term unemployment. This will require opening policies that positively impact the employment and income of women workers, both formal and informal.

Emergence Awareness

Steps should be taken to raise public awareness of the problems faced by women, especially those living in poverty, homeless, migrant and other displaced women in need of social protection.

Urban children & disabled children

Adequate arrangements should be made for the healthy and final development of children of all income groups in the urban plans. The local government is a recreational place in the city and the city proper.

- Ensure open spaces in undeveloped areas for future parks and playgrounds and take strict action against all possession or negative activities.
- Plan of distribution of play ground, park, open space and distribution of each administrative area and ward of the city on a categorical basis. Delivery shall follow the guidelines of the physical plan and the provisions contained in the master plans
- Preserve natural reservoirs, forests in urban areas and surrounding areas as public amusement parks.
- Plan for larger scales and city wide entertainment zones for everyone to enjoy. These should be achieved on a timely and national level, such as stadiums, open play areas, etc.

Culture & Aesthetic development

Urban life can be enriched in cultural activities and visual art forms and public spaces. Historically Progressive societies have built art and culture into everyday life and places. Now a days Tourism is a major income earner in many national economies and cultural and aesthetic aspects of national life are important for tourism development. This national development among nations unites people of all levels within a society and facilitates peaceful coexistence between different religions and ethnic groups.

- Take steps to reflect the city's underlying culture and tradition and to prevent them from extinction.
- Urban planning should create physical space for cultural activities. Cultural complexes, open air theaters, exhibition venues and traditional timber fairgrounds, should be developed. Integrated system of national population, as a unit of production from small villages, as a unit of production and distribution of goods and services to intermediate community and regional centers, in large cities - as a center of national economy and administrative system.

Law for prevent crime

Life is becoming increasingly insecure due to the inability to handle law and order situation in Bangladesh. Social unrest like violence, theft, robbery, murder, hijacking, kidnapping, eve-teasing, illegal toll collection, drug addiction and drug business and violence against women and working children as labor have become eminent among the serious urban problems.

These activities affect people of all levels, the poor, middle and middle class. However, the type of activity may vary by different people. Poverty forced thousands of poor people in the city to engage in antisocial activity. Many of the poorer women in particular are trapped in trafficking and prostitution business for money. The spread of crime and violence has forced the government to set up special anti-crime forces and agencies to counter such activities. The rise of religiously radical terrorist groups in recent times has further complicated the law and order situation.

Urban Governance

The international experience of the past two decades indicates that good governance, especially through local city governments, is key to achieving the goal of sustainable urban development. Therefore, steps should be taken to transfer authority and power from the centers to the city corporation and municipal level, and to effectively communicate with the citizens of these local bodies and to strengthen their capacity and ability to meet their requirements within the strategic framework set by the government. Effective leadership of the elected representatives of city corporations and municipalities through the participation of the municipal authorities, local government bodies, the private sector, NGOs, civil society and the people through proper city administration.

Variation or Transformation of RAJUK, NHA and DTCB

RAJUK should be exclusively a planning organization and all land development functions should be transferred to National Housing Authority (NHLDA). According to RAJUK and local plans, according to the national planning and civilian plan, the Rajuk should be responsible for the plan to plan advice and preparing local plans for the local planning and city local agency (city corporation) The plan should be integrated with the process of planned budget. Dhaka Transport

Coordination Board (DTCB) DMDP region should be coordinated with each other in transportation and DGCs for the region.

Proper guard or protection

The appropriate resources should be set up for appropriate maintenance. The maintenance plan is suitable for proper things such as frequency and type maintenance, suppliers, system replacement funding and waste. Establishment should be made clearly with the routine maintenance, periodic maintenance, emergency maintenance, and rehabilitation.

Conclusion

- So after completing this paper will provide ideas about why developing country encourages urbanization by handling changing challenges.
- This paper determines the amount of environmental impacts that effect the urban populations behavior & their costs and living patterns not much big they are. Standard:

Urbanization will not be inevitable or unavoidable If we can spread art across the country instead of concentrating on cities, it is easy to say but the task is very difficult. Urban management is an important part of development in these days of urbanization. Therefore, proper steps should be taken by the government for the management of cities and towns. Road networks should be created in such a way that all cities and cities can take equal opportunities for access to markets. Proper measures should be taken to make Dhaka-free of traffic. Utilities should be properly and carefully expanded to make the city habitable. Decentralization, or transfer of factories and the transfer of the university from the main city to the city of Perry is essential to make Dhaka a livable city.

If there is a natural investment climate, good governance can be ensured, there is potential for development of Bangladesh through urbanization process in the near future. Urbanization is a global phenomenon.

So, if Dhaka sustains what is called "development" and "urbanization", then it must have a proper plan & guidelines not just on paper, but also in implementation on reality.

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