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**Title of Research paper:** Urbanisation and Emerging Urban Challenges in Ranchi City: Traffic, Land, and Crime Perspectives


Dr. Rajeev Ranjan Shrivastava* Shephali Prakash**

*Assistant Professor, Department of Geography, St. Xavier's College (Autonomous), Ranchi, Jharkhand, India

**Assistant Professor, Department of Geography, St. Xavier's College (Autonomous),Mahuadanr,Latehar Jharkhand, India



**Abstract**

Ranchi, Jharkhand's capital, has experienced rapid urbanisation since it became the state capital in 2000, driving significant spatial, demographic, and socio-economic transformations. The city's population increased from approximately 8.63 lakh in 2001 to more than 14 lakh in 2024, accompanied by rapid expansion of built-up areas, increasing vehicular density, and intensified land transactions. This study examines how urbanisation is shaping emerging urban challenges in Ranchi, with a particular focus on traffic congestion, land-use transformation, and urban crime.The study is based on both primary and secondary data. A field survey of 300 households was conducted across 10 selected wards representing central, peripheral, and transitional urban zones. Secondary data were collected from Census reports, Ranchi Municipal Corporation records, transport statistics, land transaction reports, and crime records. Descriptive and spatial analytical methods were used for data interpretation.The findings indicate that rapid urban growth has substantially increased traffic pressure along major corridors such as Main Road, Circular Road, and Kanke Road, where peak-hour congestion has intensified considerably during the last decade. Agricultural and open lands in peripheral wards have rapidly transformed into residential and commercial zones, leading to rising land prices and speculative real-estate activities. The study also identifies a concentration of property crime, theft, and snatching incidents in densely populated commercial and transport-dominated areas. Weak infrastructure, fragmented governance, and inadequate urban planning have further aggravated these urban challenges. Integrated urban planning and sustainable governance are essential for managing emerging urban challenges in Ranchi city.



**Keywords:** Urbanisation, Traffic Congestion, Land Transactions, Urban Crime, Ranchi City, Urban Governance, Spatial Transformation


## 1. Introduction

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### 1.1 Concept of Urbanisation

Urbanisation is one of the most significant socio-economic and spatial transformations of the modern world. It refers to the process through which an increasing proportion of the population shifts from rural to urban areas, accompanied by the expansion of infrastructure, economic activities, and urban lifestyles. According to the United Nations Department of Economic and Social Affairs, urbanisation represents a structural transformation involving demographic concentration, economic diversification, and spatial expansion (UN DESA, 2022). In developing countries, rapid urbanisation is closely associated with industrialisation, migration, administrative growth, and expansion of the service sector.

Urbanisation is not merely a demographic phenomenon but also a multidimensional process affecting land use, transportation systems, social structures, and governance frameworks. Scholars have argued that urbanisation reshapes the spatial organisation of cities by converting agricultural and open lands into residential, commercial, and industrial uses (Knox & McCarthy, 2012). In many developing nations, urban growth often occurs in an unplanned and uneven manner, resulting in infrastructural stress, environmental degradation, congestion, and socio-economic inequalities (Harvey, 2013). Rapid urban expansion without adequate planning frequently leads to the emergence of urban problems such as traffic congestion, land speculation, informal settlements, and urban crime.

The growth of cities in the Global South has been particularly rapid during the last few decades. According to the World Bank (2023), more than 56 percent of the global population currently lives in urban areas, and this proportion is expected to increase significantly by 2050. Asian countries, especially India, are witnessing accelerated urban transformation driven by migration, economic liberalisation, and infrastructural development. Consequently, understanding the dynamics and impacts of urbanisation has become increasingly important for sustainable urban planning and governance.

### 1.2 Indian Urbanisation Context

Urbanisation in India has intensified considerably since the economic reforms of the 1990s. Indian cities have emerged as centres of economic growth, administrative concentration, industrial expansion, and service-sector development. According to the Census of India (2011), the urban population of India increased from 27.8 percent in 2001 to 31.2 percent in 2011, and current projections

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indicate that India will have more than 600 million urban residents by 2036 (National Commission on Population, 2020). This rapid growth has transformed many medium-sized cities into major urban centres.

One of the defining features of Indian urbanisation is the rapid growth of state capitals and metropolitan cities. Administrative centralisation and economic investments have accelerated urban expansion in cities such as Bengaluru, Hyderabad, Raipur, and Ranchi. The concentration of government institutions, educational centres, commercial activities, and transport infrastructure in these cities has attracted large-scale migration and increased population density (Kundu, 2011). However, such rapid urban growth has often exceeded infrastructural capacity.

Urban sprawl has become a common characteristic of Indian cities. Peripheral agricultural lands are increasingly being converted into residential colonies, commercial complexes, and industrial areas, leading to unplanned spatial expansion (Bhatta, 2010). This outward growth has intensified pressure on transport systems, water supply, waste management, housing, and public services. Scholars have observed that weak urban governance and inadequate planning mechanisms have further aggravated congestion, land-use conflicts, and environmental stress in rapidly growing Indian cities (Dupont, 2007).

**1.3 Ranchi as an Emerging Capital City**

Ranchi, the capital city of Jharkhand, represents one of the fastest-growing emerging urban centres in eastern India. The formation of Jharkhand as a separate state in November 2000 marked a turning point in Ranchi's urban transformation. Prior to state formation, Ranchi functioned primarily as a medium-sized administrative town with moderate population growth and limited urban infrastructure. However, after becoming the state capital, the city experienced rapid administrative centralisation, infrastructural expansion, and demographic growth.

The establishment of government offices, educational institutions, healthcare facilities, commercial centres, and private investments accelerated urbanisation in Ranchi. According to Census data, Ranchi's population increased significantly between 2001 and 2011, while the city's built-up area expanded rapidly into surrounding peripheral zones (Census of India, 2011). Rural-to-urban migration, increasing employment opportunities, and expansion of the service sector further intensified population concentration and urban sprawl.

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The rapid transformation of Ranchi has altered land-use patterns considerably. Agricultural lands and open spaces in peri-urban areas have increasingly been converted into residential colonies, commercial establishments, and transport infrastructure. This expansion has created new socio-economic opportunities but has simultaneously generated multiple urban challenges associated with mobility, land management, and public safety.

**1.4 Emerging Urban Challenges**

The accelerated urbanisation of Ranchi has produced several interconnected urban challenges. Among these, traffic congestion has emerged as one of the most visible consequences of rapid urban growth. Increasing vehicle ownership, inadequate road infrastructure, weak public transport systems, and concentration of commercial and administrative activities in central areas have intensified congestion along major transport corridors such as Lalpur, Main Road, Circular Road, and Kanke Road. Studies suggest that urban sprawl and increased commuting distances are major contributors to mobility pressure in rapidly growing cities (Litman, 2021). Land-use transformation and speculative land transactions constitute another major challenge in Ranchi. Rapid urban expansion has increased demand for residential and commercial land, resulting in rising land prices, informal land transactions, and conversion of agricultural land into urban uses. Speculative real-estate activities and weak land governance mechanisms have contributed to spatial inequalities and unplanned development patterns.

Urban crime has also emerged as a growing concern in the city. High population density, migration, commercial concentration, and congestion create favourable conditions for property crimes, theft, snatching, and other urban offences. According to Social Disorganization Theory, rapid urbanisation weakens traditional social control mechanisms and increases the likelihood of criminal activities (Shaw & McKay, 1942). Similarly, Routine Activity Theory explains that congested and highly mobile urban spaces create opportunities for crime by increasing the interaction between offenders and potential targets (Cohen & Felson, 1979).

**1.5 Research Gap**

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Existing studies on Ranchi primarily focus on individual dimensions of urbanisation such as land-use change, traffic management, or urban growth. Some studies examine environmental impacts and spatial expansion, while others analyse transportation or crime separately. However, limited research has attempted to integrate traffic congestion, land transactions, and urban crime within a single urbanisation framework. The interrelationship between these urban challenges remains insufficiently explored, particularly in the context of Ranchi as an emerging capital city. Moreover, ward-level spatial variations and governance-related dimensions of urbanisation have received limited scholarly attention. Therefore, there is a need for an integrated and multidisciplinary study that examines how rapid urbanisation has simultaneously influenced mobility patterns, land markets, and crime dynamics in Ranchi city.

**1.6 Objectives of the Study**

The present study has been undertaken with the following objectives:

1. To examine the impact of urbanisation on traffic congestion in Ranchi city.
2. To analyse land-use transformation and land transactions associated with rapid urban growth.
3. To study the relationship between urbanisation and urban crime in Ranchi.
4. To evaluate emerging urban governance challenges related to rapid urbanisation.

2. STUDY AREA AND METHODOLOGY

2.1 Study Area: Ranchi City

Ranchi, the capital city of Jharkhand, is one of the fastest-growing urban centres in eastern India. Geographically, Ranchi is situated on the Chotanagpur Plateau between approximately 23°22′N to 23°27′N latitude and 85°15′E to 85°22′E longitude. The city lies at an average elevation of about 651 metres above sea level, which contributes to its moderate climatic conditions. Ranchi is administratively significant as it serves as the political, economic, educational, and administrative headquarters of Jharkhand state. Since the formation of Jharkhand on 15 November 2000, Ranchi has experienced accelerated urbanisation due to administrative centralisation, infrastructural development, and increasing migration.

The Ranchi Municipal Area has undergone rapid demographic and spatial transformation during the last two decades. According to the Census of India (2011), Ranchi Urban Agglomeration recorded a

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population of more than 10 lakh, compared to approximately 8.63 lakh in 2001, indicating substantial urban growth. Recent estimates suggest that the city's population has continued to increase significantly due to rural-to-urban migration, expansion of educational institutions, commercial growth, and rising employment opportunities. The city has emerged as an important regional centre for governance, healthcare, trade, transport, and higher education.

Urban expansion after 2000 has transformed Ranchi from a medium-sized administrative town into a rapidly expanding urban agglomeration. The growth of government institutions, commercial complexes, residential colonies, transport infrastructure, and private investments has accelerated the conversion of agricultural and open lands into urban built-up areas. Peripheral zones such as Kanke, Namkum, Doranda, Hinoo, and Hatia have experienced rapid peri-urban growth characterised by residential expansion, mixed land use, and increasing infrastructural pressure. This spatial transformation has intensified mobility demand, land transactions, environmental stress, and socio-economic disparities within the city.

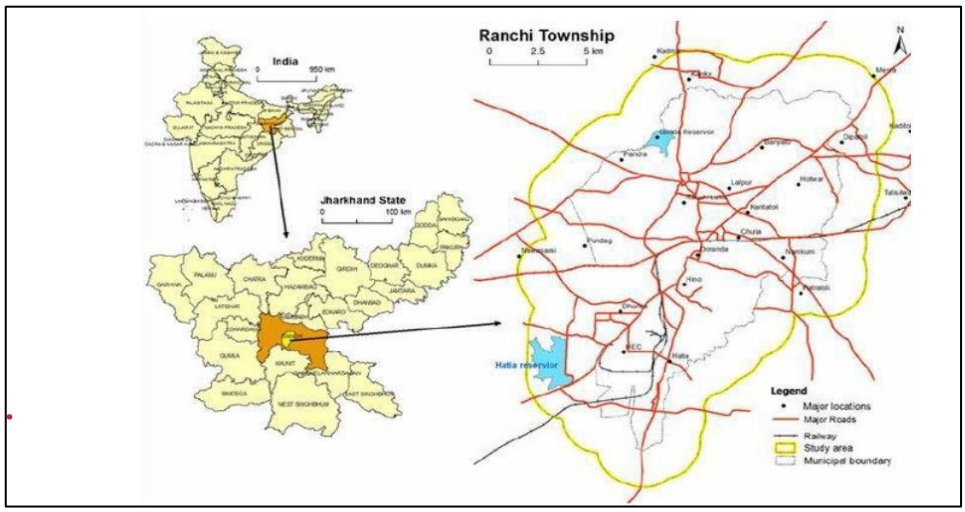
The city's urban structure presently reflects uneven development patterns. Core areas of Ranchi Municipal Corporation exhibit higher commercial concentration, dense population, and traffic congestion, whereas peripheral zones demonstrate transitional urban growth marked by informal settlements, land-use conversion, and infrastructural inadequacies. Such rapid and often unplanned urbanisation has generated several emerging urban challenges, including traffic congestion, speculative land transactions, and urban crime, making Ranchi an important case study for understanding the multidimensional impacts of urbanisation in emerging Indian capital cities.

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**Location Map oftheStudyArea**




2.2 Data Sources

The present study is based on both primary and secondary sources of data to ensure comprehensive analysis of urbanisation and its associated challenges in Ranchi city.

Primary Data

Primary data were collected through a structured household survey conducted across selected wards of Ranchi Municipal Area during the fieldwork period. A questionnaire-based survey method was adopted to gather information related to traffic congestion, land transactions, housing conditions, commuting patterns, perceptions of urban crime, and socio-economic characteristics of households. Personal interviews and field observations were also undertaken to understand local urban conditions and spatial variations across different parts of the city. The ward-level survey covered 10 selected wards representing central, peripheral, mixed-use, and transitional urban zones. The selection of wards was intended to capture the socio-economic and spatial diversity of Ranchi city and to examine variations in urbanisation impacts across different urban environments.

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Secondary Data

Secondary data were collected from various governmental and institutional sources. Population statistics, demographic characteristics, and urban growth data were obtained from the Census of India reports (2001 and 2011). Information related to municipal administration, land use, urban infrastructure, and ward boundaries were collected from Ranchi Municipal Corporation records and planning documents.

Crime-related data were obtained from police records, government crime reports, and published statistical sources to analyse urban crime patterns and spatial concentration of offences. Transport-related information, including vehicle registration statistics, road infrastructure, and traffic conditions, was gathered from transport department reports and official publications. Additional information was collected from government reports, academic studies, journal articles, and urban development policy documents relevant to urbanisation and urban governance in Ranchi.

2.3 Sampling Method

The study adopted a stratified and random sampling approach for the selection of sample households. A total of 300 households were surveyed across 10 selected wards of Ranchi Municipal Area, with 30 households selected from each ward. The selected wards represented different geographical zones of the city, including central commercial areas, residential neighbourhoods, peri-urban regions, mixed-use zones, and rapidly expanding fringe areas. The stratification of wards was based on socio-economic characteristics, population density, land-use patterns, infrastructural conditions, and urban growth patterns. Random sampling was subsequently employed within each ward to ensure balanced representation of households from different socio-economic groups. This sampling strategy enabled comparative analysis of urban challenges across various spatial and socio-economic settings within Ranchi city. The ward-based sampling framework was particularly useful in examining spatial inequalities, traffic patterns, land-use transformation, and crime perceptions associated with rapid urbanisation. The inclusion of both core and peripheral wards helped capture the dynamic nature of Ranchi's urban expansion and its uneven developmental characteristics.

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2.4 Analytical Methods

The study employed a combination of descriptive, comparative, and spatial analytical methods to examine the multidimensional impacts of urbanisation in Ranchi city. Descriptive statistical techniques were used to summarise demographic characteristics, traffic conditions, land-use changes, and crime-related responses obtained from the household survey.

Comparative analysis was conducted to identify variations among different wards in terms of congestion levels, land transactions, urban growth, and crime patterns. Ward-wise comparisons facilitated the understanding of spatial inequalities and differential impacts of urbanisation across core, transitional, and peripheral zones of the city. Spatial interpretation methods were used to analyse urban expansion, peri-urban growth, land-use transformation, and concentration of urban problems within specific areas of Ranchi Municipal Area. Thematic analysis was applied to interpret qualitative responses collected through interviews and field observations regarding governance challenges, infrastructural deficiencies, and perceptions of urban change.

Urban growth analysis was also undertaken to examine the relationship between population increase, built-up area expansion, transport pressure, and emerging urban challenges after 2000. The integrated use of quantitative and qualitative analytical methods enabled a comprehensive understanding of the interconnected impacts of urbanisation on traffic congestion, land transactions, and urban crime in Ranchi city.

3. RESULTS AND DISCUSSION

3.1 Urbanisation and Traffic Congestion

Rapid urbanisation in Ranchi after the formation of Jharkhand in 2000 has significantly transformed the city's transportation and mobility structure. Administrative centralisation, population growth, expansion of commercial activities, and peri-urban development have collectively intensified vehicular pressure within Ranchi Municipal Area. The concentration of government offices, educational institutions, healthcare centres, and business establishments in central Ranchi has substantially increased daily commuter movement.

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The field survey findings presented in Table 3.1 indicate that 88 percent of respondents considered increasing private vehicle ownership as the most important cause of traffic congestion in Ranchi. Rising income levels and inadequate public transportation have encouraged dependence on private vehicles, particularly two-wheelers and small cars. Population growth was identified by 82 percent of respondents as another major contributor to increasing travel demand within the city.

Urban sprawl has also intensified congestion levels. Approximately 74 percent of respondents reported that expansion of residential colonies into peripheral zones such as Kanke, Namkum, Hatia, and Doranda has increased average commuting distance and travel time. As residential areas continue to expand outward while commercial and administrative functions remain concentrated within the urban core, daily traffic movement has increased considerably. The study identified Main Road, Circular Road, Kanke Road, and the Hinoo–Doranda corridor as major congestion hotspots in Ranchi city. Main Road experiences severe congestion during peak hours because of commercial concentration, roadside parking, and heavy pedestrian movement. Circular Road and Kanke Road also face recurring traffic bottlenecks due to increasing institutional growth and inadequate road infrastructure. Similarly, the Hinoo–Doranda corridor has emerged as an important congestion zone due to rapid peri-urban expansion and increased commuter flow.

Weak public transportation systems further aggravate congestion problems. About 69 percent of respondents reported that inadequate public transport facilities force residents to depend on private vehicles. In addition, 71 percent of respondents identified poor road infrastructure as a significant urban transport challenge. These findings clearly indicate that traffic congestion in Ranchi is structurally linked to rapid and uneven urbanisation.

Table 3.1: Major Factors Responsible for Traffic Congestion in Ranchi

| Factor Responsible for Congestion | Respondents (%) |
|---|---|
| Increase in private vehicles | 88 |
| Population growth | 82 |

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| Factor Responsible for Congestion | Respondents (%) |
|---|---|
| Commercial concentration | 77 |
| Urban sprawl and long commuting | 74 |
| Poor road infrastructure | 71 |
| Weak public transport | 69 |
| Roadside parking and encroachment | 64 |

**Source:** Field Survey, 2025

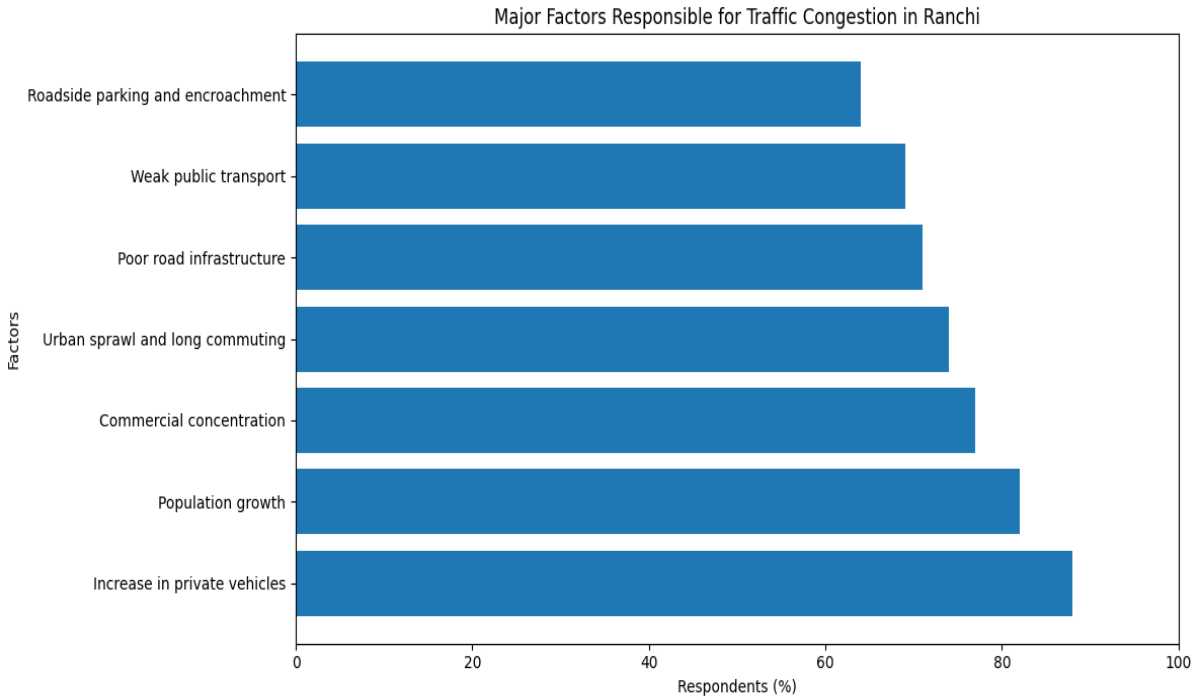



Figure 1: Major Factors Responsible for Traffic Congestion in Ranchi

3.2 Urbanisation and Land Transactions

The study reveals that rapid urbanisation has significantly altered land-use patterns and land transactions in Ranchi city. Since becoming the capital of Jharkhand, Ranchi has witnessed increasing

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demand for residential, commercial, and institutional land. This has accelerated land conversion, speculative real-estate activities, and rising land prices, particularly in peri-urban areas.

Table 3.2 shows that 83 percent of respondents identified residential expansion as the major factor influencing land transactions in Ranchi. Increasing population growth and migration have substantially increased housing demand, resulting in rapid expansion of residential colonies into peripheral areas. Around 79 percent of respondents stated that population increase has directly intensified demand for urban land.

Commercial development has also emerged as a major factor influencing land transactions. About 76 percent of respondents reported that increasing commercial establishments and mixed land-use development have significantly increased land values within the city. Expansion of shopping complexes, educational institutions, and service-sector infrastructure has accelerated commercialisation in both core and transitional urban zones. Agricultural land conversion represents another major consequence of rapid urbanisation. Approximately 72 percent of respondents observed that agricultural land in peripheral regions such as Kanke, Namkum, Hatia, and Booty More has rapidly transformed into residential and commercial land. This reflects the outward spatial expansion of Ranchi city during the post-2000 period.

The findings further indicate the increasing role of speculative real-estate markets. About 68 percent of respondents believed that real-estate investment has accelerated land-price escalation and speculative land purchase activities. Weak regulatory mechanisms and inadequate land-use monitoring have further encouraged informal land transactions and irregular urban development. Around 57 percent of respondents identified weak land regulation as a major factor contributing to unplanned urban growth.

Overall, the findings suggest that urbanisation has substantially accelerated land demand and transformed the spatial structure of Ranchi city, particularly in peri-urban zones where rapid land conversion and speculative development are highly visible.

Table 3.2: Major Urbanisation Factors Influencing Land Transactions in Ranchi

| Urbanisation Factor | Respondents (%) |
|---|---|
| Residential expansion | 83 |

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| Urbanisation Factor | Respondents (%) |
|---|---|
| Population increase | 79 |
| Commercial development | 76 |
| Agricultural land conversion | 72 |
| Real-estate investment | 68 |
| Speculative land purchase | 61 |
| Weak land regulation | 57 |

**Source:** Field Survey, 2025

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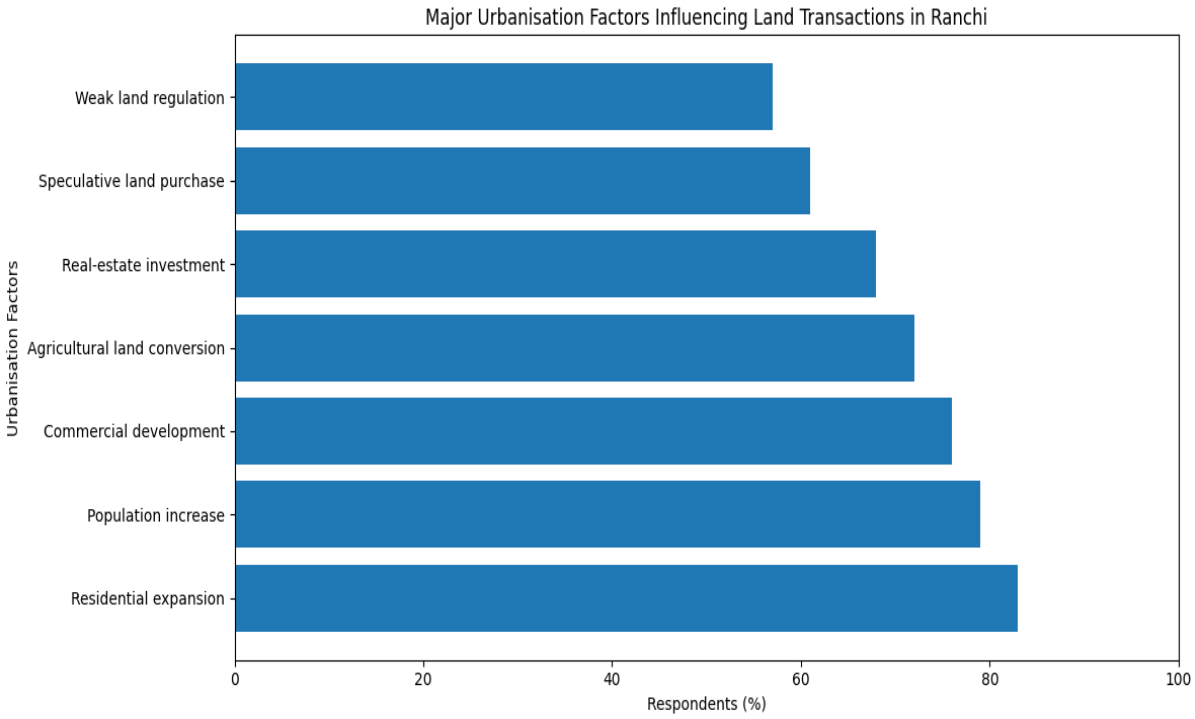



Figure 2: Major Urbanisation Factors Influencing Land Transactions in Ranchi

3.3 Urbanisation and Urban Crime

The analysis reveals a strong relationship between rapid urbanisation and changing urban crime patterns in Ranchi city. Population concentration, migration, congestion, land-use transformation, and socio-economic inequalities have collectively reshaped the social and spatial structure of the city, thereby influencing urban crime dynamics.

The survey findings presented in Table 3.3 indicate that 73 percent of respondents associated high population density with increasing theft and related offences in the city. Densely populated and commercially active urban areas provide greater anonymity and opportunity for criminal activities. Similarly, 71 percent of respondents believed that commercial crowding contributes significantly to opportunistic crimes such as theft, pickpocketing, and snatching. Traffic congestion was identified by 66 percent of respondents as an important factor influencing urban crime. Congested transport corridors and

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crowded public spaces create favourable opportunities for snatching and roadside theft because of high pedestrian movement and weak surveillance. Major crime hotspots identified during the study include Main Road, Lalpur, Doranda, and other transport-intensive commercial areas.

Migration and informal settlement growth have also altered the socio-spatial organisation of Ranchi. About 58 percent of respondents stated that increasing migration and expansion of informal settlements have weakened social cohesion and contributed to low-level informal crime. These findings support the Social Disorganization Theory proposed by Shaw and McKay (1942), which explains that rapid urban growth and residential instability weaken informal social control mechanisms.

The findings also support the Routine Activity Theory of Cohen and Felson (1979), which argues that highly congested urban environments create opportunities for crime by increasing interaction between offenders and potential targets in the absence of effective guardianship. Weak surveillance and inadequate policing were identified by 62 percent of respondents as major urban safety concerns.

Thus, the study demonstrates that urban crime in Ranchi is structurally linked to urbanisation processes such as congestion, migration, population density, and land-use transformation.

Table 3.3: Urbanisation Factors Associated with Urban Crime in Ranchi

| **Urbanisation Indicator** | **Crime Impact Reported (%)** |
|---|---|
| High population density | 73 |
| Commercial crowding | 71 |
| Unemployment and inequality | 69 |
| Traffic congestion | 66 |
| Weak surveillance | 62 |
| Migration and informal settlements | 58 |
| Land-use transformation | 55 |

**Source:** Field Survey, 2025

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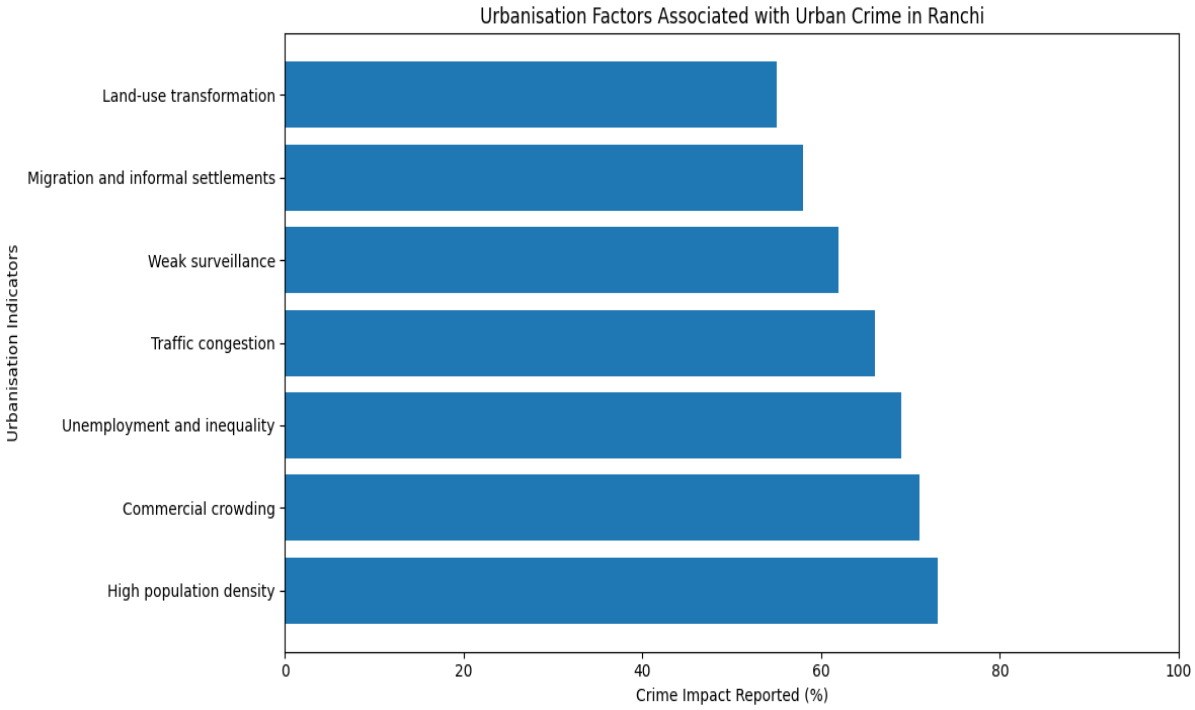



Figure 3:Urbanisation Factors Associated with Urban Crime in Ranchi

4. POLICY IMPLICATIONS AND URBAN GOVERNANCE

The findings of the present study indicate that the emerging urban challenges of Ranchi—namely traffic congestion, unregulated land transactions, and increasing urban crime—are interconnected outcomes of rapid and uneven urbanisation. These challenges cannot be addressed through isolated

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sectoral interventions; rather, they require integrated urban planning, coordinated governance mechanisms, and sustainable policy implementation.

One of the major policy implications of the study is the urgent need for integrated urban planning in Ranchi Municipal Area. Rapid peri-urban expansion, mixed land-use development, and increasing infrastructural pressure have created spatial imbalances within the city. Therefore, urban planning authorities must adopt comprehensive and long-term planning strategies that integrate transport systems, land-use management, housing development, and environmental sustainability. GIS-based urban planning can play an important role in monitoring urban growth, identifying congestion hotspots, analysing land-use transformation, and improving spatial decision-making processes.

Traffic congestion has emerged as one of the most serious urban governance challenges in Ranchi. Increasing vehicle ownership, weak public transport systems, roadside encroachment, and concentration of commercial activities in core urban areas have intensified mobility pressure. The study highlights the need for efficient urban transport planning focused on sustainable mobility management. Expansion and modernisation of public transport systems, development of integrated traffic corridors, intelligent traffic signalling, parking management, and promotion of non-motorised transport can significantly reduce congestion levels. Implementation of the National Urban Transport Policy (NUTP) principles may help improve mobility efficiency and reduce dependence on private vehicles.

Land-use regulation is another critical governance concern identified in the study. Rapid conversion of agricultural land into residential and commercial uses, speculative real-estate activities, and informal land transactions have contributed to unplanned urban expansion. Therefore, strict enforcement of land-use zoning regulations, transparent land-record systems, and regular monitoring of peri-urban development are necessary for sustainable urban growth. Urban local bodies must strengthen institutional mechanisms to regulate informal construction and speculative land markets.

The study also reveals the growing significance of urban crime prevention within rapidly urbanising cities. Population concentration, migration, congestion, and commercial crowding have created favourable conditions for theft, snatching, and property-related crimes. Smart surveillance systems, CCTV monitoring, improved street lighting, and increased police patrolling in congestion-prone and

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commercially active areas can significantly enhance urban safety. The use of data-driven policing and spatial crime mapping may further help identify crime hotspots and improve preventive policing strategies.

Government initiatives such as the Smart Cities Mission and AMRUT (Atal Mission for Rejuvenation and Urban Transformation) provide important opportunities for strengthening urban governance in Ranchi. The Smart Cities Mission can support intelligent traffic management, digital governance, CCTV surveillance, and infrastructure modernisation, while AMRUT can improve urban services, public transport, drainage systems, and sustainable infrastructure development.

Overall, the study emphasises that sustainable urban development in Ranchi requires integrated governance, effective policy implementation, and technology-driven planning approaches. Data-driven governance, GIS-based monitoring systems, improved public transport, strict land-use regulation, and smart surveillance mechanisms are essential for managing the multidimensional challenges associated with rapid urbanisation.

## 5. CONCLUSION

The present study demonstrates that urbanisation has profoundly transformed Ranchi city during the post-2000 period following the formation of Jharkhand state. Ranchi has evolved from a medium-sized administrative town into a rapidly expanding urban centre characterised by demographic concentration, spatial expansion, infrastructural development, and increasing economic activities. However, this rapid urban transformation has also generated several complex urban challenges associated with traffic congestion, land-use transformation, speculative land transactions, and urban crime.

The findings of the study reveal that traffic congestion in Ranchi is closely linked to population growth, vehicular expansion, administrative centralisation, and urban sprawl. Increasing dependence on private vehicles, inadequate public transport systems, and concentration of commercial activities in core urban areas have intensified mobility pressure across major transport corridors such as Main Road, Circular Road, Kanke Road, and the Hinoo–Doranda corridor. Traffic congestion therefore represents a structural outcome of rapid and uneven urbanisation rather than merely a transport-related issue. Similarly, the study indicates that rapid urban growth has significantly reshaped land-use patterns and

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land transactions in Ranchi city. Conversion of agricultural land into residential and commercial uses, speculative real-estate investment, and weak land governance mechanisms have accelerated peri-urban expansion and rising land prices. Peripheral areas have experienced rapid spatial transformation accompanied by infrastructural stress and unplanned development. The findings suggest that urban land markets in Ranchi are increasingly influenced by commercialisation, migration, and speculative investment activities. The analysis also establishes a clear relationship between urbanisation and urban crime. High population density, congestion, migration, socio-economic inequality, and commercial crowding have created favourable conditions for theft, snatching, and property-related offences. Crime patterns are spatially concentrated in densely populated and transport-intensive urban areas where surveillance and infrastructural management remain inadequate.

Overall, the study concludes that traffic congestion, land-use transformation, and urban crime are interconnected dimensions of rapid urbanisation in Ranchi city. Urban growth has occurred unevenly, while infrastructural development and governance mechanisms have not expanded proportionately to manage increasing urban pressure. Therefore, sustainable urban governance, integrated planning, improved transport systems, strict land-use regulation, and smart surveillance mechanisms are essential for addressing emerging urban challenges in Ranchi. **"The future sustainability of Ranchi depends on integrated urban planning, efficient governance, and balanced socio-spatial development."**

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**Dr. Rajeev Ranjan Shrivastava** has been teaching at the St. Xavier's college, Ranchi for the past 25years and is also working as research supervisor on several social science arenas with more than 4 Research Scholar.Under his supervision 8 research scholars have already been awarded Ph D degree from Ranchi University He is currently teaching at the same campus to the students regional planning as well several other graduate and Post graduate courses focusing on agricultural geography and Environment,researchmethodology,Statistics and planning. Born in Ranchi, then Bihar Dr. Shrivastava went to St. Aloysius High School, Ranchi and graduated from St. Xavier's College with an undergraduate honour's degree in chemistry. Afterward he got selected into the prestigious Centre for the study of Regional Development, JNU and pursued his master's as well as M.Phil. from the same. Then after he went to work on "**Changes in Cropping Pattern of Jharkhand:A District Level Analysis**" which earned him his Doctor of Philosophy and also got published his book on 'Emerging trends of Cropping pattern in India' and edited several one. His visionary perspective has led him to work on "Granitic rocks of Ranchi" presented the same at Aswan, Egypt in 2013. He has delivered several lectures at various institutes such as Sri Krishna administrative training Institute, Academic staff college Ranchi University, G.B. Pant social science Institute, Praygraj on various subjects of his interest. He currently **has 12 Single authored papers** and is an accredited co- authored on **more than 20** publications in National and International Journals. He is presently an active member of National Associations of Geographers India (NAGI), The Goa Geographer (A peer- reviewed journal), Association of Professional Geographers of India (APGI), Association of Geographers Bihar and Jharkhand (AGBJ). His area of interests includes Agricultural Geography, Urbanization, Environment and Regional planning and Development.

**Shephali Prakash** is Assistant Professor and Head of the Department of Geography at St. Xavier's College (Autonomous), Mahuadanr, Jharkhand. She is also a Research Scholar at the University Department of Geography, Ranchi University. She holds an M.A. in Geography from Nalanda Open University. Her research interests include urban geography, climate change, remote sensing & GIS, urban environmental challenges, and tribal studies. She specialises in tribal socio-economic and health issues in Jharkhand, urban spatial transformation and sustainability in Ranchi, and geospatial applications for regional development. She integrates mixed-methods research with GIS/RS, surveys, and policy analysis aligned with SDGs. She has led Unnat Bharat Abhiyan field studies and published Springer book chapters and peer-reviewed papers on water scarcity, tribal livelihoods, and extreme weather impacts.