

**SOCIAL AND ECONOMIC
CHANGE MONOGRAPHS**

51

**Jobs, Commute and
Public Services
in Bengaluru:
A Pilot Study from
Nagarabhavi**

**Kala Seetharam Sridhar
S Manasi
K C Smitha**



**INSTITUTE FOR SOCIAL AND
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Foreword

The proportion of population in urban areas is modest (0.28 percentage points per year) from 20% in 1971 to 31% in 2011. This is estimated to increase to 50% of population by 2020. Karnataka has been following the national trajectory of urbanization due to the growth of Bengaluru. It is crucial to note that Bengaluru singularly contributes to more than 60 percent of Karnataka State GDP.

The path of urbanization is fraught with leaps and falls and the quality of delivery of services and infrastructure is attracting migration on permanent basis from different corners of India, even though the services fall short of prosperous cities. Even the modest pace of urbanization is posing challenges due to scarcity of domestic water and electricity posing managerial and policy challenges to governance.

The data base of urban areas is weak and hence constrains understanding the determinants which shape urbanization. VLS Prakasa Rao and Tewari (1979) study provides insights into Bangalore's city structure, framework and perspective to city and regional planners for formulating a city development plan, in the regional and national context. However factors such as sand mining responsible for extracting and transporting millions of tonnes of sand from villages to Bangalore city, which eroded the groundwater table in villages are yet to catch the attention of urban researchers. This monograph by Prof Kala S Sridhar, Dr S Manasi and Dr K C Smitha entitled "Jobs, Commute, and Public Services in Bengaluru: A Pilot Study from Nagarabhavi", is a rich addition to the original study. This study analyzes Bengaluru's city structure: demographic, social, economic and ecological; residential housing and living conditions; the city dynamics, mobility, migration, and home-work-place movement.

This study focuses on functional labour markets, type, quality and quantity of jobs accessible within 30-minute commute, reservation wages and net benefits from jobs. It provides information on desirable levels of public services such as water supply, since lifestyles and consumption patterns have been undergoing significant changes and the norms themselves have been revised. Based on the pilot study findings, the authors have indicated the need for a full study for the Bengaluru metropolitan area in order to capture how the city is evolving and its impact on economic growth and productivity.

It is crucial to note that more than half of the city's commuters are still outside the city's labour market, which means that they are spending

time sub-optimally commuting, without adding to the city's economic productivity. Even though the jobs of Bengalureans are welfare-enhancing, Bengaluru has turned out to be home for a variety of ailments, and residents are increasingly relying on private health care. Water management and garbage management have been the greatest of all challenges and that there is a strong case for making our city free of garbage, polluted water and air, and open defecation. While the industries do not follow the norms of environmental pollution control, it is crucial to find to what extent they are damaging the aquifer by directly letting in the effluents in to abandoned wells.

Kudos to the authors for bringing out such an excellent monograph analyzing the urban issues contextualized at the level of Bengaluru with policy implications for promoting cities with inclusive growth. I am confident that this monograph will receive wider acceptance for research and policy-making.

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