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SAMARKAND STATE INSTITUTE OF FOREIGN LANGUAGE

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COURSE PAPER

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CONTENTS

I.INTRODUCTION

A city is a place where thousands or even millions of people live in a very small area. Cities are much larger and more important than towns or villages. Today, about half of the world's population live in cities.

Actuality of the theme. Today's modem cities often have three characteristic areas. The centre of the city is called downtown. It consists of stores, banks, government buildings and cultural attractions. Many people come to work in the downtown area. In large cities the downtown area is full of skyscrapers.

An industrial region with factories, warehouses, mills and other industries lies around the downtown area.

Suburbs are the places farthest away from the city centre. They are new residential areas where most people live. Suburbs have their own stores and shopping malls but people often have to travel an hour or longer to work downtown.

The 20th century has been an age of urban transition. By the end of the century, more than half of world people have shifted to cities. Cities are widely acknowledged as the engines of economic growth, cultural diversification and technological progress. Transportation plays a crucial role in enhancing the productivity and economic efficiency of the urban market place, a role that will be critical in the cities of the 21st century as they strive for competitive advantage. To thrive and be efficient, however, cities must be able to move people, transport goods and facilitate the exchanges of ideas and information.

The aim of the work. Modem cities all over the world face the same problems. One of them is poor housing. People often live in old houses or huts that don't have electricity or sanitation. As city population grows governments don't have the money to build modem apartment buildings.

The tasks of the research suggests the following **tasks** to be solved in the course paper:

- to describe the main peculiarities and types of project work;

- to describe the principal characteristics of project work;

- to identify the types of projects and to analyse their benefits and peculiarities

Practical value of the work. The results and materials used in the work, given conclusion will be of great use for the students of foreign language departments of philological faculties. The materials of the qualification work may be of practical use for writing self-independent works, reports and synopses in lessons of Urban problems.

Used material includes the rich and new information taken from Internet, other most valuable information I have taken mainly from the textbooks as Transport and Communication for Urban Development. Report of the Habitat.II Global Workshop. 1997

The structure of the qualification work. The qualification work consists of introduction, two chapters of the main part, conclusion and the bibliography.

1.2. Background and definitions

Burgeoning urban growth and rapid expansion of city boundaries are posing massive problems. Traffic congestion and environmental pollution has reached unprecedented levels, largely the consequence of excessive rate of increasing motorization in cities of both the industrialized and developing world.

While the importance of managing urban transport demand is more and more recognized and the large number of policy proposals have been formulated, not many successful actions have been implemented. This is largely because there is still a need for a better understanding of the chain of causes and effects in transport planning and management.

Since cities in Asia have neither enough resources nor space to respond indiscriminately to the growth of transport demand, it is becoming increasing clearly that actions need to be taken on the demand side of equation. There is a growing recognition that today is transport problems cannot be solved by making huge supply-side investments only.

Types of problems

Loss of public space. The majority of roads are publicly owned and free of access. Increased traffic has adverse impacts on public activities which once crowded the streets such as markets, agoras, parades and processions, games, and community interactions.

These have gradually disappeared to be replaced by automobiles. In many cases, these activities have shifted to shopping malls while in other cases, they have been abandoned altogether, traffic flows influence the life and interactions of residents and their usage of street space. More traffic impedes social interactions and street activities. People tend to walk and cycle less when traffic is high.

1. Environmental impacts and energy consumption. Pollution, including noise, generated by circulation has become a serious impediment to the quality of life and even the health of urban populations. Further, energy consumption by urban transportation has dramatically increased and so the dependency on petroleum.

2. Accidents and safety. Growing traffic in urban areas is linked with a growing number of accidents and fatalities, especially in developing countries. Accidents account for a significant share of recurring delays. As traffic increases, people feel less safe to use the streets.

3. Land consumption. The territorial imprint of transportation is significant, particularly for the automobile. Between 30 and 60% of a metropolitan area may be devoted to transportation, an outcome of the over-reliance on some forms of urban transportation. Yet, this land consumption also underlines the strategic importance of transportation in the economic and social welfare of cities.

4. Freight distribution. Globalization and the materialization of the economy have resulted in growing quantities of freight moving within cities. As freight traffic commonly shares infrastructures with the circulation of passengers, the mobility of freight in urban areas has become increasingly problematic.
City logistics strategies can be established to mitigate the variety of challenges faced by urban freight distribution.

5. Urban Problems - Traffic Congestion. There are two main problems that modern day cities face, namely urban decay when parts of the city become run down and undesirable to live in, and traffic congestion. Traffic congestion is caused by Many people working in the C.B.D. which may have narrow streets Shortage of off-street parking which means people park on the roads and so increase congestion. People not using public transport - either because it is less convenient, too expensive or not available More people own and use cars

6. As an example of how bad traffic jams now are, a hundred years ago it took about one hour to travel from Paramatta to the centre of Sydney (Australia) by horse and cart. Today it takes longer by car. As well as causing aggravation stationary traffic cause severe air pollution from exhaust fumes. Various solutions to these problems have been tried. Ring roads and by-passes; these can be unpopular as countryside around towns and cities are lost when they are built
Park and Ride - you park your car on the edge of the built up area and then ride a

bus or train into the C.B.D. One way streets to speed up traffic flow Multi-storey car parks. Banning cars from the from the C.B.D., either with pedestrianised streets or by stopping them coming into the city centre at all. Cars are banned from the centre of Milan (Italy) on Sundays. [1.52]

Charging car drivers when they enter the city centre

7.   A complete solution to traffic congestion needs people to be able and willing to travel on public transport more. A multi-storey car park. A bus lane to help speed up public transport

8.   Empirical Estimation of Urban Effects on Climate: A Problem Analysis. Doubt exists among atmospheric scientists about current estimates of local and regional effects of urbanization on climate, but not generally about the existence of these urban effects. This paper presents a framework for discussion of various estimators, uses the framework to make the case for a particular estimator, and then uses the framework to examine possible shortcomings of other estimators which appear in the literature. The measure recommended consists of differences between observations, from urban and pre-urban periods, first stratified by synoptic weather type.

9.   The measures whose shortcomings are examined are

1)   contemporaneous urban-rural differences,

2)   contemporaneous upwind-downwind differences,

3)   contemporaneous urban-regional ratios,

4)   time trends of differences and ratios and

5)   contemporaneous weekday-weekend differences.

The paper is designated as a 'problem analysis' because its goal is general facilitation of discussion about the problem of empirical estimation of urban effects on climate.

10.   What are these problems and how can they be solved? People moving from the rural area to the urban area causes problems. There is concrete evidence that overwhelming numbers of people are leaving rural areas in hope of finding better a job and enhancing their life. According to the

annual statistics report, city population grows five percent each year as a result of migration of rural dwellers to cities.

11. The report of 2005 stated that although migration to cities may benefit the rural people in terms of job opportunity and improved life style, the problems of this migration cannot be overlooked. These problems can be classified as those which affect cities in short-term, such as air pollution, and those with their profound effect on the whole society, such as loss of rural cultures. This essay examines rural migration related issues and provides solution for each kind.

12. Nowadays, one of the most important issues in cities is air pollution. Without a doubt, the more densely populated a city is, the more air pollution would be brought about. Air pollution as a by product of human activities has left its fingerprints on all aspect of the human life. According to health experts, the rates of lung cancer and heart disease have increased rapidly in recent years. In a study performed on two populations of urban and rural area, with 300,000 participants, it was concluded that city-dwellers are two times more likely to suffer lung cancer.

13. The study also provided hard evidence on the causative role of air pollution for this cancer. This devastating issue of air pollution, which is a direct result of urban overpopulation due to rural shift to cities needs to be resolved. One solution could be providing rural areas with better facilities. Constructing well-equipped hospitals and creating job opportunities in these regions would encourage rural-dwellers to live in these areas.

14. A further problem that is hardly noticed is cultural negative effects which this kind of migration brings about. Each country is represented by its cultures, mostly originate from rural areas. Villager have their own customs and hold traditional ceremonies and rituals specific to their region. However, with more migration of rural residents to cities, we would be at the threshold of losing many old villages; therefore, valuable parts of our national culture would be forgotten gradually.[2.1]

II.   MAIN PART

2.1. Problems and Prospects for Urban Areas

Urban areas face daunting economic challenges that have increased in scope in recent years. At the same time, cities provide exciting opportunities for growth and revitalization. The interplay of these challenges and opportunities create important tasks   for policymakers   and   researchers.

Each year, the Brookings Institution and the Wharton School of Business cosponsor a conference to address these issues and provide cutting-edge, accessible research on issues unique to urban areas, as well as on broad economic and policy topics that have special applications in an urban setting. The most recent conference, held at the Brookings Institution on October 25-26, 2001, sponsored two groups of papers being published this month in the *Brookings-Wharton Papers on Urban Affairs* [3.10]. A symposium of three papers focuses on metropolitan tax and fiscal policy, examining the effects of political mergers between cities and suburbs, the links between the economic vitality of cities and suburbs, and firm-specific tax incentives for industry relocation. The remaining conference papers focus on changing demographics in urban areas, including the impact of alternative measures of gentrification on lower income city residents and the varying experiences of immigrant students in the New York City public school system.

Cities attract businesses and residents by providing high-quality amenities. But providing those amenities requires funding, and higher tax burdens increase incentives for city residents and firms to depart for lower tax locations. Balancing these considerations is an essential problem in urban public finance. The income disparity between most large central cities and their relatively wealthier suburbs makes these issues even more difficult and politically sensitive. In addition, the potential effectiveness of many fiscal options is unknown, and the connection between economic effectiveness and political feasibility is sometimes overlooked.

Large metropolitan areas in the United States are characterized by a very large number of local governments, with many urban areas containing more than one

hundred separate municipalities. The fragmentation of local government has led to concerns regarding the distribution of government services and the efficiency with which these services are provided. Central city mayors and some analysts have advocated political and fiscal consolidation, but annexation of developed suburbs has rarely occurred[4.85].

Stephen Calabrese of the University of South Florida, Glenn Cassidy of Cassidy Policy Research, and Dennis Epple of Camegie-Mellon University model voting behavior in multiple municipalities to evaluate the effects of mergers. Voters, who vary only in income, choose their preferred level of public services and redistribution, and the level and type of tax levied. They also choose their residential location based on these policies. In equilibrium, majority rule determines tax, public service, and redistribution policy; each municipality has a balanced budget; no one wants to move; and the housing market clears. The policy favored by the median-income voter will always be adopted. The model produces results consistent with observed patterns in cities: although both large and small municipalities provide public goods, redistribution occurs almost exclusively in large central cities. Small suburban municipalities depend primarily on property tax revenues to finance public services, but central cities use both income and property taxes. The policy choices result in income stratification across the metropolitan region. Low-income households with a preference for redistribution are more likely to locate in the central city, whereas wealthy households will choose suburbs with high levels of public service provision and less redistribution.

The stratification of municipalities by income implies that mergers are generally not politically viable. Residents of a poorer municipality, such as a central city, will support a merger with a wealthier suburb to obtain higher public good provision and redistribution, with lower overall tax rates. But residents of the wealthier suburb will oppose consolidation to avoid falling property values, reduced public good provision, and increased redistribution.

The aggregate welfare effects of mergers are more complicated. A merger between two jurisdictions will prompt the wealthiest individuals in the higher

income jurisdiction to move from the consolidated city to a wealthier suburb in order to escape redistribution policies. These movers from the consolidated area will become the poorest residents in their new location and will purchase housing of less than the average value in that suburb. Housing prices in the new suburb will rise and public good provision will fall. This pattern will continue across suburbs in a domino effect. As a result, consolidation results in a negative impact on surrounding suburbs as well as for the wealthier residents of the merged municipalities.[5.77]

Consolidation might still raise aggregate welfare, if mergers benefit poor voters more than they harm wealthier ones. Where this is the case, governments wishing to encourage annexations could compensate suburban residents for their losses and still improve social welfare.

Besides providing new insights into the dearth of consolidations, this paper advances researchers? ability to model simultaneous decisionmaking across multiple policy choices and offers a systematic explanation for income segregation that arises even when households have no explicit preference for the characteristics of their neighbors.

2.2. Suburban Fiscal Transfers to Central Cities

In the absence of political consolidation, financial transfers from suburbs to central cities are another, possibly more feasible, way to address metropolitan area public finance issues. But should the suburbs be interested in such an arrangement? Traditionally, proponents of such transfers have suggested that transfers are justified either because central cities fund public goods that benefit suburban residents, such as infrastructure, public education, and policing, or because central city poverty is a regional problem that should be addressed via transfers from the entire urban region.

In their paper, Andrew Haughwout of the Federal Reserve Bank of New York and Robert Inman of the University of Pennsylvania argue that neither of these arguments is compelling. They examine a new rationale for suburban transfers to

central cities, based on two premises. The first is that cities create agglomeration economies. These economies occur because of the geographic concentration of firms within an industry and the resultant decline in transportation and labor costs, encouragement of innovation, and ease of spreading new ideas. These agglomeration economies reduce the cost of city-produced goods to both city and suburban residents. The second premise is that weak central city government— marked by a variety of financial practices and fiscal institutions—imposes costs on city residents and firms and induces them to relocate. The relocation, though, reduces the agglomeration economies available in the city and causes the price of city-produced goods to rise. If both premises hold, weak city governments hurt suburban residents, weak city finances cause poor suburban economic health, and suburban residents should be willing to pay to improve center cities' weak financial situation in order to preserve the benefits of agglomeration economies[6.41].

Haughwout and Inman demonstrate empirically that weak city finances are associated with negative city and suburban economic outcomes. In particular, they show that weak budgetary institutions, strong city unions, rising poverty rates and declining tax bases are associated with lower income, population growth, and rates of home value appreciation in both cities and their surrounding suburbs. They also develop a structural simulation model based on Philadelphia's economy that builds in a link between city finances and suburban economic outcomes. The effects of city finances on suburban health in Philadelphia are found to be similar to those found in the aggregate data. In this simulation a causal relation is assumed by construction, and thus the model implies that a suburban family should be willing to pay between $100 and $250 annually to improve city fiscal institutions in order to realize the benefits of agglomeration economies in the city.

The conclusion that weak city finances reduce agglomeration economies implies that transfers from suburbs to cities would only protect agglomeration economies if the funds were used to strengthen weak city finances. Such transfers would be counterproductive if the funds were used to raise pay for city workers or increase constituent services. To avoid these problems and ensure that the funds

are used appropriately, Haughwout and Inman advocate the use of a number of specific mechanisms for transfers, including using suburban aid to fully fund state poverty mandates, reforming local property tax rules, and making aid dependent on the adoption of competitive bidding practices for city service contracts[7.17].

2.3. Tax Incentives and Business Location

If city-suburb consolidations are rare and suburban areas are reluctant to transfer resources to central cities, as the first two papers suggest, a third fiscal option for urban economic development is large, firm-specific tax breaks aimed at attracting or retaining particular businesses. Such actions have been highly publicized in the past, ranging from cities recruiting professional sports teams, to Alabama wooing Mercedes Benz in the early 1990s.

Despite the frequency of such actions, the research literature casts considerable doubt on the effectiveness of such incentives, on both theoretical and empirical grounds. One strand of the theoretical literature argues that under tax competition, all jurisdictions will select inefficiently low tax rates to prevent firms from exiting. This will result in a reduction of public service provision below efficient levels. Another strand of the literature argues that tax competition across communities results in an efficient allocation of resources, because people can choose where to live, and thus specific tax incentives introduce distortions. This approach assumes that if no tax incentives are offered, cities tax corporations' capital at rates equal to the marginal benefit of the public goods provided to the firms. Neither approach justifies large tax incentives for particular companies.

In their contribution to the conference, Teresa Garcia-Mila of the Universitat Pompeu Fabra in Spain and Therese McGuire of the Institute of Government and Public Affairs at the University of Illinois challenge the conventional wisdom. They develop a model in which cities compete for a mobile capital stock and benefit from productivity-enhancing agglomeration economies. Under these circumstances, the efficient tax rates on new firms equals the difference between

the marginal benefit to firms of the public services they consume and the marginal agglomeration benefits to the city of the additional capital brought by the firm.

The authors then examine Chicago's decision in 2001 to offer Boeing $50 million in tax incentives to relocate its corporate headquarters from Seattle. Chicago's pursuit of Boeing is puzzling, given that it involved only the relocation of Boeing's headquarters rather than its manufacturing plants. Moreover, since most of the headquarters employees transferred from Seattle, few new jobs were created. In stark contrast, Chicago allowed a large local candy manufacturer employing nearly 1,000 people to leave the city without offering it tax incentives to stay. Garcia-Mila and McGuire suggest that Chicago planners believed that a management-oriented firm like Boeing would create greater potential for knowledge spillovers than would the retention of the manufacturing facility. The authors conclude that agglomeration of capital may have sufficient economic as well as political payoffs to justify firm-specific tax incentives.[8.43]

Gentrification and Immigration. Two other papers presented at the conference provide new evidence on current issues in urban economics and urban policy. They demonstrate the breadth of topics that fall comfortably within the area of urban economics and the important insights that can be gained on urban issues from related fields of research, such as poverty and welfare or labor economics.

Although white flight to the suburbs during the second half of the twentieth century is often viewed as a causal factor in the demise of central cities, the return of affluent households to city neighborhoods sometimes elicits similarly intense criticism. Gentrification, or the influx of upper-middle class or wealthy households into previously poor neighborhoods, is popularly seen as harmful to poor and minority residents. The closing of the Cabrini-Green Housing Project in Chicago and its partial replacement with townhomes, for example, produced an uproar among long-time public housing residents, who felt they were being driven from their homes despite city officials' reassurances that mixed-income housing developments would be beneficial to low-income as well as new middle-class neighborhood residents.

A paper by Jacob Vigdor of Duke University suggests that much less is known about the impact of gentrification on poor families than is commonly supposed. Rather than assuming there is a consensus definition, Vigdor begins by defining gentrification and makes the distinction between preference-driven and income-driven gentrification. In preference-driven gentrification, high-income households raise their valuation of the amenities available in poor neighborhoods. A common example is the two-earner family that decides it prefers a shorter commute and increases its willingness to pay to live in the more central neighborhood. Income-driven gentrification occurs when a change in the productivity of high-income households raises the demand for, and hence the price of, housing in upper-income neighborhoods. This forces some of the people in these neighborhoods to move to lower priced areas.

Under both types of gentrification, housing prices rise in the formerly poor neighborhoods, so that renters there either have to move or absorb the higher rental costs [9.104]. One difference between the two lies in housing prices in the upper- income neighborhood, which fall under preference-driven gentrification but rise under income-driven gentrification. Vigdor proposes policy options that both directly and indirectly reduce potential harm caused by gentrification. Rent subsidies or relocation assistance directly address rising costs of housing for low- income households. Job training or education subsidies could make poor residents more able to compete in the housing market.

Gentrification may also have effects on the poor apart from through the housing market. Many of these effects are likely to be positive. Rising housing prices can raise property tax revenues, increase redistribution, and improve public services. An influx of higher income households might create job opportunities for low-income residents or relocate jobs closer to the neighborhood. Poor residents might benefit from improvements in neighborhood quality, such as lower crime rates.

Vigdor argues that most work on gentrification focuses too narrowly on spatial displacement and does not in fact demonstrate that displacement is caused

by gentrification or that it causes harm. Using Boston as a case study, he finds that households with low educational attainment (who are more likely to be among the long-term poor) living in gentrifying areas are no more likely to move than other households in the area or than low-education households in other areas. Gentrification has not increased the segregation of Boston neighborhoods by socioeconomic class; in fact, gentrification seems to lead to more mixed-income neighborhoods.

2.4.   Economic Development In Urban Areas

Economic change has helped lead America into urban crisis for the following reasons. First of all, because urban problems are no longer confined to the inner city, but are regional in nature. The federal government has, also, largely drawn from the urban policy arena, thereby having cities and sates to develop their own solutions to local problems. Furthermore, the economy of cities is no longer organized around a central business district, but is dispersed throughout a metropolitan region. Next, the national economy has experienced a fundamental reorganization and many cities have experienced the direct effects of deindustrialization and disinvestments. Additionally, the fiscal crisis within the public sector is unprecedented and has seriously negative effects for the provision of services at all levels of government. Finally, the nature of work itself has changed within cities as more women enter the labor market; the changing nature of work has affected the urban family in many ways, many of which have direct ramifications for social welfare and family policies.[10.55]

There is a great amount of inequality of income in some cities. Most of the those who fall bellow the poverty line are African Americans and Hispanics. This is because they are placed in low paying jobs. As more and more people immigrate into the country, there are less and less jobs to go around. This creates a larger poverty gap. People just coming here to America are placed in very low-income jobs. This is all they can get if they don't speak any English. For example, here at Rider the cleaning people are all Spanish. They don't speak any English, and their

job is to be the cleaning crew. These are the only types of jobs that these people can get most of the time, and this makes our percentage of people who are in poverty go up.

Another problem that is contributing to the urban crisis is the rise of single parent families and 'present-orientated' values. The problem here is that the divorce rate in America is getting higher and higher, and also the amount of children being had out of marriage is greatly increasing also. This creates one parent raising a child. The problem here is that there is no proper care for children in this situation. The parent has too much responsibility. They are to provide for the family, as well as adequately care for their children. When the single parent has to go to work, to get money to pay for a place to live, food, and clothing, there leaves no time to watch and take care of the children, meaning children are left to take care of themselves after school is over, and this results in a lot of problems for the communities. These children cause trouble. They are the ones who commit most crimes in an urban environment. This is why in an urban city there is a lot more crime. There are a lot of children left unsupervised for most of the day and night.

Another problem is the ethnic tensions that there are in America. There are many things that are wrong with this. The first problem is that because of racism, people are secluded. They are pushed to all live together, because people don't want to live next to them. This is how a ghetto is started, and slums. All the people of low incomes live in the same neighborhood together. They also contain the high crime rates because these are the people who are also of single parent families and their children are left unsupervised. Another problem with racism is that people are given lower paying jobs because of their race, and also, they aren't able to have to same amount of experience as other people. They don't go to as good of schools, and they then might not be able to go to college, so they are stuck. They can only get a low paying job. This creates families to be stuck in poverty for generations, they can never get out, unless with government assistance of some sort. Then this makes the inner cities all full of low-income families, and creates a poverty

stricken area that cannot be fixed in any way. If there were more integration within neighborhoods, then we wouldn't have these areas.

Another reason why urban America is in crisis is because of the underground urban economy. This also causes a lot of crime in urban cities. The people in these cities who are poor, and are trying to find a way out, usually try by doing something illegal. A big example of this is drug sale. People start selling drugs to get money. This creates a lot of problems. The selling of illegal materials results in murders, and robberies, to either get the drugs, pay for the drugs, or avoid getting caught selling them. Another example of this is people stealing things, like car parts, and selling it on the black market. All of these illegal acts always result in something that makes the cities look worse and worse to live in. I know that when I go into Trenton I am really afraid, because I know that there is a really high amount of crime there, and I am always thinking that someone is going to try to shoot me for my car, rob a store that I am in, or something else. Stereotypes of cities are easily created, and this doesn't help the situation.[12.25]

Also, the advancement in technology has lead many people to be left without jobs. This technology had created more unskilled labor, and putted skilled labor to a minimum. People, who had been specialists at doing certain skilled work, are constantly being replaced by machines that can do the same work faster and cheaper. This creates a huge economy gap. It makes the rich get richer and the poor get poorer, by giving all the money from the profit of sales to the company owners, rather than to employees. So, the people who were already well off, have even more money, and those people who were middle class citizens are now jobless, and can not afford to take care of their families. The problem here is obvious, the more jobs that are lost because people are replaced by machines, the greater the amount of people who become in poverty. The numbers keep increasing.

2.5. Problems of city and country life

Life in the city is much easier than in the country - developed transport system, sewerage system, information, sports, shopping malls, etc. Modem men

are too sophisticated for simple country pleasures. There is far more entertainment in the city than in the country. Cities offer high concentration of good things in life: big stores, restaurants, theatres, cinema, art galleries. Life is more convenient in a city: services are always better here. In the city people are more open-minded. It is possible to go out, make friends and never be cut off from them by weather conditions. Generally, people do not mind what you do in the city. In the city people have more chances to be employed, as the range of jobs is greater than in a village. Besides in the city people have more chances to succeed. Moreover, life is never dull in the city, people always have something to do here. The objections to city living are not convincing enough. People easily adapt to various inconveniences of city life. For example, noise and traffic are hardly noticeable to city-dwellers. In the city especially in our country people live in apartments with central heating, telephone, gas, electricity, radio, TV the Internet. Most people love cities. In 330 BC Aristotle wrote that by nature man belonged to a city. Many people love the busy city life. It is enough for them to visit a country at week-ends.

Cities grew over the centuries because they served aims that could not have been served otherwise. Two thousand years ago most people lived in the countryside. It was not their choice. Today, almost half of humanity lives in cities. It does so because it wants to. Man has always lived in groups. It makes life safer and easier. Geography - rich soil, a safe harbour or navigable river, ample fresh water, easy defence, coal - was the start of many towns. In Europe towns grew over the strongholds of a local lord. Most of them developed as buying and selling centres; trade needed a market, and markets needed people.

Towns served their citizens very well if they in turn were served by them. During the Middle Ages when harvest failed, the nearby town offered hope of survival. All successful towns satisfied economic needs. For a peasant town was the only place where he might make a fortune. In the new industrial order, the city was the nerve centre, brining to a focus all dynamic economic forces: vast accumulation of capital, business and financial institutions, spreading railroad yards, factories, and armies of manual and clerical workers. For example, in the

USA villages, attracting people from the countryside and from the land across the seas, grew into towns and towns into cities almost overnight.

Pollution is the greatest disadvantage of the city life of today. Polluted air is hanging like a brown cloud over cities. Dirt and smoke are pouring from the buildings of cites and factories. Polluted urban air causes respiratory distress, particularly in children, and elderly people. The increased number of motor vehicles not only jam the city streets but pollute the city air as well. Cars give a collection of pollutants. In bright, calm weather, sunlight turns the chemicals into a poison smog. All big cities have problems with air pollution. There was still nothing anywhere like "killer-smog" which caused some 3000-4000 deaths in London in December 1952. Mexico city's air is famously filthy, as is that of many Indian, Chinese, and East European cities. The exceeding output of industries and urban communities is harmful to the city aquatic systems. The result is a foulsmelling body of water running for a bath or dish washing. Noise pollution is the problem of big cities too. Urban garbage - like food, paper, and cans - on the ground or in the street is one more problem of cities. People don't always put their garbage in the garbage can. Urban garbage is ugly. It makes the city look dirty, and it spoils the view.

There are lots of other disadvantages of living in a big city. Today's cities are ballooning. Bombay in 1960 was a jam-packed city of 4m people. Now Mexico city holds around 18m people. "The rush-hour" with crowded streets, packed trains, full buses that happens twice a day is one of them. Cost of living is very high in the cities. In addition, people live under constant threat; life is not quiet in the cities, it causes stresses and heart decease. In the city people loose touch with land, rhythms of nature. Everyone who cares about his health tries to move out from the city. Cities are not fit to live in, man are bom for countryside. Most people in Europe and America try to live in non-industrial cities, which are set down near big cities and cannot be killed by pollution and traffic.

Well, in the countryside I enjoy such simple things of primary importance as sunlight and fresh air. Besides, living in the countryside is cheaper and safer than

in a city. It provides people with more security. There is less crime and, of course, there is less traffic there. Life in the countryside is quiet, peaceful, and healthy. I like to be close to nature. Here people are friendly and it is much more pleasant in the countryside than in the city. Unfortunately, life in the countryside is rather hard. Working and living conditions are difficult, social and cultural life in the countryside is not full of entertainment. And annually more and more young people flee from the countryside for a better life in the city.

Certainly, the problem of employment in the countryside is very crucial today. It is especially acute for the young people and professionals. As a rule there are few labour places for skilled agricultural workers and less for professionals. Although villages do need teachers and physicians, they cannot provide them with the necessary facilities. There are few schools and clinics in the countryside. Sometimes there is one secondary school for several villages and children have to walk ten kilometers to study there. Usually either the village community is too poor to provide the children with a bus or the roads are too bad for the bus to run off them. [13.58]

Surely, people should always be optimists and hope for a better life. Where there is a will there is a way. Nowadays we can witness the revival of some villages. So far they are few but annually their number is increasing.

2.6. Modern Urban Transportation Alternatives

Recently I went on an adventure around Europe and visited three major cities: Paris; Amsterdam; and Berlin. Throughout my travels I used many different forms of transport to get around including trains, buses, cars, ferries, and my own two feet. It was such a central theme to my adventure that I decided to research transportation within urban areas for this report. It has long been a challenge to human kind to get from point A to point B. In the early days of humanity, people were limited to there feet. With the advent of the wheel, transportation became faster and saved time, therefore leaving more time for other activities. It also enabled people to go much greater distances. However, for many

hundreds of years people were limited by how fast their horse could pull them, how fast their feet could peddle or how swiftly the current of the river could push them. At the end of last century human beings overcame this limitation with the development of the combustion engine and motorised transportation which enable them to go faster as well as further. Trains, planes, automobiles, space vehicles and many variations of each of these bring human beings to every comer of the world and beyond.[20.201] However, motorised transportation is not only used in long distance travel, most automobile transportation takes place within urban and suburban centres. As the rate of urbanisation increased over the last century, so did the use of automobiles. Now there are more than 540 million automobiles on the roads of the world with most of these being in the developed countries 1 . Unfortunately cars cause problems, especially when there are many cars in one area such as an urban centre. These problems include, air pollution, noise pollution, and traffic congestion to name but a few. To solve these problems there must be a shift away from car-focussed urban centres and an increase in car alternatives such as bicycles and public transportation. An understanding of the current social and environmental problems in regards to cars must be achieved before feasible solutions can be offered. Cars have become a common luxury in modem cities throughout the world. Being a vehicle of convenience and status, improving economies have made it possible for families to own 2 or more cars. Within cities many people view owning a car as essential. With busy modem lifestyles, a need for conserving time and getting around faster makes the car a handy tool. As well, many people living in the suburbs make a daily commute into the city for work. This supports the statistic that 95% of all car trips in North America are less than 105 miles . Another interesting statistic shows that in 1985, the total number of miles driven in western industrialised nations was 2+ trillion miles (approximately + a light year) . With all this traffic many problems arise such as air pollution, noise pollution, and traffic congestion and accidents. The combustion engine, developed at the end of the 19th century, uses fossil fuels to drive its motor. This engine is present in almost every modem day vehicle

including airplanes, automobiles, trains, and boats. Unfortunately the burning of fossil fuels is not a clean technology. Many different pollutants are released from these vehicles when used. As well, fossil fuels are a non-renewable resource. Due in large part to the high amount of vehicular traffic in urban centres, air pollution is greatest here. Air pollution has a negative impact on many things such as human health, damage to buildings and other structures, and harms crops and vegetation in the surrounding area . There are a few main classes of pollutants that are mainly emitted by the transport sector. The first of these is carbon oxides (both carbon monoxide and carbon dioxide). The production of carbon monoxide comes from the incomplete burning of fossil fuels and exacerbates and causes many different diseases. Up to 90% of carbon monoxide emissions from nonnatural origin come from the transport sector . Catalytic converters have helped to stabilise the emissions of carbon monoxide throughout the world . Carbon dioxide is responsible for a smaller amount of car emissions. However it is the main greenhouse gas and may be contributing to global warming . Nitrogen oxides are another significant air pollutant from automobiles. In many areas nitrogen oxides are above the stated limit, which is having major impacts on human health and the environment. They are known to cause respiratory problems in humans as well as cause acid rain, which can disrupt sensitive ecosystems [21.15] . Another major air pollutant is particulates. This suspended particulate matter can be in either solid or liquid form, and includes soil, soot, smoke, metals, salts, acids and pesticides . Particulates are responsible for many respiratory' problems, and depending on the composition may be toxic or carcinogenic. High particle levels can also be responsible for the general dirtiness of the surrounding environment. Other pollutants are also emitted which have negative effects on health and the environment. Overall it is the high amount of emissions from cars in a city that make urban air pollution a large problem. Another form of pollution caused by vehicles is noise pollution. Although it does not seem as consequential as air pollution, noise pollution in urban areas is actually having a great impact on human health in the form of stress induced illnesses . Another major problem with

the high density of cars in the cities is traffic congestion. The large number of cars can make it difficult and slow to manoeuvre around the city extending travel time. It has been shown that driving in slow moving traffic on a regular basis increases blood pressure . [14.15]Another downfall of car centred cities is land use. In an average American city approximately 40% of the land is used for roads, parking lots and alleyways . Cars are also responsible for approximately a quarter of a million deaths world wide per year which make them seem not as much the lovely convenience machines that we have come to rely upon so heavily, but rather deadly machines that are killing us both slowly and quickly. It is important at this time to look at possible alternatives or solutions to the car problem of the modem world, particularly in urban centres.[22.186]

The car is probably the least efficient mode of urban transportation however it is the most common. Many other more efficient forms of transportation are in use in cities but not to the extent of cars. These include cycling, walking, buses and trains. To shift cities from the cars to the more efficient modes of travel much change is needed both at the social and governmental levels, as well as in the structure of the city itself. The improvement of public transportation within cities, especially in North America, is essential. Public transport needs to be fast, comfortable and have many well placed connection points to ensure that people can get close to there destination. It also needs to be cheap or free to encourage people to use it. It can be in the form of subways, [23.5] above ground trains, trams, and buses. All should use efficient fuels such as natural gas or be powered electrically. Overall public transport is much less land intensive than car transport, with the passengers of two hundred filled cars being able to fill approximately one tram car . Throughout the developing world bicycles are the main means of transportation whereas in the developed nations the less efficient car is the main means of transportation. Europeans also use this convenient means of transport to a greater extent then there North American counterparts, with 32% of the people in Denmark commuting to work by bicycle .

III.CONCLUSION

The main aim of this course paper is the place farthest away from the city centre. They are new residential areas where most people live. Suburbs have their own stores and shopping malls but people often have to travel an hour or longer to work downtown. Much needs to be done in the region if public transport is to play a significant role in the life of the city. The city cannot afford to cater only to the private car, and there has to be a general recognition that without public transport cities would be even less viable. Measures need to be taken in the short run to enhance the quality of service provided and to impose constraints on the use of private transport in cities. In the long term, there needs to be effective land use planning and the introduction of new transit systems to keep the city moving and to assist in making it pleasant to living .It must not be forgotten that cities are major contributors to the economic growth and we must make moment in and between cities as efficient as possible.

The report continues to point out that every conceivable form of traffic control measures are being tried somewhere in the region and that with only a few exceptions these measures are having little or no effect on the rising tide of motorization. From this analysis it is clear that poverty in Bombay is in a sense far more extreme than the poverty faced by poor people in New York City. However the effects of poverty in either case cannot be ignored. Problems caused by poverty are serious and steps have to be taken in order to reduce their levels, which in turn will decrease some of the negative effects that poverty brings along. In other words it is the people that make a city, as much as if not more than the city that makes the people.

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