

# 7. TRANSFORMATION OF LIVING ENVIRONMENT

## 7.1. INTRODUCTION

The process of transformation being caused by the urbanisation no doubt has affected the quality of life not only of the urban people but also of the people living in rural areas located in its influence zone. These changes have been beneficial as well as harmful. Development of city to a great extent exerts heavy pressures on the availability of housing, water supply, health and educational facilities. As a result efforts are made to facilitate and necessitates the up gradation and expansion of these requirements. The emerging changes help in enhancing the standard of living of the people also by providing more employment opportunities and thereby raising income not only of the rural people working at urban areas but also by providing accessibility to the market for their agricultural produces. Increasing interaction with the urban people also helps them in improving their awareness. Gradually more rural people are tempted to avail the modern medical facilities with the improved accessibility to their respective rural areas. All these conditions have a deep impact on the thinking of the people. Gradually they start realising the significance of female education, maternity services, vaccination and banking facilities. Over the period of time all these developments have deeply influenced the living standards and life style of the rural people living in the study region.

The quality of life is an abstract thing but can be gauged by the standards of living. The standards of living itself is a relative concept and cannot be

expressed in absolute terms. However, the living conditions, views and inclination towards the adoption of modern way of life, way of working and sustained efforts for betterment expresses the level of living. That is why efforts have been made to discuss all these variables in this chapter. Detailed information has been collected through household survey and the material has extensively been used for this purpose.

## 7.2. HOUSE OWNERSHIP

According to households survey in Ahmedabad city taluka region 81.87 per cent households are having their own houses while only 18.13 sample households are living in the rental houses. In case of rental houses Memnagar ranks first, followed by Saijpur Gopalpur, Piplaj, Jodhpur, Ranip and Ghodasar villages with 64.00, 50.00, 40.00, 24.14, 22.22 and 21.43 per cent respectively. While in twelve other villages the proportion of houses rental is less than 20.00 per cent. Villages of Hanspura, Hathijan, Kotarpur, Shilaj and Tragad have most of the respondents are living in their own houses.

With the development of transport facilities and increase of job opportunities due to industrialisation in and around Ahmedabad, immigration has increased in the whole region. The demand of rental houses has increased even in villages nearer to the industrial estates and urbanised villages of the city. Considering this increasing pressure substantial increase in the house rents has been noticed.

In the region the proportion of parental, constructed, and purchased houses varies with 46.06, 18.08 and 17.90 per cent respectively. All respondents of Hanspura and Hathijan villages are living in their parental

houses. While the high proportion of parental houses has been recorded in Vastral village with 80.77 per cent, followed by Bodakdev, Kotarpur, Vejalpur, Ghatlodiya, Tragad, Lambha, Odhav and Visalpur with 69.57, 66.67, 62.50, 60.87, 60.00, 60.00, 54.55 and 50.00 per cent respectively. In other twelve sample villages the proportion varies from 45.00 to 8.00 per cent. Memnagar with 8.00 has lowest per cent for parental houses rank lasts.

Highest proportion of purchased houses by the respondents has been reported in Shilaj with 75.00 per cent followed by Danilimbda with 71.43 per cent. Remaining sample villages have relatively less proportion between 30.00 and 3.85 per cent. In Ghatlodiya, Hanspura, Hathijan, Kotarpur, Piplaj and Saijpur Gopalpur villages not a single respondent has purchased the house.

Among the respondents who have constructed their own houses, Ghodasar ranks first with highest proportion of 35.71 per cent, followed by Ghatlodiya, Kotarpur, Vatva, Asarwa, Sarkhej Okaf and Visalpur villages with 34.78, 33.33, 30.00, 30.00, 29.41 and 25.00 per cent respectively. Lowest 10.34 per cent is reported from Jodhpur village. In the remaining 12 villages the proportion varies from 23.81 to 11.54 per cent. Danilimbda, Hanspura and Hathijan villages where no respondent has constructed their houses.

The reason behind such increase is due to expansion of urban territory, movement of people and shifting of activities to the nearby locations as a result the construction with all possible modern facilities has increased. It has also been noticed that due to the increased demand of residential houses, new residential colonies are being developed. With the increase of

land cost and its availability most of the newly constructed small houses face the problem of natural light and that of cross ventilation, all this is adversely affecting their health as well as their financial status. Due to the non-availability of proper sunlight at times residents are forced to use electricity (Table 7.1), which effects their monthly budget.

Most of the houses in gamtals have a proper ventilation and lighting but there are still villages where the respondents face such problems. Especially these people largely belong to the economically weaker section of society. Vatva with 20.00 percent, Visalpur with 12.50 per cent, Sarkhej Okaf with 11.76 per cent and Vāstral with 7.69 per cent respondents are facing the problem of poor lighting and that of cross ventilation.

### **7.2.1. ROOM DENSITY AND BUILT-UP AREA**

Due to the increasing impact of urbanisation, the room density too has been constantly changing. These variations have been due to the long distances from the city comparatively have a less demand of residential houses due to the minimum changes in population. The detailed analysis of the room density presents a very diverse picture considering the size of the built up area in different sample villages clearly indicates that irrespective of the size of the houses the room density is high specially among the villages located on the outer margins of Ahmedabad city and in such villages which have a direct accessibility with urban centres through dependable, fast transport. On the other hand most of these villages have start accommodating the population gradually moving to these areas considering the increasing cost

of living and even the rent to be paid by them. The villages located in the rural urban fringe of the study region have witnessed the increasing pressure on the available residential space. To meet the expanding demands of residential and/or commercial activities efforts have been made by transforming the available space by constructing the additional residential accommodation and also by converting the available residential space partially or completely in to the commercial space to meet the emerging demands.

As an out of the urbanisation the demand of residential houses, commercial shops and space has been constantly increasing. It has also been noticed that in sample villages demand of rental houses has substantially increased and people are forced to pay more rent. Similarly with increase in commercial activities and space for such activities, in the core areas to meet such demands the front portion of respective residential houses have been modified or altered as per increased requirements. Due to certain changes in the front portions of old houses the availability of living space in inner part of houses declines and the size of rooms also reduces. As a result due to the non-availability of sufficient light, fresh air and cross ventilation the living environment has been transformed and people are forced to compromise with such changes though the living conditions are adversely affected.

### 7.3. DRINKING WATER FACILITIES

In the study region 99.71 per cent households have their own drinking water connections, and only 0.29 per cent households depend on the connection of the society to have the water. The government has provided tap connection for water supply to individual families. Out of the total households surveyed only one house in Visalpur did not have a tap connection for water supply (Table No. 7.1).

### 7.4. TOILET FACILITY

The table no.7.1 clearly shows that among the sample respondents 91.84 per cent are using flush latrine and none of the respondents are using dry toilet. While 8.16 per cent households use the open space for the purpose. Leaving few respondents from the ten sample villages, all others are using flush toilets. The main reason for such a shift is due to the awareness and lack of open space. About 66.67 per cent of respondents of Kotarpur are using open space are in Kotarpur followed by Piplaj with 60.00 per cent, Saijpur Gopalpur with 50.00 per cent, Tragad with 40.00 per cent and Lambha with 30.00 per cent. Few respondents from Vatva, Sarkhej Okaf, Vejalpur, Visalpur and Vastral villages too are using open space and the proportion varies from 20.00 per cent to 7.69 per cent (Table 7.1). In case to use the open space the residents have to move to the outer margins of the village to ease out.

Table 7.1 - Ahmedabad City Taluka Region: House Ownership and Facilities

| S. No.  | Sample villages  | No. of HH surveyed | Nature of House ownership |          |           | Drinking water facilities |        | Toilet Facility (Type) |        |     |            | Lighting and Ventilation |
|---------|------------------|--------------------|---------------------------|----------|-----------|---------------------------|--------|------------------------|--------|-----|------------|--------------------------|
|         |                  |                    | Rental                    | Parental | Purchased | Constructed               | Own    | Public                 | Flush  | Dry | Open space |                          |
| 1       | Asarwa           | 8                  | 12.50                     | 45.00    | 12.50     | 30.00                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 2       | Bodakdev         | 23                 | 8.70                      | 69.57    | 8.69      | 13.04                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 3       | Danilimbda       | 21                 | 19.05                     | 9.52     | 71.43     | 0.00                      | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 4       | Ghatlodiya       | 23                 | 4.35                      | 60.87    | 0.00      | 34.78                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 5       | Ghodasar         | 14                 | 21.43                     | 28.57    | 14.29     | 35.71                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 6       | Hanspura         | 3                  | 0.00                      | 100.00   | 0.00      | 0.00                      | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 7       | Hathijan         | 4                  | 0.00                      | 100.00   | 0.00      | 0.00                      | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 8       | Jodhpur          | 29                 | 24.14                     | 37.93    | 27.58     | 10.34                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 9       | Kali             | 21                 | 19.05                     | 33.33    | 23.81     | 23.81                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 10      | Kotarpur         | 3                  | 0.00                      | 66.67    | 0.00      | 33.33                     | 100.00 | -                      | 33.33  | -   | 66.67      | 100.00                   |
| 11      | Lambha           | 20                 | 10.00                     | 60.00    | 10.00     | 20.00                     | 100.00 | -                      | 70.00  | -   | 30         | 100.00                   |
| 12      | Memnagar         | 25                 | 64.00                     | 8.00     | 16.00     | 12.00                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 13      | Odhav            | 22                 | 18.18                     | 54.55    | 13.64     | 13.64                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 14      | Piplaj           | 5                  | 40.00                     | 40.00    | 0.00      | 20.00                     | 100.00 | -                      | 40.00  | -   | 60         | 100.00                   |
| 15      | Ranip            | 18                 | 22.22                     | 44.44    | 11.11     | 22.23                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 16      | Saijpur Gopalpur | 6                  | 50.00                     | 33.33    | 0.00      | 16.67                     | 100.00 | -                      | 50.00  | -   | 50         | 100.00                   |
| 17      | Sarkhej Okaf     | 17                 | 17.65                     | 35.29    | 17.65     | 29.41                     | 100.00 | -                      | 82.35  | -   | 17.65      | 88.24                    |
| 18      | Shilaj           | 8                  | 0.00                      | 12.50    | 75.00     | 12.50                     | 100.00 | -                      | 100.00 | -   | -          | 100.00                   |
| 19      | Tragad           | 5                  | 0.00                      | 60.00    | 20.00     | 20.00                     | 100.00 | -                      | 60.00  | -   | 40         | 100.00                   |
| 20      | Vastral          | 26                 | 3.85                      | 80.77    | 3.85      | 11.54                     | 100.00 | -                      | 92.31  | -   | 7.69       | 92.31                    |
| 21      | Vatva            | 10                 | 10.00                     | 30.00    | 30.00     | 30.00                     | 100.00 | -                      | 80.00  | -   | 20         | 80.00                    |
| 22      | Vejalpur         | 24                 | 12.50                     | 62.50    | 12.50     | 12.50                     | 100.00 | -                      | 83.33  | -   | 16.67      | 100.00                   |
| 23      | Visalpur         | 8                  | 12.50                     | 50.00    | 12.50     | 25.00                     | 87.50  | 12.50                  | 87.50  | -   | 12.50      | 87.50                    |
| Total   |                  | 343                | 62                        | 158      | 62        | 61                        | 342    | 1                      | 315    | -   | 28         | 289                      |
| Percent |                  |                    | 18.13                     | 46.06    | 18.08     | 17.90                     | 99.71  | 0.29                   | 91.84  | -   | 8.16       | 84.26                    |

Source: Based on Household Questionnaire

In this process the villagers have to cross the residential areas and have to find out bushes or other hideouts. Most of the villagers use the nearby places but at times availability of open space becomes the problem. In the recent years with expansion of various activities, growth of population and gradually the removal of trees and bushes, the problem of the open space has emerged as the major problem especially for females.

Thus, the proportion of households having toilet facility is high in the villages located close to the urban areas. Due to the continued blockage of wastewater people suffer from foul smell. The water logged areas also becomes the breeding grounds for mosquitoes, flies and various other germs causing serious health disorders, in the villages. Malaria, Typhoid, Diarrhoea, Jaundice and Influenza are some of the common diseases frequently reported by the respondents from various sample villages. The wastewater logged near the residential houses, adversely affect the housing environment. With the release of wastewater from houses not only has the colour of water changed but it also creates a problem of foul smell. The wastewater released from houses spreads along the road which at times become breeding ground for mosquitoes and germs and causes various diseases in the village.

Due to the shoddily developed drainage system the problem becomes more severe specially during the rainy season, as the wastewater diluted with the rainwater spreads into the whole village, and becomes the source for various diseases.

## 7.5. FUEL USED

During the field work it has been recorded that in the region most of the respondents (79.13 per cent) are using L.P.G. as the main fuel followed by 15.16 per cent using cow dung and fire wood and only 5.71 per cent households are using kerosene as a fuel (Plate no.7.2). Danilimda, Jodhpur, Memnagar and Ranip sample villages all respondents are dependent on L.P.G. only, followed by Bodekdev with 95.65 per cent. In the remaining eighteen villages the proportion varies from 88.24 per cent to 33.33 per cent in Sarkhej Okaf and Kotarpur respectively. As all these villages are situated close to the city, and most of the people living in these villages are engaged in service class or businessman and as other workers are using LP Gas as they can afford the use of L.P. Gas. While in the remaining villages, the proportion of households using L.P.G. as the main fuel is very limited. The main reason behind not using LPG is due to the non-availability of LPG and the financial status of the households.

In the villages of Asarwa, Bodakdev, Danilimda, Ghatlodiya, Jodhpur, Memnagar and Ranip, none of the households use cow dung and fire wood as a fuel. Proportion of households using cow dung and firewood is highest in Kotarpur with 66.67 per cent, followed by Piplaj with 60.00 per cent and Saijpur Gopalpur with 50.00 per cent. In the remaining thirteen villages this proportion varies between 40.00 and 5.88 for villages of Tragad and Sarkhej Okaf respectively. The main reason behind the maximum use of this fuel is its availability from the adjoining areas and most of the respondents belong to economically weaker section. (Table 7.2)

Among the sample villages Hanspura, Lambha, Hathijan, Ghatlodiya, Ghodasar, Asarwa. Sarkhej Okaf and Bodakdev villages the proportion of households using kerosene ranges from 33.33, 30.00, 25.00, 21.74, 21.43, 20.00, 5.88 to 4.35 per cent respectively. In the remaining 15 villages hardly kerosene is used as the main fuel.

In the study region it has been noticed that in last two decades the use of cow-dung and fire wood has substantially declined and the use of L.P.G., Kerosene and Biogas has gradually increased. The main reason behind such a change is the problem of space for its storage. Especially during the rainy season with the over all declining space considering its availability and rent, one hardly finds to spare the space for the storage of fuel items in the residential space.

**Table 7.2 - Ahmedabad City Taluka Region : Composition of Fuel Used**

| S. No.         | Sample Villages  | Type of Fuel used     |             |              |
|----------------|------------------|-----------------------|-------------|--------------|
|                |                  | Cowdung/<br>Fire wood | Kerosene    | L.P.G.       |
| 1              | Asarwa           | -                     | 20          | 80           |
| 2              | Bodakdev         | -                     | 4.35        | 95.65        |
| 3              | Danilimbda       | -                     | -           | 100          |
| 4              | Ghatlodiya       | -                     | 21.74       | 78.26        |
| 5              | Ghodasar         | 21.43                 | 21.43       | 57.14        |
| 6              | Hanspura         | 33.33                 | 33.33       | 33.34        |
| 7              | Hathijan         | 25                    | 25          | 50           |
| 8              | Jodhpur          | -                     | -           | 100          |
| 9              | Kali             | 38.10                 | -           | 61.90        |
| 10             | Kotarpur         | 66.67                 | -           | 33.33        |
| 11             | Lambha           | 30                    | 30          | 40           |
| 12             | Memnagar         | -                     | -           | 100          |
| 13             | Odhav            | 13.64                 | -           | 86.36        |
| 14             | Piplaj           | 60                    | -           | 40           |
| 15             | Ranip            | -                     | -           | 100          |
| 16             | Saijpur Gopalpur | 50                    | -           | 50           |
| 17             | Sarkhej Okaf     | 5.88                  | 5.88        | 88.24        |
| 18             | Shilaj           | 12.50                 | -           | 87.50        |
| 19             | Tragad           | 40                    | -           | 60           |
| 20             | Vastral          | 15.38                 | -           | 84.62        |
| 21             | Vatva            | 30                    | -           | 70           |
| 22             | Vejalpur         | 37.50                 | -           | 62.50        |
| 23             | Visalpur         | 25.00                 | -           | 75.00        |
| <b>Total</b>   |                  | <b>52</b>             | <b>20</b>   | <b>271</b>   |
| <b>Percent</b> |                  | <b>15.16</b>          | <b>5.71</b> | <b>79.13</b> |

Source: Based on Households Questionnaire

In last few years, the use of Kerosene has reduced and the living environment in family has totally been transformed and to a great extent the problem of smoke and other related health problems too have declined.



HANS PURA



LAMBHA

**Photo Plate 7.1 – Ahmedabad City Taluka Region: Fuel**

Source: Photographed by Scholar

## 7.6. USE OF ELECTRICITY

In the initial years of rural electrification the consumption of electricity for domestic purpose in rural areas was very low. However the development of various activities over the period of time electricity has brought out a major changes in the lifestyle, the social life of people and the overall picture of rural areas.

Apart from the domestic lighting electricity is also used for operating number of electrical appliances i.e. fan, radio, television, cooler, electric press and refrigerator etc. depending upon the income of the households, their standard of living and life style. The consumption of electricity on these comes under the domestic sector. In the study region apart from the lighting electricity is mainly used for operating fan, radio, television, cooler and refrigerators. Out of all these appliances, fan, radio and television are very common. While the use of grinders, refrigerator, cooler and electric press has been reported by fewer respondents.

During the field work the impact of electrification has been noticed by researcher while visiting villages and interacting with local people. It has been found that electricity is being used in all the domestic works. Various types of electrical equipments used by various families has increased mainly include Fan, T.V., Radio, Tube light, Bulb, Mixi, Cooler, and Refrigerator etc.

It has been found that 90.67 per cent households are having Television sets and 100.0 percent households are having Radio sets. Some of the respondents also use air coolers and Air conditioners at houses and workplace. Grinders are also have become very common for a Gujarati household. It has also been noticed that the persons who have additional income in addition to agricultural income are owning variety of domestic electronic appliances. Maximum households are using T.V., Fan, Radio, Bulb, Tube light and other electrical equipments to improve their working efficiency as well knowledge.

The impact of electrification has also influenced the diversification and the functioning of commercial and industrial activities. As a result of electrification of villages flour mills, repairing workshops and few engineering units have been established to cater the emerging needs of the rural areas. A decade ago most of the local people have to visit Ahmedabad city to purchase and for repairing of electrical appliances and most of their agricultural equipments. In last two decades number of shops dealing in consumer goods too are established in various villages and this has improved the living style of the rural people.

As a result of electrification students are facilitated to improve their reading habits through various types of programmes and members of the family

become aware of new things. It has also directly effected the composition of commercial activities in various villages. With the beginning of street lights, night shopping has facilitated the functioning of the households to go for shopping even after their working hours to purchase the required items according to their changing needs and requirements. Due to direct accessibility with Ahmedabad city and electricity being provided by Ahmedabad Electricity Company the villages are getting interrupted power supply which has helped in their working hours.

Gradually availability of electricity in various sample villages has positively helped in improving the quality of life and with the emerging changes of rural environment, life too has improved substantially.

## **7.7. TRANSPORT FACILITY**

The improved transport facilities created in the study region have become the hub around which the process of development has start revolving in the sample villages. The villages enjoy a good network of transport accessibility clearly shows pace of development being adopted by such sample villages. The mode of transport available in the sample villages include bullock carts, cycles, tractor trolley, motor cycles along with tempo, jeep and bus, even the railways have been ensuring the movement of men and materials in for sample villages and are frequently used by the rural people.

With 100 per cent metalled road connecting most of the sample villages, majority of villagers enjoy the availability of various types of public as well as private transport facilities ensuring their to and fro movement. The available buses, mini buses and autos are frequently used by the villagers.

All villages are connected with the fast frequent and dependable transport service. Most the villages have developed along with the developed systematic road network. The development of Sardar Patel Ring Road has virtually changed the face of the villages using in the eastern side of Ahmedabad, whereas development of villages like Sarkhej Okaf, Vejalpur, Jodhpur, Bodekdev, Ghatlodiya and Tragad has happened at a greater pace due to the presence of NH 8C through them. NH 8 passing through in the eastern side of Ahmedabad has further accelerated the pace of urbanisation levels in early 80's.

The villages situated on main roads enjoy the facility of fast and dependable transport, on the otherhand they also suffer from the problems of heavy traffic and increasing problems of air pollution, with the increasing movement of heavy traffic on the poorly maintained road, release of dust not only has caused but is causing the health disorders among the residents living in these villages. Similarly with the settling of the dust on the soil and the crops too are adversely affects. It has been observed that most of the villagers are suffering from breathing problems. With the continued deposit of the dust on the plants the process of photosynthesis is hampered, as a result the growth of plants along the roads is adversely affected while movement of heavy traffic also causes frequent serious accidents.

Availability of developed and properly maintained road network, not only favours the economic development of the area but the villagers prefer to have their own vehicles to minimize the dependency on the public transport. During the field work it has been observed that most of households interviewed are owning their vehicles preferably a bicycle.

and/or two wheelers and even some of them have a bullock carts. 30.40 per cent of the sample households have their own bicycle and they consider it as an effective means of movement and even for carrying agricultural produces on the foot tracks and on cart tracks radiating from the sample villages.

Along with the type of modes i.e. bicycles, scooters, motor cycles and tractor trolleys owned by people all these have been frequently used by the villagers to meet the expanding needs caused by multipurpose activities. 43.87 per cent households own either a scooter or a motorcycles. Two wheelers accounts for the highest proportion among the vehicles being used by the villagers of the rural areas. Vastral village has the highest proportion of two wheelers and with 79.49 per cent ranks first among the sample villages. It is followed by Ghatlodiya with 52.17, Ranip with 51.43, Kali, Hanspura and Ghodasar with 50.00 per cent each. Two wheelers are being frequently used for transporting their products to various markets located in nearby urban areas. The village wise availability of vehicles owned by the respondents have been tabulated in the table no. 7.3. Villages near the industrial areas have recorded the highest increase in the proportion of scooters and motorcycles along with bicycles. Table no. 7.3 clearly explains that villagers have opted to use scooters and motorcycles as compared to the other means of transport. Gradually, the use of motorcycles and scooter have become popular among the villagers and these are being mainly used for commuting and transporting the perishable commodities i.e. vegetable and milk, along with other products

Considering the cost, Tractor-trolleys are owned only by few selected households. That is why only 6.39 per cent households have their own

tractor-trolley. The highest proportion with 18.92 per cent was reported from the Sarkhej Okaf followed by Visalpur and Hanspura with 16.67 per cent. Tractors are used for various agricultural activities and for transporting commodities to and from the villages. Piplaj, Shilaj, Saijpur Gopalpur and Tragad also account for the high proportions of tractors, mainly due to the large size of land holdings. In these villages tractor trolleys are frequently used for transporting milk, vegetable, green grass (Barseem) and bricks to the adjoining villages and nearby urban areas. The respondents of Asarwa, Danilimbda, Ghatlodiya, Hathijan, Kotarpur and Memnagar villages are not owning tractor-trolley.

**Table 7.3 Ahmedabad City Taluka Region: Mode of Transport Available with Households**

| S. No.         | Sample Villages  | Total no. of vehicles | Percent of Total |              |                    |             |                |
|----------------|------------------|-----------------------|------------------|--------------|--------------------|-------------|----------------|
|                |                  |                       | Bullock cart     | Bicycle      | Scooter/Motorcycle | Tractor     | Car, Jeep, etc |
| 1              | Asarwa           | 15                    | 0.00             | 20.00        | 33.33              | 0.00        | 46.67          |
| 2              | Bodakdev         | 45                    | 4.44             | 35.56        | 37.78              | 4.44        | 17.78          |
| 3              | Danilimbda       | 39                    | 0.00             | 23.08        | 48.72              | 0.00        | 28.21          |
| 4              | Ghatlodiya       | 23                    | 0.00             | 13.04        | 52.17              | 0.00        | 34.78          |
| 5              | Ghodasar         | 16                    | 0.00             | 31.25        | 50.00              | 6.25        | 12.50          |
| 6              | Hanspura         | 6                     | 33.33            | 0.00         | 50.00              | 16.67       | 0.00           |
| 7              | Hathijan         | 7                     | 28.57            | 14.29        | 42.86              | 0.00        | 14.29          |
| 8              | Jodhpur          | 40                    | 0.00             | 37.50        | 47.50              | 5.00        | 10.00          |
| 9              | Kali             | 50                    | 0.00             | 36.00        | 50.00              | 2.00        | 12.00          |
| 10             | Kotarpur         | 6                     | 0.00             | 50.00        | 33.33              | 0.00        | 16.67          |
| 11             | Lambha           | 37                    | 16.22            | 37.84        | 27.03              | 10.81       | 8.11           |
| 12             | Memnagar         | 10                    | 0.00             | 20.00        | 30.00              | 0.00        | 50.00          |
| 13             | Odhav            | 39                    | 0.00             | 43.59        | 38.46              | 2.56        | 15.38          |
| 14             | Piplaj           | 8                     | 12.50            | 37.50        | 25.00              | 12.50       | 12.50          |
| 15             | Ranip            | 35                    | 0.00             | 28.57        | 51.43              | 2.86        | 17.14          |
| 16             | Saijpur Gopalpur | 14                    | 0.00             | 28.57        | 42.86              | 14.29       | 14.29          |
| 17             | Sarkhej Okaf     | 37                    | 8.11             | 18.92        | 43.24              | 18.92       | 10.81          |
| 18             | Shilaj           | 15                    | 6.67             | 26.67        | 40.00              | 13.33       | 13.33          |
| 19             | Tragad           | 14                    | 7.14             | 28.57        | 35.71              | 14.29       | 14.29          |
| 20             | Vastral          | 39                    | 2.56             | 10.26        | 79.49              | 5.13        | 2.56           |
| 21             | Vatva            | 29                    | 10.34            | 34.48        | 37.93              | 10.34       | 6.90           |
| 22             | Vejalpur         | 37                    | 0.00             | 48.65        | 32.43              | 5.41        | 13.51          |
| 23             | Visalpur         | 18                    | 11.11            | 33.33        | 33.33              | 16.67       | 5.56           |
| <b>Total</b>   |                  | <b>579</b>            | <b>24</b>        | <b>176</b>   | <b>254</b>         | <b>37</b>   | <b>88</b>      |
| <b>Percent</b> |                  | <b>579</b>            | <b>4.15</b>      | <b>30.40</b> | <b>43.87</b>       | <b>6.39</b> | <b>15.20</b>   |

Source: Based on households Questionnaire

The impact of urbanisation can be assessed by the reduced proportion of Bullock cart with 4.15 per cent and tremendous increase in the proportions of personal Jeeps and Cars with 15.20 per cent. Among the 12 sample

villages none of the respondents own bullock cart. The proportion of bullock carts is still more in villages which are dependent on cultivation include Hanspura, Hathijan, Lambha and Piplaj with 33.33, 28.57, 16.22 and 12.50 per cent respectively. Other 7 villages have nominal proportions in the order of less than 11.11 per cent. Maximum number of personal Cars or Jeeps is owned by respondents of Memnagar with 50.00 per cent followed by Asarwa with 46.67 per cent, Ghatlodiya with 34.78 and Danilimbda with 28.21. Barring Hanspura all other villages have varying proportions of respondents owning four wheelers between 17.78 and 2.56 per cent for Bodakdev and Vastral respectively.

During the fieldwork it has also been noticed that gradually villagers have start opting for the power driven mode of transport to save the time and minimize the cost and remains under their own control. This has helped in minimizing their dependency on public transport as well as ensures the movement at an individuals choice and needs. Declining dependency on public transport is considered as a significant indicator, reflecting the improvement in the quality of life of the villagers.

## **7.8. COMMERCIAL ATTITUDE**

Towards the attributes of modern life, commercial orientation becomes important. Though the commercial activities have been performed since long but their mode and forms were quite different. Barter system was most prevalent in the villages. Moneylenders were performing the functions of the commercial banks and so on. But in recent times the situation has changed. Systematic network of marketing has developed; people are becoming the regular customer of commercial banks at an increasing rate

availing the advantages of various schemes. And most often, they avail loans available through these banks on nominal interest under various schemes especially designed for their upliftment.

In the study region 66.76 per cent households are using banking facilities. In the urbanised villages like Asarwa, Danilimda, Jodhpur and Memnagar most of the respondents have all the bank accounts in one or the other bank. This is followed by Kali, Vatva, Ranip, Sarkhej Okaf and Visalpur with 90.48, 90.00, 83.33, 76.47 and 75.00 per cent respectively. On the other hand Ghatlodiya, Ghodasar, Shilaj, Bodakdev, Tragad, Odhav, Hathijan and Piplaj village have the medium proportion with 69.57, 64.29, 62.50, 60.87, 60.00, 59.09, 50.00 and 40.00 per cent respectively. Whereas in the remaining six sample villages minimum proportion with 12.50 per cent in Vejalpur to 34.62 per cent in Vastral are availing the facilities provided by the banks.

Means of transport and movement of the people also have changed enormously since life has become faster and more mechanised, people of rural areas too have a desire to have their own vehicles. Therefore, they are gradually switching alongwith bullock carts to Bicycle, motorcycle and scooter. The proportion of tractors, trolleys and Jeeps are also increasing. These vehicular means of transport have start facilitating the transport of perishable agricultural and dairy products to the Urban area within a minimum possible time.

The availability of medical facilities not only has ensured the proper medical care but has also helped in changing the orientation of the rural people. These facilities are more frequent in the urban area. The over all density of available medical institutions is high in the region as well as in

rural areas. With this people are readily accepting modern medical practices. For instance, vaccination of pregnant women and children has become very popular in rural area. Even the delivery system is changing and people are taking the help of trained nurses and even are utilizing facilities of maternity homes developed for the purpose in the region by government and private agencies.

The quality of health and mainly hygiene depends on the sources and quality of drinking water. AMC supplies treated water at regular intervals to meet the requirement of drinking water through personal taps to households. With the availability of treated water through taps the incidences of water born diseases has declined.



ODHAV



VEJALPUR

**Photo Plate 7.2 – Ahmedabad City Taluka Region: Social Transformation**

Source: Photographed by Scholar

## 7.9. PEOPLE'S PERCEPTION

### 7.9.1. INFLATION

This is one very common difficulty being faced by most of people of sample villages as due to the impact of urbanisation, cost of living has gone up. Increase of salaries is not in the proportion to the rate of inflation. People are unable to sustain the pressure city impacts as the expenditure is more than the income. For

example 35 yrs ago Rs. 100 were enough but now even Rs. 10,000 are not enough to meet the requirements of the family being expressed by the respondents.

### **7.9.2. CHANGE OF JOB SCENE**

Bent of mind is shifting from agricultural activities to non agricultural jobs and business. Unemployment and low productivity is forcing people to sell their land and move out of the villages. There is no surplus money with farmers so they are forced to sell their agricultural land and purchase it further in interior of rural areas while creating liquidity for themselves. The problem of employment too has been reported from the villages like Asarwa, Danilimda, Godasar, Vatva etc. where people have sold their land at low prices and now are working in industries constructed over their land. Closure of mills too has adversely affected people and labour class. Gradually the decline in their living standard has been noticed.

### **7.9.3. LIVESTOCK PROBLEM**

Constantly reducing gauchar land has adversely affected the number of livestock in sample villages. There are also incidences of livestock being stolen and/ or sold in Juhapura to leather and bones crushing units. Asarwa, Kali and Sarkhej Okaf are some of the severly-affected villages by this problem.

#### 7.9.4. PROBLEMS

The availability of adequate drinking is a very common problem reported from sample villages, which are in transition state. Urbanised villages have got over with this problem through awareness programs, education and vigilance of the administration. High returns from selling of agriculture land, lack of awareness about the investment options and attraction of materialistic life style has resulted in practice of second marriage, gambling and drinking. This is very common among the Thakor community; Patels are more progressive and are aware about the investment options. There are many examples of people exhausting all the money earned by selling of valuable agriculture land and now are working as unskilled labourers. There is no improvement in educational level either. No adult education programme are being initiated in the villages. People are getting exploited by the builders and developers lobby. The development is more in villages close to the urban areas and other village areas usually remain neglected. Government help is not reaching to the ground level. Illegal garbage dumps from the city are creating problems on the villages falling on the outskirts, eg. Visalpur and Piplaj are facing severe problem of large number of illegal process houses being built on agriculture land. They have also encroached upon village gauchar land. Development of Sarkhej Oakf is facing problem due to its name and a general belief that proportion of Muslim population is very high in and around the village, whereas the area actually falls

under Makarba revenue boundary. People in Kotarpur villages feel that people of the Ahmedabad City are using water at the cost of their village land.

#### **7.9.5. BENEFITS**

Infrastructure has become better, improving connectivity and commuting by many folds. AMTS buses are connecting almost all villages with the city. Outlook of people is changing and there is change in the exposure levels due to communication awareness.

Living standards have also improved. Life in the villages have improved and their earning too have increased. Better job prospects have been created employment for people. They have also started taking educational loans for their children.

#### **7.9.6. AMC V/S PANCHAYAT**

The development in the villages has not been good even after their inclusion in the Corporation. Problem solving is difficult due to non-availability of Corporators, language problem at government offices and the lack of awareness among villagers. It has been reported the impact of corruption has increased and applications do not reach to the officers. Hafta is set with the factories and industries, AMC not responding to the complaints. This has created a urban rural divide and at times most of the grants are used for the urban areas. Villagers are not able to sustain the corporation tax system, which at places is as high as

Rs. 5500 per year. Sensitivity of the officers is not towards the villagers; this is where the absence of Panchayat is felt.

### **7.9.7. HEALTH**

The quality of water is hard and is salty in taste. This has resulted in frequent complaints of kidney stone. Other problems are the problem, joint of paint arthritis, brittle bone structure, teeth trouble, etc. Air pollution has resulted the increase of the breathing trouble. Many villages are facing the have severe problem of mosquitoes resulting in cases of malaria chicken gunia and dengau. People in Hanspura are suffering from irritation in skin due to polluted ground water caused by Naroda GIDC. Pollution levels are worst that before in Odhav due to the GIDC. Piplaj faced worst of the air pollution problems. The SPM levels are very high and due to the illegal structure of industries the production process and products are also not known. Leakages from factories are frequently occurring and sometimes creating grave problems. Effluent water from Factories is found everywhere. Even with this severe pollution state, industries in this area were never closed for flouting pollution norms even after the high court ruling in 1997; village is living on a time bomb and like Bhopal Gas Tragedy may be repeated. Landfills of solid wastes from city too are creating problems to the adjoining villages. Gandhinagar sewage line is creating nesuence value in Shilaj. Nearby society gutter line opens into village talav of Vastral village.



**VISALPUR – PROBLEM OF NON DEGRADABLE WASTE**



**VISALPUR – ILLEGAL DISPOSAL OF WASTE**



**LAMBHA – RIVER STREAM**



**HATHIJAN – RELEASE OF EFFLUENT**



**PIPLAJ – SEEPAGE OF EFFLUENT**



**HATHIJAN – BURNT VEGETATION ALONG THE STREAM**

**Photo Plate 7.3 – Ahmedabad City Taluka Region: Pollution – Land, Water & Air**

Source: Photographed by Scholar



PIPLAJ – EFFLUENT DISPOSAL



PIPLAJ – RELEASE OF EFFLUENT IN DRAIN



PIPLAJ – TEMPORARY REPAIRS



PIPLAJ – GODOWNS IN VILLAGE



HANSPURA – INDUSTRY AT THE BACKDROP



SAIJPUR-GOPALPUR



SAIJPUR-GOPALPUR – INTENSITY OF EMISSION



SAIJPUR-GOPALPUR – INTENSITY OF EMISSION

**Photo Plate 7.4 – Ahmedabad City Taluka Region: Pollution – Land, Water & Air**

Source: Photographed by Scholar



Photo Plate 7.5 – Ahmedabad City Taluka Region: Media Coverage of Local Problems  
Source: Photographed by Scholar