Component 1: Global geographical issues

Topic 3 Challenges of an urbanising world

Your exam
- Topic 3 Challenges of an urbanising world makes up Section C in Paper 1, Global geographical issues.
- Paper 1 is a 90-minute written exam and makes up 37.5% of your final grade. The whole paper carries 94 marks (including 4 marks for SPaG) – questions on Topic 3 will carry 30 marks.
- You have to answer all questions in Paper 1. Section A contains questions on Hazardous Earth (pages 12–33), and Section B on Development dynamics (pages 34–49).

You need to know:
- about past, current, and likely future trends in urbanisation.

Urbanisation
Urbanisation occurs as people move from rural to urban areas.

How does urbanisation vary between different regions?
In 2007, for the first time, more people lived in urban areas than rural.
- The biggest increase is in Asia and Africa (Figure 1).
- Asia’s urban population is expected to grow to 64% by 2050.
- Africa’s urban population will grow to 58% by 2050. This will still be the world’s lowest urban percentage.

The causes of this growth are:
- migration to cities
- natural increase, i.e. more births than deaths.

The changing balance
Big changes have taken place in the distribution of the world’s ten largest cities (Figure 2):
- In 1975, six were in developed countries. These cities grew during the industrial revolutions of the 18th and 19th centuries.
- Urbanisation in developing countries has mostly taken place since the 1950s, and urban populations double every 30 years!
- Even so, less than 40% of people in developing countries lived in urban areas in 2015.
- By 2025, only two of the ten largest cities will be in developed countries. Urban populations here are now rising slowly.

Your revision checklist
Tick these boxes to build a record of your revision

Spec Key Idea | Detailed content that you should know | 1 | 2 | 3
--- | --- | --- | --- | ---
3.1 The world is becoming increasingly urbanised | Past, current, and future global trends in urbanisation, how it varies between regions | 1 | 2 | 3
- The global pattern of megacities and their influence |
3.2 Urbanisation is a result of socio-economic processes and change | How economic change and migration contribute to the growth / decline of cities in different countries | 1 | 2 | 3
- Why urban economies differ in developing, emerging and developed countries |
3.3 Cities change over time and this is reflected in changing land use | How urban population numbers, distribution and spatial growth change over time | 1 | 2 | 3
- Characteristics of different urban land uses and the factors that influence land-use type |
3.4 The location and context of the chosen megacity influences its growth, function and structure | Site, situation and connectivity of the megacity in a national, regional and global context | 1 | 2 | 3
- The megacity’s structure in terms of its functions and building age |
3.5 The chosen megacity is growing rapidly | Reasons for past and present trends in population growth | 1 | 2 | 3
- How population growth has affected the pattern of spatial growth, changing urban functions and land use |
3.6 Rapid population growth creates opportunities and challenges for people living in the megacity | Opportunities for people living in the megacity | 1 | 2 | 3
- Challenges for people living in the megacity caused by rapid population growth |
- Residential pattern of wealth and slums and squatter settlements, and the challenges of managing the megacity |
3.7 Quality of life in the megacity can be improved by different strategies for achieving sustainability | Advantages and disadvantages of top-down strategies for making the megacity more sustainable | 1 | 2 | 3
- Advantages and disadvantages of bottom-up strategies for making the megacity more sustainable |

A world of growing cities

Use a voice recorder to record your understanding of past, current, and likely future trends in urbanisation. Replay your recording to help you to remember it.
The world’s megacities

You need to know:

• about the global pattern of megacities and world cities.

A world of millionaires

When urbanisation occurs, towns and cities grow in population and area.

• The term million city is used for any city with a population of over one million.
• In 1950, there were 83 million cities.
• By 2015, there were over 500!

The growth of megacities

Megacities have over 10 million people.

• In 1980, most megacities were in high income countries – New York, Tokyo, Paris, London. The populations of some of these have hardly changed since 1950, but a few (like London) are now rising fast.
• By 2015, 75% of the world’s megacities were in emerging countries, e.g. Sao Paulo, Shanghai and Mumbai.

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World cities

• A few megacities play a disproportionate role in world affairs.
• These are called world cities.
• They have urban primacy – that means an importance and influence bigger than their size suggests. London is one of these.

Think of each world city as a wheel. The cities are ‘hubs’ (centres), where economic activity occurs. Spokes radiate out with flows of investment, airline traffic, decision-making and political decisions. In 2012, the world cities were graded based on their influence in the global economy (Figure 1).

• Decision-makers: 10% of the world’s largest companies have headquarters in cities of the USA, the EU, and Japan.
• Investment: London and New York are the world’s biggest financial centres.
• Airline traffic: In 2014, Dubai was the world’s largest international airport. But add together London’s airports (e.g. Heathrow, Gatwick), then London is the biggest.
• Political decisions: Government decisions in the UK can affect people globally, e.g. about where to invest, or trying to resolve conflicts.

Case Study 1 – Kampala

Kampala is the capital of Uganda.

• Its growth is driven mainly by internal migration, but also by natural increase.
• Rural-urban migration is a result of factors which ‘pull’ people to Kampala, and others that ‘push’ them from the countryside (Figure 1).

Case Study 2 – New York

The world’s fastest-growing cities are in Asia and Africa. The main cause of growth is economic growth, which creates new jobs.

• In emerging countries, TNCs and manufacturing have caused rapid industrialisation.
• In high income countries (HICs), some ‘world cities’ are growing rapidly as their service economies expand.

In each case, migration causes urbanisation as people move to find work.

Urbanisation on a huge scale!

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Case Study 3 – Detroit

Detroit, USA, is home to General Motors, the world’s largest vehicle company. The city has experienced population decline.

• In 1950 the population was 1.85 million, but only 673 000 in 2017.
• Between 1960 and 2000, its wealthier population left, leaving a poorer population.
• Income from local taxes reduced and services declined.
• Between 2000–10 General Motors sales halved. It now makes cars using robotics, needing fewer people.
• It buys parts from overseas, putting local supply companies out of work, leading to de-industrialisation. People have left to find work elsewhere.

Six Second Summary

• Megacities have over 10 million people.
• Increasing numbers of megacities are in emerging countries.
• Cities with urban primacy have an influence bigger than their size suggests.

Create a table to show how some urban areas have disproportionately economic and political influence.

Six Second Summary

• Kampala is growing largely because of rural-urban migration.
• New York’s knowledge economy attracts international migrants.
• De-industrialisation has led to population decline in Detroit.

For each case study, create a flow diagram to show how economic change has led to changes in the urban populations.

Image 651x307 to 754x366

Figure 1 The major world cities

Image 752x76 to 773x90

Figure 1 Rural-urban migration in Uganda
### How urban economies differ

You need to know:
- how urban economies differ in developing, emerging and developed countries.

#### The informal economy

Traders in the informal economy do not figure in most development data – yet millions earn their living on the street, selling goods or offering a service.

#### A developing city – Kampala

Kampala’s informal economy is large, and Uganda earns half of its estimated GDP from informal work (Figure 1).
- Most informal workers are young and poor people, and are poor.
- The formal economy is growing slowly because most Ugandans are subsistence farmers.
- Manufacturing employs only 5% of Uganda’s population.
- Services are the main part of Kampala’s formal economy e.g. shops and offices.

#### An emerging city – New Delhi

New Delhi is wealthy. Even so, street selling is common.
- India’s ‘Hindu’ newspaper suggests that 75% of New Delhi’s workers are in the informal economy.
- Services earn New Delhi 78% of its GDP.
- Manufacturing contributes 20%, but the clothing industry is growing fast.
- Much of the informal economy is in factories but there are no regulations about minimum wage, benefits or working conditions.

#### A developed city – New York

New York’s knowledge economy is the most valuable part of the city’s economy.
- In 2014, financial companies alone provided 10% of New York’s employment.
- Manufacturing is small with 10% of employment.
- Economists claim that the informal economy earns 7% of US GDP each year.
- It consists of migrants, both legal and illegal, and self-employed workers who may not declare income to tax officials.
- It is greatest in areas such as construction and catering.
- Workers have no protection, and often work long hours for less than minimum wage.

### The changing face of New York

You need to know:
- how urban populations change over time.

#### Why New York grew

New York began in the 17th century as a fort on the island of Manhattan (Figure 1).
- The city’s deep harbour enabled it to trade with Europe, and was the main entry point for immigration.
- Irish migrants came to escape famine in the 1840s.
- Millions from eastern and southern Europe arrived in the 1870s and 80s.
- Communities formed ethnic enclaves.

#### Counter-urbanisation and ‘white flight’

- From 1950–1980, New York lost 12% of its population due to counter-urbanisation (Figure 2).
- Those who left tended to be white second-generation migrants.
- This ‘white flight’ left behind poorer migrant communities and Black Americans.
- Income from taxation fell. By 1975 New York was nearly bankrupt.

#### Suburbanisation

- Manhattan soon became crowded. The subway and rail system expanded, making urban expansion possible.
- From Manhattan, people could go to The Bronx, Brooklyn or Queens (Figure 1).
- After the 1930s, road bridges fed traffic into Manhattan on freeways from Long Island and The Bronx.

### Six Second Summary

- Kampala’s informal economy is large.
- Much of New Delhi (and India’s) informal economy is in factories, where there are few regulations.
- The most valuable part of New York’s economy is its knowledge economy, but it also has a sizeable informal economy.

### Over to you

Compare three things about how urban economies differ in developing, emerging and developed countries.
Understanding cities

Land use in cities is usually arranged in a pattern (Figure 1), and is easy to recognize.
- City centres (commercial areas) look different from residential areas (where people live).
- Each of these looks very different from industrial areas.

The table below shows how the pattern of land use has developed. It’s caused by:
- accessibility (how easy a place is to get to)
- cost of land
- planning decisions made mostly by councils.

### Land use development

<table>
<thead>
<tr>
<th>Type of land use</th>
<th>Characteristics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>Mostly in the CBD – Central Business District.</td>
</tr>
<tr>
<td></td>
<td>Taller buildings at a higher density than the rest of the city.</td>
</tr>
<tr>
<td></td>
<td>Also ‘low-rise’ business and retail parks on the city edge – (the rural fringe).</td>
</tr>
<tr>
<td>Industrial</td>
<td>Either in the inner city (older 19th-century industries) or on the city edge.</td>
</tr>
<tr>
<td></td>
<td>Close to transport links.</td>
</tr>
<tr>
<td>Residential</td>
<td>Usually in suburbs.</td>
</tr>
<tr>
<td></td>
<td>The oldest properties are close to the centre.</td>
</tr>
<tr>
<td></td>
<td>Housing varies between different parts of cities:</td>
</tr>
<tr>
<td></td>
<td>19th-century houses are terraced.</td>
</tr>
<tr>
<td></td>
<td>20th-century houses are often semi-detached and detached.</td>
</tr>
<tr>
<td></td>
<td>21st-century housing varies from apartments in the inner city to large housing estates on the outskirts.</td>
</tr>
<tr>
<td></td>
<td>Cities grow in ‘rings’, with oldest suburbs near the centre and newest on the outskirts.</td>
</tr>
<tr>
<td></td>
<td>Land is expensive near the centre, so terraces and flats are common. Further away from the city, cheaper land means houses have larger gardens.</td>
</tr>
<tr>
<td></td>
<td>The CBD is the most accessible part of the city.</td>
</tr>
<tr>
<td></td>
<td>Demand for land is greatest.</td>
</tr>
<tr>
<td></td>
<td>Space is limited – the only way to build is up!</td>
</tr>
<tr>
<td></td>
<td>Land is expensive – every bit of land is used.</td>
</tr>
<tr>
<td></td>
<td>Business parks are near main roads for easy access.</td>
</tr>
</tbody>
</table>

Figure 1 The pattern of land use in towns and cities.

Figure 2 Land use development.

### Mumbai – world city

Mumbai is a megacity, India’s main commercial city, and a world city. About 25 million people lived in the metropolitan area in 2019.

### Mumbai’s site and situation

- Mumbai lies by the estuary of the Ulhas River (Figure 1). Its port has grown round the estuary.
- During monsoon season, torrential rains flood low-lying roads.
- It has spread to form a conurbation, including Navi Mumbai, Thane, Bhiwandi and Kalyan.

### The structure of Mumbai

Mumbai’s structure is not exactly like the model shown in Figure 2.
- Because of the harbour, the CBD is not in the centre, but near the island tip (Figure 1).
- Industrial areas are near the port, or places such as Navi Mumbai (where land is cheaper).

### National and international connections

- Mumbai’s deep-water port has made it India’s second biggest port, and its largest container port.
- Its west coast location makes it closer to Europe (via the Suez Canal) than other Indian ports.
- By air, Mumbai is nine hours or less from UK, Singapore and Middle East destinations.
- Most Indian cities are within two hours’ flight time.

### Residential areas in Mumbai

- Wealthy suburbs (Figure 1) are all inner city areas along waterfronts, close to the CBD.
- Middle-low income areas are in older parts of the city, further from the CBD.
- The poorest 60% live in informal housing.
- Thousands live on Mumbai’s streets.
You need to know:

• how to identify changes in Mumbai and its spatial growth, using maps and photographs.

The development of Bombay / Mumbai

Before 1995, Mumbai was known by the name Bombay, which dated from the time when India was a British colony (this ended in 1947).

• In 1995, the Hindu nationalist party won elections and announced that Bombay would be renamed after the Hindu goddess Mumbadevi.

In this section, you can trace spatial changes in Mumbai as it grew between 1888 and 2015.

Figure 1 Bombay in 1888

Figure 2 High density growth in central Mumbai 2015 – there is now very little open space. The area of the whole city is now 10-15 times the area shown in this aerial photo!

Six Second Summary

• Historic maps and images can be used to investigate spatial growth.
• Spatial growth means how much extra space a city takes up as it grows.
• Mumbai has grown considerably between 1888 and 2015.

Geographical skills: investigating spatial growth

You need to know:

• about past and current trends in Mumbai’s population
• how these have affected the city.

Mumbai’s changing population

A thousand a day

About 1000 new migrants arrive in Mumbai every day.

• Mumbai’s population is growing by 3% a year – this rapid growth is called hyper-urbanisation.

• The population of Mumbai was about 16 million in 2015 and will reach 20 million by 2020.

• By 2050 it will probably be the world’s largest city.

Mumbai’s growth and economy

Pattern of spatial growth

• Mumbai has expanded in area and population.
• New suburbs, such as Navi Mumbai, are growing, caused by the migration of the middle classes from the city.
• 60% of Mumbai’s population lives in slum suburbs (Figure 1).

Changing investment and land use

Investment has grown, increasing the amount of employment. Investment has been greatest in:

• services • construction
• manufacturing • entertainment and leisure.

Mumbai’s growth puts pressure on land and it is one of the world’s most expensive cities. Many car manufacturers – e.g. Audi and Skoda – are moving out of Mumbai because they need large amounts of land.

The growth of Mumbai

Mumbai has grown for two main reasons.

1 Rural-urban migration

• Maharashtra receives most migrants because it is India’s wealthiest state.

• Rural migrants head for the biggest cities – Mumbai, Delhi, Kolkata (Figure 2).

Mumbai offers:

• jobs • entertainment
• education facilities  • higher incomes

2 Natural increase

• Migrants tend to be in their 20s and 30s.

• Those who find work usually settle and start families.

• Mumbai’s natural increase is 1.4% per year – nearly half the city’s annual growth.

Six Second Summary

Create two mind maps to show: a) the causes; b) the consequences of population growth in Mumbai.