



THANE MUNICIPAL CORPORATION CITY DEVELOPMENT PLAN

1.0 CONTEXTUAL BACKGROUND

1.1 VISION THANE - 2031

The cities play a pivotal role in India's development. One billion-plus population of India is predominantly rural while over 300 million people live in Urban areas. One third of the urban population lives in thirty five urban agglomerations or cities with million plus populations. The share of GDP generated in urban areas has increased over the past ten years, and accordingly urban poverty levels have declined. Cities are responsible for delivering various public services. Even though, severe infrastructure shortages in water supply and sanitation, roads, transportation, housing, health & education, and inefficient management have resulted in poor quality services with limited coverage. These inadequate services and worsening environmental conditions disproportionately affect the poor.

The Thane district is one of the most urbanized districts in India. District's 70% population lives in urban area. Thane city is one of the major urban centers in the District as well in the Maharashtra State. The rapid urbanization and the higher growth rate over the years has resulted into the infrastructural deficiency which in turn affects the quality of urban life. Therefore to undertake systematic development of the city, Thane Municipal Corporation has initiated the preparation of VISION-2031 for the city.

The Visioning of Thane is set around the adage -

"IMAGINE AHEAD – PLAN BACKWARDS "



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It is a perspective and a vision for the future development of the city that highlights the goal to create economically productive, efficient, equitable and responsive city. The vision focuses on the development of economic and social infrastructure, strengthening of organization, financial accounting, budgeting systems and procedures and the overall capacity building of the organisation. It also emphasizes on creation of frameworks for bringing in accountability and transparency, elimination of legal and other bottlenecks that have stifled the land and housing market. It provides a basis for urban planner to undertake reforms that will help direct investment into city based infrastructure.

The VISION Thane is to make Thane a global metropolis and a world class city, where the people of Thane can experience growth in their standard of living & improved qualities of life in a sustainable environment. This will inter-alia necessitate planning and action to meet challenges of population growth, provision of adequate water supply, sewerage network, dealing with the issues of slum, provision of adequate infrastructure services, observation of environment, preservation & eco-friendly development of city lakes, development of social infrastructure and implementing these activities within a frame work of sustainable development & promoting public private and community participation.

The mission of VISION is to make Thane one of the foremost cities in the country in terms of growth, equity and quality of life. The Corporation looks for a preferred future city and the means that would help the city choose the path leading to it so as to create attractive and productive urban environments for inhabitants, business and visitors. Hence, TMC has adopted a holistic approach for developing the Thane City where in the focus is on reducing poverty and that every citizen in the city will have access not only to the basic minimum needs but will also avail the opportunities to lead a happy and fulfilling life. Therefore the



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intent of the vision for the city shall be to facilitate, promote the economic growth of the city & to improve the quality of life of the people, particularly the life of the poor.

1.2 CITY DEVELOPMENT PLAN

The Local self government and other parastatal bodies responsible for the service provision to the urban population are facing tremendous shortage of funds, capacity and resources. At the same time the revenue raising powers of these bodies are very poor owing to inefficient recovery of property tax and inability to levy the user charges. Therefore even the Constitution (seventy fourth) Amendment Act, 1992 bringing innovative and drastic changes in municipal functioning and administration did not prove full effective. After independence, the population in Indian cities is continuously increasing. There are various reasons for this rising urban population. The various development activities in the field of infrastructure and industrial activities, trade and commerce, banking and other services and service sector, housing & construction sector mainly concentrated in the cities which ultimately create better job opportunities and comparatively better living conditions thereby attracting the rural population to migrate in these cities. Also, at the same time, the rural economy which does not change over the years as compare to the urban economy, ultimately forces the rural poor to migrate in these cities for their survival and livelihood. Thus, situation of the urban infrastructure is drastically becoming grave and will be beyond control when the trends showing rise in urban population will cross 50% from present 28%. Considering all these aspects along with the present need of world economy, the Govt. of India has launched, the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) in FY 2005-06. The goal of this Mission is to create economically productive, efficient, equitable and responsive cities. As a



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step to achieve these goals every city has to first formulate the city Development Plan. The CDP is intended to focus on infrastructure development, strategies for such development and issues of concern and strengthening of Municipal governance which shall provide a basis for cities to undertake urban sector reforms that help direct investment into cities through urban infrastructure. The Govt. of India has launched, JNNURM programme from the FY 2005-06 for next seven years. For effective implementation of the urban sectoral reforms, the city Government needs incentives and support. Therefore JNNURM will be implemented over a period of seven years with a financial outlay of around Rs. 50,000 crores from the Govt. of India, to be executed in 63 cities and towns across India. Thane, being contiguous to Greater Mumbai, has been considered for the programme as a part of Mumbai Urban agglomeration. The cities and the State Govts. seeking assistance under this scheme require to execute Memorandum of Agreement (MoA) with Govt. of India indicating their commitment to implement identified reforms. These cities require to prepare a City Development Plan (CDP) and detailed project reports (DPR) for which assistance is expected, and has to be submitted along with the MoA. The City Development Plan (CDP) is the urban local bodies strategy that expresses vision for future perspectives of the city and how it intends to achieve the goal in near future. The CDP also identifies the thrust areas in various sectors that are needed to be addressed on a priority basis in order to achieve the objective and goals of the VISION.

1.3 EMERGING CHALLENGES

After the independence, as Indian cities are growing and becoming the centers of economic activities, more and more people are migrating to these urban centers in search of employment and survival. Being a democratic country, migration



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from all over India in these cities can not be prohibited. So, owing to natural rise in population and migration, the city population is continuously increasing. According to National Decennial Census 2001, the urban population was to the tune of 28% and may cross 40% in the next decade. Already the present infrastructure and city economy is tremendously stressed to cope up with the present population this itself reflects the grave situation in coming future.

Thus, the emerging challenges that have to be addressed carefully in preparing vision and CDP of the city are -

- a) Rising challenge of urban poverty.
- b) Globalization resulting in competition between the cities.
- c) Rising population demanding expanse in economy & infrastructural activities.
- d) The unplanned and imbalanced developmental activities raising concern of economic and environment sustainability.
- e) Equitable development of the city.
- f) Carrying capacity of the city.

1.4 FOCUS OF VISION AND CDP

The city economy and its growth is the main focus area of VISION and CDP. These documents and the strategy proposed in it aim to improve the overall economic efficiency, employment generation and promotion of services. It seeks to exploit the thrust areas and the growth engines of the city thereby to increase domestic and foreign investment in the city. This also aims in enhancing the cities ability to compete in present scenario of globalization. The Vision and CDP Thane focuses on -

- a) Identification of thrust areas and effective exploitation of cities growth



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engines.

- b) Initiation of financial reforms to achieve desired strength
- c) Efficient and equitable development by accommodating urban poor for sustainable city development.
- d) Promoting means of livelihood of urban poor.
- e) Enhancement in governance by implementing various models.

The city of Thane focuses Vision and CDP by adopting the currently most fruitful source of methods and techniques i.e. the **FUTURES FIELD**.

FUTURES, PROSPECTIVE, FORESIGHT, SCENARIO PLANNING AND URBAN VISIONING CAN SUCCESSFULLY BE USED IN PROMOTING URBAN PLANNING PROCESSES IN ORDER TO FOSTER THE SUSTAINABLE DEVELOPMENT.

The futures field will favour a more holistic, inclusive, integrative and creative approach.

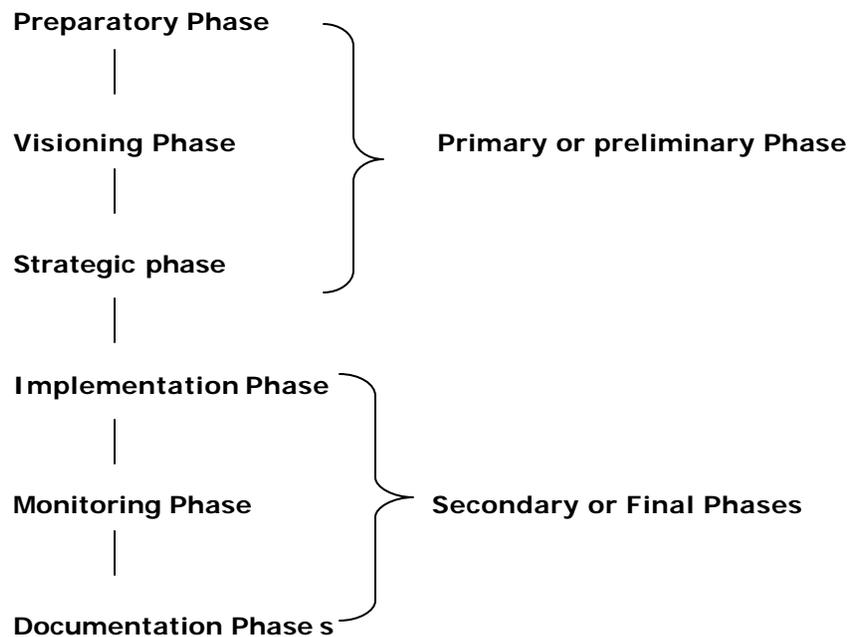
1.5 PHASES OF VISION AND CDP

The preparation of Vision and CDP for the city of Thane involves the initial phases which comprises of thorough consultation with the citizens and with all the stakeholders. This includes preparatory phase, visioning phase and strategic phase. The later phases of vision and CDP includes implementation, monitoring and documentation phase. These phases will involve when the prioritised projects



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as envisaged in the vision and CDP will be actually implemented. The schematic line diagram of these phases can be drawn as follows -



1.6 PLANNING PROCESS

Prior to preparation of CDP, TMC has already been in the process of preparation of VISION 2031 for Thane City. The Vision 2031 process has been based on active participation of various stakeholders and thorough consultation. For the preparation of the VISION – 2031 and City Development Plan, a programme steering committee has been constituted under the chairmanship of Municipal Commissioner. This Committee comprises of core members and the supporting staff, which has been coordinating and executing the entire process of preparation of VISION 2031 and City Development Plan for the Thane City. The thorough consultative process adopted in formulation of VISION and CDP can be summarized in the following sequence -



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1.6.1 CITIZEN'S PARTICIPATION

The process of VISION 2031, started with direct participation of the citizen of Thane representing various sections of the society. The initial part was carried out in two ways. First, an appeal was made to the citizens through local electronic & print media to express their views about where Thane was and where they think it to go? What the city needs to address on a priority basis? And what were the various routes, strategies and interventions needed for the vision 2031 ? In the second part, the existing nine groups of senior officials of various departments representing Administration at Citizens Doorstep, initially had been given a standard questionnaire to conduct a survey. These groups visited various families residing in nine administrative wards of the Corporation and representing various sections of the societies and successfully completed house to house survey of families. This survey has tremendously helped to know the perception and expectation of the common citizen on CIVIC Services and their priorities. In fact the VISION and the CDP is the outcome of thorough consultative process adopted by the Corporation.

1.6.2 FORMATION OF TMC OFFICIAL'S GROUPS

For formulation of any vision or strategy, the foremost thing is to document and assess the status of the existing infrastructure and institutional capacities and to assess the on going initiatives and the projects. For documenting the details six groups of TMC officials were formed, representing various levels within the organization. These groups were directly working under the guidance of Municipal Commissioner



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About five meetings of each group were conducted and during the process mapping exercise of existing infrastructure have been completed.

1.6.3 FORMATION OF STUDY GROUPS

The next step is to assess the existing infrastructure and on going initiative and projects along with assessment of institutional status. The methodologies applied in these exercises enabled participants to look at the city in its entirety. The key to sustainability required determination to focus simultaneously on all dimensions - physical, environmental, social and economic infrastructure, along with the short-term, medium term & long term planning process from the micro level to macro level. Hence the area of vision has been divided into three categories -

- a) **Physical infrastructure** – covering roads, bridges, flyovers, subways and power.
- b) **Environment infrastructure** – covering water supply, sewerage and sanitation, wastewater disposal, solid waste management, green cover and city lake rejuvenation
- c) **Social infrastructure** – covering education, health, slum redevelopment and improvement and cultural entertainment and tourism related infrastructure.

These three main areas were again divided into six sub areas and accordingly six study groups were formed. For each subgroup thrust areas were identified, each study group were formed with citizen from various walks of life viz., professional, academicians, consultants, architects and developers, representatives of print and electro nic media, representatives of local reputed educational institutions, historian, environmentalist and NGO'S.



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Two important tasks i.e assessing the existing infrastructure and recommending planning for the future, were allotted to these study groups. The study groups were provided with the analytical data, regarding cities environment and demography. In the first stage the study group carried out the assessment exercise of the existing infrastructure and accordingly enlisted the areas of concern in each field and identified the growth engines of the city. In the second stage these study group prepared the concept papers for each sector allotted to them. Several rounds of consultation between these study groups were carried out and accordingly draft papers were prepared for each sector.

FORMULATION OF ACTION PLAN

Action Plan is the outcome of thorough consultative process adopted in formulation of Vision and CDP. A general appeal was made by the Corporation to the citizens of Thane through news papers, electronic media and simultaneously the Corporation carried out a survey through Administration at citizens doorstep. The Corporation covered about 1800 families through this drive who expressed their desire and need about infrastructure for the city. These 1800 families have expressed their views regarding existing infrastructure and civic amenities and at the same time they have made suggestions regarding future growth of the city. The priority for the investments in various infrastructures has evolved through the expectations and desire of the general public.

The six study groups then examined various issues of concern expressed by the citizens. After thorough consultation and interaction amongst them, they have conceptualized a Action Plan for Vision and CDP based on



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aspirations of the citizens in association with the steering committee. While preparing action plan for each sector, the priorities expressed by the general public were taken into consideration by these groups.

1.6.4 FORMATION OF ELECTED REPRESENTATIVES GROUPS AND DISCUSSION OF ACTION PLAN

Thane Municipal Corporation has 121 elected representatives constituting the General Body. A steering committee comprising of Mayor, Dy. Mayor, Chairman Standing Committee, Leader of the House and Leader of the Opposition was formed. This steering committee formed six different groups for each sector comprising the remaining 113 Corporators. The sectoral paper and the action plan of each sector had been submitted before these respective groups, where thorough consultation was carried out. Considering the parameter of prioritization the group of Corporators and steering committee have given valuable suggestions. The sector papers and the action plan of each sector accordingly have been modified and finalized.

1.6.5 FEASIBILITY ASSESSMENT AND INVESTMENT SCHEDULING.

The action plan thus submitted by the study groups and modified as per the suggestions from each group of Corporators have been obtained after thorough discussions in a series of meetings amongst steering committee and TMC official's groups. These groups have carried out the feasibility, estimation and investment scheduling for the action plan of each sector.



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The planning process adopted by the TMC in formulation of Vision and CDP is discussed at length in the above paragraph. The broad parameters for preparation of CDP adopted by TMC can be summarized in following five phases-

Phases - 1: Documentation and assessment of existing infrastructural and institutional status.

Phase - 2: Identification of growth engines and SWOT analysis.

Phase – 3: Defining vision and mission statement

Phase – 4: Identification of priorities and finalization of action plan.

Phase – 5: Feasibility assessment and preparation of business plan.

The approach and process adopted in formulation of City Development Plan can summarily be represented as follows.

STEP 1	STEERING COMMITTEE	CONCEPTUALIZATION & CO-ORDINATION
STEP 2	OFFICIAL GROUPS	MAPPING OF EXISTING INFRASTRUCTURE AND DATA COLLECTION
STEP 3	PUBLIC PARTICIPATION	VIEWS AND EXPECTATIONS , DIRECTION FOR CHANGE, PRIORITIZATION
STEP 4	STUDY GROUP OF EXPERTS	ASSESSMENT OF EXISTING INFRASTRUCTURE, SWOT ANALYSIS, IDENTIFICATION OF GROWTH ENGINES, ISSUES AND CONCERNS, CONSULTATION, FUTURE PERSPECTIVE AND FORMULATION OF ACTION PLAN.
STEP 5	CORPORATOR'S GROUPS	PRIORITIZATION, DIRECTION FOR CHANGE AND RECOMMENDATIONS
STEP 6	MP, MLA, MLC's & OFFICE BEARERS	SUGGESTIONS AND RECOMMENDATIONS
STEP 7	STEERING COMMITTEE AND OFFICIAL GROUPS	PREPARATION OF DRAFT VISION AND CIP
STEP 8	PRESENTATION TO GB	FINAL CITY VISION (VISION 2031 AND CDP)



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The city has tried to identify the importance of the whole process by which the vision is developed. Bringing the right agencies & people together to share their perceptions & ambitions and enabling them to think creatively & flexibly together has been valuable as the particular findings have been derived from the effort where in the process has generated informed choices. The process is just not about seeing a future or guaranteeing an outcome but it has defined a rich and intellectually robust and defensible process.

1.7 OUTCOME OF CONSULTATION

The analytical process of documenting the VISION 2031 has helped TMC in preparing a detailed action plan in the VISION-2031 by categorizing the projects as physical, environmental and social infrastructure. Further the projects identified, while formulating the City Development Plan, have been prioritized on the basis of the requirements expressed by the citizens and various stakeholders. The assessment done during the survey carried out amongst 1800 families identifies the infrastructure gaps in the existing system, the issues and concerns under each service sector, the requirement of new constructions as well as the up-gradation, augmentation of the existing infrastructure. Subsequently the strategies have been planned with the aim of ensuring optimal and efficient utilization of the infrastructure.

Hence, TMC has prioritized its projects, on various parameters, within the guidelines of the JNNURM, focusing on major aspects like the poverty alleviation, upliftment of the poor, eco-friendly projects which have a positive impact on the city's environment. TMC has given significance to these parameters so as to provide equitable and sustainable infrastructure to the city. The investments in the following infrastructure have been prioritized –



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- Underground Sewerage System
- Integrated Nalla Development Project
- Station Area Transport Improvement Scheme
- Additional 100 MLD Water Supply Scheme
- Road Connectivity & Linkages
- Area Level Improvement Schemes (Subways, Flyovers)
- Road Concretization
- Slum Redevelopment
- Slum Improvement Schemes
- Lake and Creek Conservation Programme
- Development of Recreational Places

The prioritization has helped the Corporation to prepare a schedule for each activity that will help to execute the CDP in a time bound and disciplined manner.



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2.0 CITY PROFILE

2.1 THANE FACT SHEET - 2005

*	City Population	-	12,61,615 Souls (2001 Census)
*	State Population (Maharashtra)	-	969 million (2001 Census)
*	City Area	-	128.23 Sq.km.
*	State Area	-	308000 Sq. Km.
*	No. of Slums	-	211 Nos / 1,09,955 House holds
*	Slum population	-	5,49,775 Souls
*	Potable Water Supply in Slums	-	98%
*	Toilet Facilities in slums	-	78%
*	Access roads to Slums	-	87%
*	City literacy rate	-	87%
*	Installed water capacity	-	362 MLD
*	Sewerage System Coverage (Underground)	-	17% (Geographical) 23 % Population
*	Solid waste generation	-	500 M.T.
*	Road Length	-	280.00 Km.
*	Primary School	-	Total - 308 Aided - 66 Non Aided - 109 TMC - 133
*	Recreational Space	-	0.51 Sq m / Soul
*	Municipal Revenue (Rs.in lacs)	-	39206
*	Municipal Expenditure (Rs.in lacs)	-	30399



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2.2 BASIC INFORMATION

The city of Thane is one of Maharashtra's major industrial town and the district headquarters. The National Decennial Census 2001 pegged the population of the city at 12,61,517. Thane is included in the Mumbai Metropolitan Region and is one of the 18 Urban Centers therein. Being the first urban Center on the periphery of the Greater Mumbai, the city occupies a unique position in the region. The city has been marked by rapid demographic growth and has witnessed ten fold multiplication in the last forty years. However owing to large industrial development and its proximity to the Greater Mumbai, Thane has demonstrated its will to rise to the challenge and exhibit marked improvement in generating increased revenues and convert them into better economic growth, improved services and expanded infrastructure. The geographical jurisdiction of the Thane city spreads over an area of 128.23 sq. km. The city is located at the mean sea level on the northern part of the Konkan region. The city is also known as Lake city because of the 35 lakes encompassing an area of about 40 Ha.

2.3 HISTORY

Historically significant, the city of Thane forms an important urban agglomeration of Maharashtra State. Thane derived its name from "STHAN" or "STHANAKA", then known as the Head Quarter of the Konkan Kingdom of the Shilaharas. The earliest reference of this place was traced as early as in 636 A.D., when the Governor of Bahrain and Oman had sent a plundering expedition. Thane flourished earlier as a port in the period 1094 A.D. Thereafter as a result of Naval defeat in 1529, Thane became a tributary to the Portuguese and it seems, it had then started prospering. In the early 1730, the Portuguese had started construction of the Fort. The Maratha Empire Captured the city in 1737 and



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completed the construction of the fort. Thereafter in 1774, the British captured the city. Thus around 1800, the town had grown mainly to the west of the Fort with a road leading towards south-west to Mumbai and a road towards north leading to surat via Ghodbunder.



Fig.2.1 Map Showing Thane in MMR



Fig 2.2 Map showing areas of Thane City

Thereafter it became District Head Quarter and came up as an Industrial Town during 1960-70. The major industrial estates like Wagle, Kalwa, Kolshet and Balkum complex were developed during this decade. The city comprise of a number of tanks spread all over. Sir Patrick Geddes, an eminent British Town Planner during his visit to the city in 1915, was impressed by the tanks and had suggested preservation & beautification of tanks. Because of those tanks; Thane is called as "City of Lakes".

The Great Indian Peninsular Railway company started the first railway running between Mumbai & Thane on 16th April, 1853. The first local self government in the form of Thane Municipal Council was formed in the year 1863. The major industrial establishments started there business in the city during the decade 1960-70, which has changed the status of the town as major industrial town in Maharashtra. Thereafter from time to time the boundaries of Municipal limits were



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extended and today's Municipal Corporation of the City of Thane has geographical area of 128.23 Sq. Km. with its boundaries contiguous with that of Greater Mumbai, Navi Mumbai, Mira Bhyander and Kalyan Municipal Corporation.

2.4 GEOGRAPHY

2.4.1 LOCATION

The city of Thane is located on the North-East of the Salsette Island and on the Northern extremity of Greater Mumbai. In fact boundaries of Greater Mumbai and Thane are contiguous. The city falls on latitude $72^{\circ}.50'$ North with longitude $19^{\circ}-10'$ East. The Central railways main and local lines pass through the city, which connect the city to north-north east and south-south east parts of the India. Recently the Thane-Turbhe local line have connected the city to Navi-Mumbai & Panvel node through the rail network. The Mumbai Agra road and the old Mumbai-Bangalore road, the two important national highways pass through the city which connects the city to all parts of India through road network. Because of this rail & road network, Thane city is well connected to Greater Mumbai. The important national port of Mumbai and Navi Mumbai are at about 25-30 km from the city. The domestic as well as International airports are at the distance of about 15-20 km from Thane. Due to very shallow waters in the creek, during high tides, affording limited navigability, the city has lost its significance of having a historical port for county craft.

In the regional context, Thane Municipal Corporation (TMC) area is included in the Mumbai-Metropolitan Region (MMR) for which there is a regional plan. The important development of region is development of Navi-Mumbai as another satellite city of Greater Mumbai, development of bulk shipping of oceanic harbour with integrated transportation network,



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development of Bandra-Kurla Complex and development of Kalyan Ulhasnagar - Ambarnath Complex.



Fig 2.3 Thane in MMR

This unique locational and the geographical characterization has also affected the growth and placement of urban structures within the city. The centrality, easy accessibility, existing infrastructure, established market place, civic services, facilities and recent trend of tremendous developmental activities make this place more pivotal in MMR.

2.4.2 TOPOGRAPHY

The city is characterized by high hills on one side and submersible marsh land along the Thane Creek, and Ulhas River bank on the other side. The plain terrain actually forms a wide belt along the foot-hills & away from creek water, Ulhas river banks. Such a situation has also distracted the growth and placement of various activities. The highway runs centrally through the plains and windings along the foot of the hills.

2.4.3 CLIMATOLOGY

2.4.3.1 CLIMATE – The Thane Climate is typically coastal, sultry and not very hot. The area receives average rainfall of 2500 mm to 3000 mm viz. in rainy season while the dry period is the summer and winter season.



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2.4.3.2 TEMPERATURE – It is observed that the mean maximum temperature varies from 35°C to 40°C during the whole year. The temperature is maximum during the months of March to June. Due to humidity during this period, the weather condition is intolerable being more sultry. The weather is tolerable during the months of December to February with temperature ranging from 25°C to 35°C being minimum out of the year.

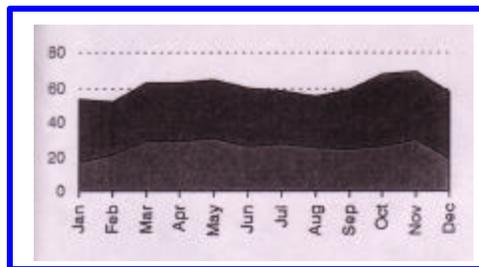


Fig 2.4 Minimum & Maximum Temperature in Thane

2.4.3.3 RAINFALL – Being in the western coast, the rainfall is usually experienced from beginning of June to end of September with annual mean rainfall of 2500 mm. The average rainfall in the city over the past decade has been calculated to be about 2442.8 mm. Most of the rainfall received is a result of southwest monsoon, though occasionally some rainfall has been reported in the winter months (from the north east monsoon) or in late summer (pre-monsoon showers).

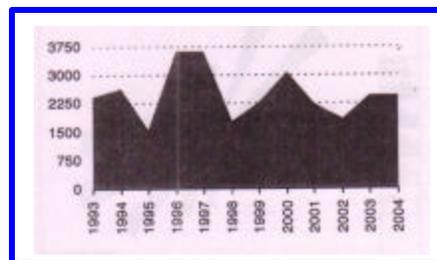


Fig 2.5 Annual Rainfall in Thane since the year 1992



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2.4.3.4 HUMIDITY – The range of variation in humidity is from 40% to 100%. The highest humidity is observed in the month of August. The overall humidity throughout the year in the city is on the higher side. The average humidity throughout the year is 44% and the maximum humidity experienced during the year in the monsoon months is about 98%.

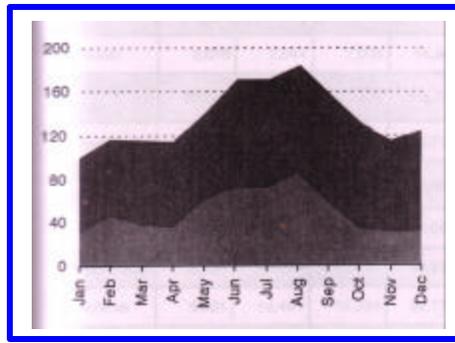


Fig 2.6 Minimum & Maximum humidity in Thane

2.4.3.5 WIND DIRECTION – The wind direction is predominantly from west and northwest of the town for maximum period of the year. The mean wind velocity is about 11 km/hr. The maximum velocity varies from 15 to 19 km/hr during June to August. The wind speed and direction for various seasons for the year can be represented in the wind rose diagrams.

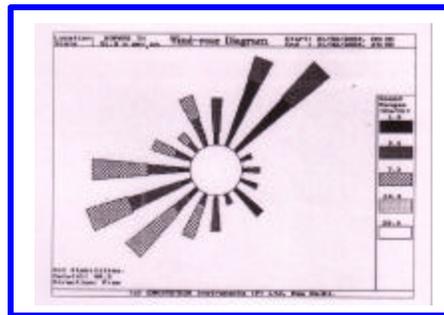


Fig 2.7 Average Wind Rose of March

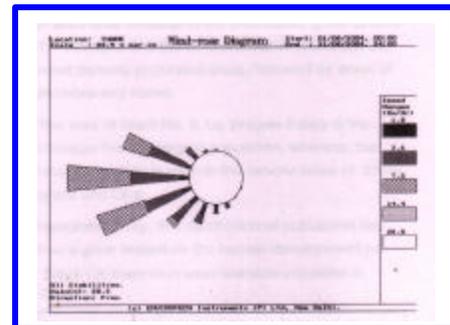


Fig 2.8 Average Wind Rose of August



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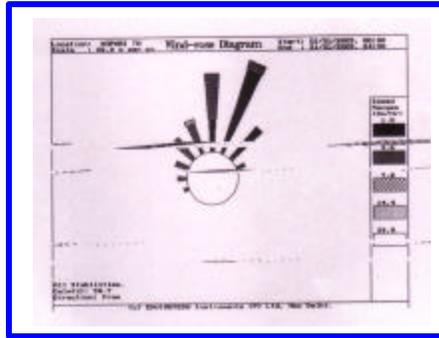


Fig 2.9 Average Wind Rose of January

2.5 DEMOGRAPHY

2.5.1 CURRENT TRENDS

The demographic characteristics i.e. the emerging trend in population growth, its characteristics, spatial distribution are sure to have profound influence on the structure and size of the city. It is therefore essential and interesting to study the dynamics of population growth and structure of city. The analysis is expected to reflect questions such as - is the population growth excessive? by what measure? is it at average or below average? which factors underline the growth? Is it a natural increase in-migration or jurisdictional change? What are the broad terms? What are the characteristics of the in-migrants? What implications does population growth have for shelter, services and infrastructure? What is the social composition of city's population, in terms of income and in terms of the access to shelter & services? What are the poverty levels in the City? Are they growing or declining? Is the problem of slums a matter of major concern for the city? Is the problem consistently growing or is it the one



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that is showing signs of stabilization? As population is a key parameter for planning of infrastructure and other activities, a thorough analysis as discussed above shall help the city to take an analytical and holistic approach towards urban management.

The census data reveals that the population of Thane has increased continuously since 1931. The increase was 68.6% during the decade 1941-51 and by 59% during 1951-61. The rate of growth was noticed to be 50.1% during 1961-71. The annual growth rate during the decade 1971-81 works out to be 8.12% which was the highest in the MMR. The rate of growth works out to be 6.78% during the decade 1981-91. While the annual growth rate during the last decade was about 5.85%.

The rate of growth is high during 1941-51 mainly due to considerable exodus of refugee population as a result of country's partition and thereafter the growth is attributable to industrial development. The present trend shows that the city is growing as a suburban dormitory town.

The intra city population analysis shows that the central areas of Thane are the most densely populated areas followed by areas of Mumbra and Kalwa, Wagle Estate and Vartaknagar has the largest population whereas, the least population is seen in the remote areas of sheelphata and Diva.



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Table 2.1 - Population growth

Year	1961	1971	1981	1991	2001	2005 Estimated
Population (Souls)	136591	261615	474170	795833	1261517	1544390
Average Annual Growth rate	-	5.25%	6.77%	6.78%	5.85%	4.50%

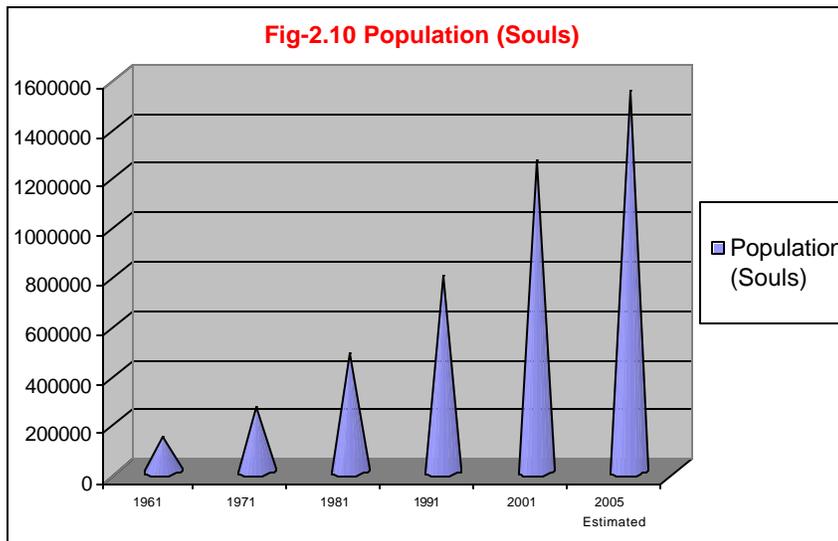


Table – 2.2 - Wardwise Population distribution of Thane City (2001 Census)

Ward	Uthalsar	Naupada	Kopari	Kalwa	Mumbra Div Shil	Wagle Estate	Railadevi	Vartak nagar	Owle Manpada Kolshet
House holds	32533	22723	12622	39716	39212	70669	38767	9605	17220
Male	76460	50228	28384	90072	103432	171277	91355	22643	41296
Female	68923	47240	26934	74707	95726	142485	78374	18163	34852
Total	145383	97468	55318	164669	199158	313762	169729	40806	76148

Table 2.3 - Literacy Rate in Thane City

	Male	Female	Total
Literate	561086	412109	973195
Nonliterate	123027	165295	288322
Total	684113	577404	1261517



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Table 2.4 - Major slum areas & slum population in Thane

Area	Kopari	Kalwa	Railadevi	Vartaknagar	Mumbra	Manpada	Wagle Estate	Uthalsar	Naupada	Total
No. of Households	7479	21828	24998	10253	11717	21804	3430	3306	5140	109955
Population in Slums	37395	109140	124900	51355	58920	109010	17125	16430	25500	549775

From the tables & charts given above, it is seen that the average female to male ratio in the city stands at 870 females per 1000 males. The Maximum ratio of 948 is seen in Naupada area, while the least ratio of 802 is seen in the areas of Balkum which has large number of migrant labour.

The average number of members per household is 4.45 with maximum 5.14 in Mumbra and minimum of 4.14 in Kolshet.

The overall literacy rate in male population is seen to be more at 93% as compared to that of female population @ 81%. The average literacy in the city has been found to be about 87%

Slums are an unavoidable outfall of the rapid urbanization of cities, as more people migrate in search of livelihood. The slum population in 2005 has been estimated with a marginal increase in slum population as compared to the past estimates.

The present estimate of the slum dweller in the city is about 5.49 lacs. But the overall percentage of slum population is consistent @30% to 35% over the last 4 decades. The highly developed & densely populated areas are Naupada, Uthalsar and Industrial Area of Wagle Estate. In the absence of exact data, the migrant population can actually be ascertained by reviewing the ward wise increase in population. This reveals that 40% population increase of every decadal growth can be considered as realistic in -migrant population in the city.



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2.5.2 FUTURE PROJECTIONS

The population figures of the Corporation area have been projected upto the year 2041 taking into consideration the spatial growth of the city. As per the present trend of development the population figures are projected as given below -

Table 2.5 Population projections

Year	2011	2021	2031	2041
Population Projections	19,07,734	26,11,365	33,66,556	41,73,305
Growth rate	51.22%	36.88%	28.92%	23.96%

It can be assumed that the present growth trend will continue at least upto the year 2011 and will slow down thereon over the following three decades. Based on the above projections, the visioning for the land management as well as for the urban management is required to be done.

2.5.3 POPULATION IN SLUMS

The overall population of the city has been continuously increasing but the analysis of the demography of the city reveals that the population in the slums has been consistently increasing over the past decades. The details of the population in slums has been summarized in the table 3.6



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Table 2.6 Population in Slums

Year	Population in Slums	Total Population of the City	Slum Population %
1981	1,41,395	4,74,170	29.8
1991	2,54,290	7,95,833	31.90
2001	4,20,027	12,61,517	33.20
2005	5,49,775	15,44,390	35.50

2.5.4 THE FACTS

The demographic trends as discussed earlier including current trends and future projections, reveals many issues and concerns. These issues and concerns are summarized as -

- Over the years even though the total city population, has been increasing continuously, population in slums has remained 30% to 35% of the total population.
- The rate of growth in Thane city is much more than rest of Maharashtra and other cities in Maharashtra.
- The sex ratio presently indicates 870 female to 1000 males. But it needs to be improved considering the present trends.
- The city literacy rate is 87% and is much more than the rest of Maharashtra and other similar cities. But the overall literacy and literacy amongst female needs to be improved.
- Various methods of population projection shows the city population continuously increasing and it may be about 41 lakh in the year 2041, But, the carrying capacity of the city needs to be taken into consideration. Present sanctioned development plan and the land available for development shows city can accommodate maximum population of 34.20 lakhs.



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- According to the planning norms the open spaces and the developed sites for various amenities are not sufficient to cater the need of present population. So considering the future projection of population lot of efforts are required to be made in this regard.

- Though the present infrastructure is comparatively better, the population projection reveals the kind of pressure that is going to be imported on the infrastructure in near future.

The information, education and communication (IEC) mechanism needs lot of upgradation for increasing the awareness amongst the people regarding birth control, infant mortality, literacy and health.

2.6 URBAN PLANNING

The planning authority for the city of Thane is the Thane Municipal Corporation being established in 1982 by merging the then Municipal Council with adjoining 32 villages which were the part of Mumbai Metropolitan region. In order to cater the metropolitan dimensions rapidly emerging on account of urban growth of these peripheral villages around the main town, the Municipal Corporation of City of Thane has been established. TMC is charged with planning, regulation, control and co-ordination of urban growth within territorial jurisdiction of the city. Zoning and mandating the type of land use over its entire jurisdiction is one of its key functions. It also has responsibilities to provide basic civic amenities to the citizens along with the preparation and execution of infrastructural development projects. Thus corporation has planning, controlling and implementing role over its entire jurisdiction.

The City has its locational importance in the Mumbai Metropolitan region. The tremendous industrial and developmental activities in the region has its direct



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impact on such activities within the Thane city. After the independence, the city has developed as a major industrial center in India. The developmental activities within those industrial premises in the corporation area are being controlled by the special planning authority viz; Maharashtra Industrial Development Corporation.

2.7 EXISTING DEVELOPMENT PLAN

2.7.1 GENESIS OF THANE DEVELOPMENT

- 2.7.1.1 The Great Indian Peninsular Railway Company was formed in 1849 & the first railway line between Mumbai & Thane was opened for traffic on 16.04.1853. This is considered as one of the most important landmarks in the economic development of the Mumbai Thane Region.
- 2.7.1.2 In 1863, the Thane Municipal Council was formed with population of 9000 persons.
- 2.7.1.3 In 1916, the railway tunnel, 4326 feet long, under the Parsik hills was opened for traffic forming the shortcut between Thane & Diva to a considerable extent. The Pokharan Road leading towards the water reservoir was also constructed. The Wadia Wollen mill now known as Raymond mill was the first large industry located at Thane.
- 2.7.1.4 In 1951, the census showed a substantial increase in population with 63,575 persons which was an increase of 113.69% during the decade 1941 to 1951. During this decade, Thane was at the threshold of Industrialization. Among the industries setup during these years, located at the west of the Town deriving access from



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Mumbai-Agra road are the J.K. Chemicals, Cadbury-Fry, Modella Wollen Mills, J.H. Johnson & Co., Bush Radio Company etc.

- 2.7.1.5 In 1958, the boundaries of the Municipal Council were extended towards South upto the boundry of Mumbai Municipal Corporation, comprising of Kopri & Chendani Villages & part of Naupada also.
- 2.7.1.6 The construction of Express highway was started in 1958-1959. On completion of the project it created considerable transportation in the town structure. All the through traffic destined to & originating from Mumbai has been streamlined through this express highway
- 2.7.1.7 In the year 1959, the Municipal Council declared its intention to prepare the Town Planning Scheme Thane No. 1 & published the same in the year 1962. The scheme was undertaken for the area between the old agra road & the pipeline with the Wagle Industrial Estate towards west and bounded by Pokhran road No. 1. towards North for implementation of proposals of sanctioned development plan. The scheme was finally sanctioned by the Government on 18th January 1985 and which came into force in 1st May 1985.
- 2.7.1.8 The Thane Borough Municipal Council resolved in 1957 to prepare the Development Plan of Thane through Town Planning & Valuation Department. The Development Plan so prepared and submitted to Government by the Borough Municipal Council was sanctioned in December 1963 by the Government.
- 2.7.1.9 In 1961, the Wagle Industrial Estate was started, giving further impetus to industrial development.



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- 2.7.1.10 In 1961, the zone plan for the area towards Northern & Western sides of the Municipal Council was prepared by the Town Planning & Valuation Department for development of the area in an orderly manner as there was great pleasure of development for various industrial activities because of restrictive policy for industrial developments within the Greater Bombay area.
- 2.7.1.11 In 1962, the Thane Municipal Council declared its intention to prepare the Town Planning Scheme No. 2 for part of Naupada area and the entire Municipal Area to the south of railway line. This scheme was subsequently withdrawn and not processed further.
- 2.7.1.12 In 1963, Trans-Thane Creek Industrial Area was established along a 20 km strip of land between the Thane Creek & the Parsik Hills which has resulted in the growth of Kalwa Industrial Area. During this period the Kolshet-Balkum Complex, consisting of the villages of Kolshet, Balkum, Chitalsar-Manpada, Majiwada & Kavesar all situated along the Thane-Ghodbunder Road towards North had started developing for industries.
- 2.7.1.13 In 1965, Regional plan for the Mumbai Metropolitan Region was undertaken & the same was sanctioned by the government in the year 1973. The plan envisaged the amalgamation of the areas of Majiwade, Chitalsar-Manpada, Kolshet, Balkum, Owale, with the then Thane Municipal Council.
- 2.7.1.14 In 1970 the revised Development Plan for the jurisdiction of the then Thane Borough Municipal Council was prepared and published by the council & sanctioned by Government in November 1974.



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- 2.7.1.15 In October 1982, The Thane Municipal Corporation was formed consisting of the erstwhile Thane Municipal Council and 32 other settlements including the Kolshet-Balkum Industrial Complex & other villages along the Thane-Ghodbunder Road along with Kalwa, Mumbra, Kausa, Diva etc. towards east.
- 2.7.1.16 In 1984, Thane Municipal Corporation declared its intention to prepare the draft development plan for its entire jurisdiction including revision of the sanctioned Development Plan under its resolution no. 538 dt. 24.01.1984.
- 2.7.1.17 In 1984, as per the Industrial Location Policy contained in the resolution of Government in Industry, Energy & Labour department, the Thane Municipal Corporation has been included in Zone II, as per which industrial units including small scale industries stand curbed and restricted. Only service industries identified under the Development Control Rules are permitted at appropriate locations.
- 2.7.1.18 After coming into existence in 1982, TMC initiated the process of preparing the existing land use (E.L.U.) map as first step in preparation of D.P. for the entire Corporation limit. The process of preparation of Draft Development Plan was initiated in the year 1986 & the Draft D.P. was published in the year 1991. The Revised Draft D.P. was again submitted for the approval of the State Govt. in the year 1996. The Govt. sanctioned the part D.P. in the year 1999 & the remaining part was subsequently sanctioned in the year 2003.



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According to Development plan, the area of the corporation is 128.23 sq.km. which is divided into eleven planning sectors. Thus the area of the corporation is about 7 times the area of the then Thane Borough Municipal Council. The developed area at the time of publication of Draft D.P. was about 19.14% of the total Corporation area. Review of existing D.P. shows that the performance on the part of actual implementation is not satisfactory. This is mainly due to the following reasons.

- * The time elapsed between preparation and sanction of Development plan gave way to unplanned development.
- * The growth of population is tremendous on account of natural increase & migration. This gave rise to the encroachment on reserved sites.
- * Many reserved sites for various public purpose amenities are affected by the provisions of C.R.Z. stipulations.
- * According to 1991 Ready Reckoner the acquisition cost for 804 reserved sites amounted to be Rs. 139 crores but for now the same for open & developable 407 reserved sites as per present rates amounts to be Rs. 2833 crores. This shows the cost to be incurred for the land acquisition is also one of the major hurdle in implementation of D.P.

2.7.2 PLANNING AUTHORITIES

Thane is an important industrial city and is a district administrative Head Quarter. The land uses and the consequent results in congestion of roads, density of population and fast deteriorating level of services are becoming more and more complex day by day. Prior to the formation of Thane Municipal Corporation, the developments within the then Thane Municipal Council area had been controlled by the Local Authority as per the zoning proposals of the sanctioned Development



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Plan of Thane. The land use for the outer area was controlled by the Collector of Thane, as per the zone plan, prepared for the area by the Town Planning & Valuation Department and being the proposals of sanctioned Regional Plan for BMR. The land use in the eastern part viz. Kalwa, Mumbra, Diwa and other villages merged within the Corporation area was also controlled by the Collector Thane as per the zoning proposals of the Bombay Metropolitan Regional Plan.

2.7.3 PLANNING DOCUMENTS

The following Planning Documents had been providing advice for regulating the Development & controlling the use of the land, prior to establishment of the Municipal Corporation –

1. Sanctioned Development Plan for the area of erstwhile Municipal Council of Thane
2. Zone Plan for Thane North Industrial Complex forming part of the sanctioned Regional Plan.
3. Zone Plan for Kalwa-Parsik and Kharigaon area forming part of the sanctioned Regional Plan.
4. Town Planning Scheme Thane No. 1 – This provides a detailed Planning Scheme finally sanctioned by Government under M.R. & T.P. Act, 1966. This provides a Plan for Infrastructure Development with consequent reconstitution of the plot boundaries etc.
5. The Bombay Metropolitan Regional Plan for controlling the land use for the area of Thane Municipal Corporation outside the above plans.



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Scenes of sporadic and uncontrolled growth of structures in the outlying areas included in No Development zones, unauthorized industrial sheds and indiscriminate use of road lands and foot-paths by vendors have indicated partial acceptance of the planning policy and approach laid down in the above mentioned planning policy documents. Absence of schemes for wholesale land acquisition and development for pushing the Development in the desired direction, absence of strict control and watch on the Developmental activities does indicate a serious weakness in the development and planning system.

The present planning document in force is the Development Plan for entire area of Thane Municipal Corporation. After establishment of the Municipal Corporation, the process for preparation of Development plan was initiated in the year 1986. The draft development plan for the city was published in the year 1991. The state Government has returned the said plan to the Thane Municipal Corporation on 7th March 1995. Thereafter Corporation has submitted revised development plan on 19th February, 1996 for approval of the State Govt. The State Govt. has accorded sanction to the said development plan partially in the year 1999 and finally in the year 2003. This development plan is the present planning document for the city in force and is valid for twenty years.

2.7.4 SANCTIONED DEVELOPMENT PLAN

Thane Municipal Corporation came into existence on 1st October 1982. Thereafter TMC initiated process of preparing the existing land use map (E.L.U) as first step in preparation of development plan for the entire



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Corporation area. The previous development plan for the then council area was sanctioned in the year 1974. The Corporation was formed consisting of the erstwhile Municipal Council and the 32 other settlements including the Kolshet - Balkum Industrial Complex and other villages along the Thane-Ghodbunder road along with Kalwa, Mumbra, Diva, etc, on east. So Corporations intention declared on 24th January 1984 for the preparation of development plan for the entire jurisdiction includes the revision of the sanctioned development plan of 1974. Thus the process of preparation of draft development plan has initiated in the year 1988 & at the end the Draft Development Plan (DDP) was published in the year 1991. After complying all the legal formalities the revised development plan was submitted for the approval of State Government in the year 1986. The Govt. of Maharashtra after making necessary enquiries and consulting with the Director, Town Planning of Maharashtra State (DTP) finally sanctioned the development plan with some modifications on 14th May 2003.

The sanctioned development plan covers the total area of 128.23 sq. km. The Planning authority for the development plan is Thane Municipal Corporation and as per clause 42 of the Maharashtra Regional and Town Planning Act, 1966. It is obligabry for TMC to implement the development plan. The validity of the development plan is for 20 years from the date of final sanction of the plan.

The salient features of the sanctioned development plan are summarized as follows :



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- The total area of corporation is 12823 Ha, out of which 5930.23 Ha is developable, 3682 Ha is non developable while 3211.77 Ha is the green zone area.
- There are 11 planning sectors where 804 are total reserved sites covering area of 1267.65 Ha.
- The area under road shown in the development plan is 742.97 Ha..
- The area under residential zone is 2665.61 Ha, while that under industrial zone is 1254 Ha.
- As per 1991 prices, the cost of acquisition of entire land under reservation was worked out as Rs. 209 Crores.

2.7.5 IMPLEMENTATION STATUS

Most of the cities are being developed by transforming from village to town, town to city, city to metropolitan city. But Indian Planning system has never considered the future growth and expansion of the city. It only emphasizes on the territorial jurisdiction and act accordingly with the help of planning standards prescribed. On the same line the development plan for the then Thane Municipal Council was prepared, published and ultimately was sanctioned by the State Govt. in November 1974. This plan also did not consider the future expansion of city. Even though the adjoining areas of the then Municipal Council fell under the regional plan, because of different planning & controlling authority effective control over developmental activities in the region could not be exercised. On 1st October 1982, Thane Municipal Corporation was established by merging the areas of adjoining thirty two villages. The total area under the jurisdiction of TMC is 128.23 sq. km. which is about 7 times the area of



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the then Borough Municipal Council area. Thereafter the procedure for preparation of development plan for entire Corporation area has been initiated in the year 1986. The existing land use (ELU) survey had been carried out in the year 1986-87 and the actual draft development plan was prepared & published in the year 1991. The State Government has finally sanctioned the plan in the year 2003. This shows the time elapsed in between the preparation and sanction of the plan. The Thane city is contiguous to the Greater Mumbai and is strategically located in the Mumbai Metropolitan Region (MMR). The tremendous developmental activities and abnormal growth of the region in nineties have given rise to encroachment on the proposed reserved sites, roads & footpaths and unauthorized constructions on private lands.

The Thane Municipal Corporation's considerable area comes under creek, marshy land, salt pan, forest and hilly terrain. Most of these areas are no development zones. But some encroachment have already taken place on these areas also. By predominant category wise development the entire Municipal Corporation area may be divided into three groups -

1. The areas within the limits of the then Municipal Council and its just outside fringe area.
2. The Corporation area further beyond, towards north bounded by the Sanjay Gandhi Park towards West and river Ulhas towards East.
3. The area of Municipal Corporation to east of Thane creek wherein the railway stations viz., Kalwa, Mumbra, Diwa with the environs have been developed as suburban dormitories.



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Thane Municipal Corporation area is having contiguous area of the Municipal Corporation of Greater Mumbai, New Mumbai on southern side and that of Kalyan Municipal Corporation towards east.

The Coastal Regulation Zone stipulations (CRZ) have come into force later, which also have substantial impact on the development & affect 115 no of reserved sites and some important roads. Already 149 no of reserved sites shown for public purposes in the sanctioned development plan have been entirely vanished due to encroachment. Thus at present in all, Corporation cannot develop these 264 no. of reserved sites for various public purposes.

The Corporation has recently carried out the detailed survey of all the reserved sites shown in the sanctioned development Plan. The survey results reveal that still today some 405 reserved sites shown in the development plan are open and can be developed for the designated purposes. Out of 804 sites shown in the development plan, at present only 67 sites have been developed. The poor success in implementing the development plan has already been discussed at length. The other important aspect which contributes to this poor success are absence of schemes for wholesale land acquisition and the financial constraint to acquire these lands.

In spite of all the problems & issues, Corporation has planned time bound strategy for development of the open sites. Corporation is effectively using the instrument of Transfer of Development Right (TDR) through the public private participation i.e. the landowners & developers in development of these reserved sites, shown in sanctioned development plan.



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The Corporation has already implemented the integrated road development programme in different phases since 1997. It has helped to develop, widen and beautify the city roads. The present network of 763 roads is measuring 280 km of length.

2.8 ECONOMY

2.8.1 ECONOMIC BASE OF CITY

The city of Thane has been the key center of human activity which are considered as the engines of the economic growth. The city, ever since the establishment of the Thane Municipal Corporation, has been dramatically transformed and is becoming more complex, more competitive and better connected than ever before.

The historical economic indicators show that there has been versatility in the overall economy and the city never had a predominant economic base. The historical indicators imply that the primary sector, the secondary sector and the tertiary sector have been the key sectors to fuel, the economic activity of the city. Whereas the population and employment are the main planks of the economic growth and these have been related to the above key sectors (Primary, tertiary & secondary sectors) that have been the driving force of economic development.

A comparative data as available from the MMRDA presents the population in the administrative units of Thane, Greater Mumbai, MMR and Maharashtra. The comparative population growth data is tabulated as below :



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Table 2.7 - Population growth of Thane, Greater Mumbai, MMR & Maharashtra during 1971-2001

SR. NO.	UNIT	1971	1981	1991	2001	CARG		
						1971 to 1981	1981 to 1991	1991 to 2001
1.	THANE	261615	474170	795833	1261517	6.78	5.85	4.50
2.	GREATER MUMBAI	5970575	8243405	9925891	11914398	3.28	1.87	1.84
3.	MMR	6539943	9685090	12791568	16665075	4.00	2.82	2.68
4.	Maharashtra	50412000	62715000	78921000	96752000	4.65	4.39	3.48

OBSERVATIONS :

- Share of population of Thane in that of MMR is increased from 2.5% in 1971 to 7.6 % in 2001.
- Share of population of Greater Mumbai in that of MMR is reduced from 77% in 1971 to 63% in 2001
- Share of population of MMR in Maharashtra is increased from 15% in 1971 to 22% in 2001.

2.8.2 ECONOMIC PROFILE

The contributions from the key sectors to the economy of the city have been varying and the scenario has completely changed today when compared to that prior to the emergence of the Municipal Corporation. After the emergence of the Municipal Corporation, a new form of socio-economic entity heralded, which has been uniquely human. The city then onwards has emerged as a centre of political power. The concentrated environment encourage social contact, the dissemination of information and awaken a certain energy and



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innovation, which in turn attracted more people and the problem posed by the concentration of human-kind arrived.

Slowly the primary sector has been diminishing and the overall scenario highlights a strong and emerging economy with an increasing contribution of income from tertiary sector and a modest contribution from secondary sector.

The contribution of income from the key sectors at the constant prices (93-94) has been summarized in the table given below.

Table 2.8 District Income at constant prices – 1993-94

(Rs.in.crores)

Years	Primary	%	Secondary	%	Tertiary	%	Total
93-94	585	6.02	4424	45.36	4742	48.62	9752
98-99	698	4.92	6294	44.32	7208	50.76	14200
2003-04	889	4.42	7221	36.22	11552	58.75	19662

The figures given above in the table reflect the contribution of income from key sectors in the total income of the Thane District, while the statistics of population as per the District Statistics Office is as follows.

Urban population	59.02
Rural population	22.29
<hr/>	
Total population	81.31
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Thane City population = 12.61 lacs

While the per capita income of the Thane district as compared with Mumbai & Maharashtra is as follows



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Table 2.9 Comparative Statement of per capita income

Year	Mumbai	Thane	(Fig.in Rs.)	
			Thane City	Maharashtra
1993-94	24,382	17,521	21,376	12,326
1998-99	31,922	23,558	28,741	15,804
2003-04	-	38,568	47,053	-

Analyzing the population and per capita income of the district, the per capita income of the city has been worked out. The overall scenario reveals that the city population is 22% of the total district urban population. Further taking the population as a base and assuming the city per capita income to be 1.22 times of the district per capita income the city per capita income is as follows –

Table 2.10 Per capita Income of Thane City

Years	Rupees
93-94	21,376
98-99	28,741
03-04	47,053

With the above assumptions the GDOP comes to Rs. 6587 crores while the district GDP is Rs. 34,695 crores. The GDP of the city as compared to that of district GDP is about 19% In the district there are 6 Municipal Corporation, 9 Municipal Councils, 13 Panchayat Samitis, 960 Gram Panchayats, so considering the number of units in the District, & the GDP of District, the city GDP seems to be substantial.

2.8.3 EMPLOYMENT SCENARIO

In the three decades since the 1960's there has been a marked increase in global interconnectedness which has been especially pronounced in the



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1990's. This acceleration is directly linked to the rapid technological change, profound cultural shifts, expanding globalization and the ubiquitous impact of modern communications. Expanding globalization has a greater impact on the city's economy which can be seen from the city's population that have chosen a style and class to work and live. The city population, which is a business class or the class working in multinationals and are professionals, have a very high annual income and reside in far better colonies and in upcoming residential complexes, in townships, which become the symbol of status for certain individuals. While 30% of the population that resides in the slums are self-employed and indulge in activities like the carpentry, tailoring, driving, technical jobs etc. Being an industrial area, another major chunk of population are working as casual workers. A summary of employment, as available from the Statistical District Office of the city, is given below.

Table 2.11 Population & Resident Workers (2001)

Population	Main Workers	Marginal Workers	Total Workers
12,61,517	3,93,413	25,891	4,19,304

Table 212 Employment available (1998)

Adult Male	Adult Female	Child Male	Child Female	Total
1,50892	24,234	1389	378	1,76,893

Table 2.13 Distribution of Establishment by Employment size class (1998)

	1	2-5	6-19	20-49	50-199	200 +	Total
Establishment	67,267	78,112	17,362	4,955	725	165	1,68,586
Employment	67,267	2,16,560	1,60,876	1,36,059	63,317	1,12,577	7,56,656



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OBSERVATIONS :

Employment Available

The employment available in the Thane City is 1,76,893 and that available in the district is 7,56,656. Hence the employment available in the Thane City when compared with that of the Urban Thane District is about 23%.

Contributing & Non – Contributing workers

The above tables show that with total number of 4,19,304 workers being in the Thane City and only 1,76,893 number of employment being available it can be said that only 1,76,893 workers of the total number of workers, are deployed in the city area while the remaining 242411 workers travel outside the city and are deployed somewhere in the remaining of MMR. This reveals that only 1,76893 workers contribute directly to the economy of the city while the remaining 242411 workers cannot be identified as non-contributing as they contribute to the income of the city by paying some sort of taxes, fees, charges, rents etc.

The summary of employment available in the urban Thane pertaining various establishments, nature of operations, premises status, type of energy, type of ownership, by number of years of operations are provided in the tables given below.

Table 2 .14 Employment in Agriculture & Other Establishment (1998)

	Agriculture	Non- Agriculture	Total
Establishment	2764	1,65,822	1,68,586
Employment	8222	7,48,434	7,56,656



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Table 2.15 Employment & Establishments by Nature of Operation (1998)

	Perennial	Non-Perennial	Total
Establishment	1,66,805	1,781	1,68,586
Employment	7,52,490	4,166	7,56,656

Table 2.16 Employment & Establishments with premises status (1998)

	With Premises	Without Premises	Total
Establishment	1,49,142	19,444	1,68,586
Employment	7,21,615	35,041	7,56,656

Table 2.17 Employment & Establishments by type of Energy Used (1998)

	Without Power	Electricity	Petrol/Diesel	Others	Total
Establishment	1,14,069	36,510	8,956	9,051	1,68,586
Employment	3,57,847	3,37,820	18,792	42,197	7,56,656

Table 2.18 Employment & Establishments by type of Ownership (1998)

	Private Non-Profit Institution	Private Others	Co-Operative	Government	Total
Establishment	1,070	1,64,602	580	2,334	1,68,586
Employment	7,369	6,53,817	9,863	85,607	7,56,656

Table 2.19 Employment & Establishments by Number of Years of Operation (1998)

	Less than 1 Yr.	1-5 Yrs.	6-8 Yrs.	More than 9 Yrs.	Total
Establishment	6,173	87,845	21,968	52,600	1,68,586
Employment	17,340	2,53,692	91,638	3,93,986	7,56,656



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Table 2.20 Distribution of Private Enterprises according to Social Group and Gender of Owner

Gender of Owner	Social Group of Owner				
	ST	SC	OBC	Others	Total
Male	3,612	7,378	17,834	1,31,527	1,60,351
Female	152	359	882	2,858	4,251
Total	3,764	7,737	18,716	1,34,385	1,64,602

From the above statistics, it can be seen that employment is one of the important indicators of the economic growth. There is a shift in the nature of activities from traditional manufacturing to the service sector. There is a substantial increase in number of establishments as well as employment in finance, banking and service sector.

2.8.4 FUTURE ECONOMIC SCENARIO OF THE CITY

With the above issues galloping their way in the city's economy, the Corporation for last few years has integrated its efforts to enhance the economic growth. The Corporation has adopted new initiatives to maintain healthy economic base, which includes limiting conversion of industrial zone into residential and commercial zones. The Corporation has reduced Octroi rates for industrial products, which would be compensated by consumer products where as the I.T industry has been given 100% Octroi exemption on its products for the first five years. The Corporation is also seriously planning the development of city in a disciplined and organized manner by strictly following the implementation of the sanctioned development plan. The Corporation has passed certain resolutions pertaining the bye laws of land use pattern. With the initiative taken by the Corporation there exist greater potentials for all type of developmental



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activities in the coming 10 to 15 years. Hence, the housing and real estate markets in the city can be viewed in this broader context as a derived demand on the basis of changing economies. The developers who are facing the acute shortage of land in Mumbai compounded by escalating prices have found Thane to be a perfect alternative while people preferring multi-amenities complex are getting affordable homes in the city. The housing development, in turn is demanding the development of commercial and retail space to cater the demands of the residents. People in the city with disposable income and an escalating propensity to spend has prompted the development of organized retail market in Thane. The supply scenario shows that by end of 2007 Thane would have approximately 12.5% of the new residential stock expected to be launched/ready for occupation while there are 7 upcoming malls/shopping plazas in the city.

Apart from the commercial and retail sector another sector contributing to the economy is the education sector. Competition in the education field is driving the parents to give their children the best available education for which they are willing to spend extra money. With the increasing demand for the availability of best education, many private schools have mushroomed offering various international level education at school level in Thane. Similarly, the growth in population, demand for retail developments and educational developments has opened the gateway for other services like the finance, banking, insurance, personal service sector etc.



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Thus, the increase in the number of establishment in various sectors has increased greater opportunities for employment in the city. Similarly rapid technological change, expanding globalization, profound cultural shifts and new economic trends have brought about a whole range of fresh employment opportunities as well as challenges. The service sector that has emerged as a new growth engine in the city has gained momentum in the IT & BPO segments. The latest segment gaining momentum in this sector is the KPO – Knowledge Process Outsourcing. The city is slowly moving towards being a high end knowledge service provider with the multinational companies outsourcing their non-core processes to other experts. Thus the KPO industry is being viewed as a significant opportunity in the city for availing employment. The overall growth of the city foresees ample employment opportunities thus contributing in the total income and enhancing the economy of the city. But finally the productivity of urban areas largely depends upon the efficiency of the urban infrastructure. Thus, from the Corporation's point of view for the sustained economic growth of the city, efficient delivery of urban infrastructure services along with the expansion of services commensurating with the pace of urban population growth is of crucial importance.

2.9 URBAN POOR

Thane has been one of the foremost Municipal Corporations in India that has tried to implement a sustainable community development programmes for the urban poor. A preliminary survey indicates @35% population of the city of Thane live in slums. TMC has identified a total of 211 slums, with an estimated population size of 5,49,775.



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Thane Municipal Corporation is implementing Slum and settlement upgrading, improvement and redevelopment programme successfully over the years. Since the year 2000, TMC has taken a holistic approach in implementing such schemes. These include National Slum Development Programme (NSDP), Integrated Slum Development Programme (ISDP), Improvement in Backward class areas and Leprosy Colony Improvement Schemes. The redevelopment scheme includes WAMBAY and SRD Schemes.

Priorities of these schemes include the project on detailed survey of slums, identification of slum dwellers, land acquisition, listing of existing amenities in the slum, fixing the eligibility criteria, modifications in the Development Control Regulations, IEC mechanism, monitoring mechanism and the Authority. All these priorities are established by involving individual slum dwellers, co-operative housing societies, Developers, the Central & State Govt., MHADA & private contractors.

For implementing improvement programme, the entire financial resources are shared by the Central Govt. and the Corporation while technical & human resources are jointly made available by the Corporation and the private contractors. The process adopted for implementation of these schemes is formulated by Central Govt., State Govt. & the Corporation. For fund allocation the guidelines of the Central Govt are used to follow while for execution procedure the guidelines prescribed by the State Govt. are usually adopted. The various services and amenities provided in these slums includes pathways, storm water drains, waste water drains, community toilets, water supply, street lights and social infrastructure such as ground, garden, crematory, gymnasium, reading room, social center etc. In the past five years more than 100 slums have been covered under this programme. In the last three years about 268528 sq. mt. of



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pathways, 49591 Rmt of storm & waster water drains, 283 seats of public toilets, 24261 Rmt of water supply lines and 37 bore wells were provided in these slums.

The Corporation is receiving overwhelming response for the SRD schemes. Uptill now plane table survey of 60 slums has been completed. The TMC has submitted 45 proposals to the state committee which has cleared 38 proposals and Corporation has given commencement certificate to 24 such schemes. Six schemes are on the verge of completion while the work of 18 schemes is in full swing. About 5000 slum dwellers are expected to be benefited from these schemes, out of which 2000 have already been rehabilitated. Other than this, corporation has been able to avail 1300 sq mt constructed market, 1300 sq mt land of garden reservation and 1300 sq mt land under road reservation. These reservations are available to Corporation free of cost.

2.10 APPROACH TO IMPROVING URBAN LIFE

Over the past few years, TMC has made sustained efforts to develop its infrastructure facilities to meet the demands of the rapid growth. In the recent past TMC has completed integrated road development programme through which 185 km. city roads were widened and a number of infrastructural activities have been carried out. But the great speed of growth and rapid transformation in the character of development has necessitated to look beyond the sectoral policy and to take holistic approach. As the productivity of urban area largely depends upon the efficiency of the urban infrastructure, TMC hence initiated the preparation of City VISION in May 2004. Holistic approach taken by the TMC in VISION Thane, has emphasized on means of improving urban life which can be summarized as –

- a. Shelter and basic service for all.
- b. Comprehensive, Integrated planning of urban infrastructure.



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- c. Private sector involvement in providing infrastructure and service.
- d. Efficient, economic and equitable urban services.
- e. Greater local participation in management of services.
- f. Making environmental concerns an integral part of development planning.
- g. Development of trunk infrastructure and arterial infrastructure.

2.11 MUNICIPAL FINANCE

2.11.1 FINANCIAL PERFORMANCE

The TMC finances are classified into Budget 'A' & Budget 'C'. The budget 'A' represents the general accounts of TMC other than those related to water and sewerage services which are reflected in the budget 'C'. Through 1999-2004, TMC's total revenue income under Budget 'A' increased at an average annual growth rate of 11.5% from 163.40 Cr in FY 1999 to Rs. 275.20 Cr in FY 2004. TMC mobilizes its Budget 'A' revenues mainly from Octroi & Property tax. In recent years the income from Town Planning Development department has also increased substantially on account of increase in the construction and developmental activities.

The total revenue income of TMC's budget 'C' has increased at an average annual growth rate of 12.6% from Rs. 27.9 Cr. in FY 1999 to Rs. 49.9 Cr in FY 2004. TMC's mainstay of revenue under Budget 'C' is reflected in the collections made against the water benefit tax & water charges. The TMC also collects Sewerage Benefit Tax & drainage tax. TMC entails recurring expenditure for maintenance and upkeep of the various services provided by it. Budget 'A' revenue expenditure grew from Rs. 102.30 Cr. in FY 1999 to Rs. 174.10 Cr. in FY 2004 at a modest



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average annual growth rate of 11.4% but the average annual growth rate for the subset period starting FY2002 to FY2004 is much higher at 18.6% due to implementation of fifth pay commission recommendations and related arrears during this period. Over the last decade there has been no significant change in resource allocation proportions of various major expenditure heads. This continuance of overall allocation of resources needs to be viewed positively in view of periodic change in management of corporation. Total Budget 'C' revenue expenditure grew from Rs. 29 Cr. in FY 1999 to Rs. 67.10 Cr in FY 2004 at an average annual growth rate of 19.6%

Total capital Expenditure grew at a CARG 38% in 1999 as compared to the last decades 20.8%. The capital expenditure for Budget 'A' represents a discretionary element that varies from year to year based upon available financial surpluses. Substantial capex in the past was made in expanding and widening the road network in Thane city while in the recent years Cement Concretization of Roads, Development of Ward , Backward Area Development and Nala Construction Work constitute other key capex.

Capex of Budget 'C' is in part supported from regular transfers of surplus from Budget 'A'. A key component of Budget 'C' expenditure over the past years has been implementation of TMC's own 100 MLD Water Supply Scheme while the purchase of water pipes, augmentation of water supply distribution system and other related works have constituted regular capex.



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The Grants contributions to TMC's budgets have been miniscule and capital expenditure has essentially been funded from the TMC's own surpluses and loans. The outstanding loans of the TMC as on 31st March 2005 were Rs. 181 Crs. and the TMC has been repaying its debts on a timely basis.

2.11.2 OVERALL BUDGET ANALYSIS

The overall budget analysis reveals the financial position of TMC for last 3 years which is as follows :

Table 2 .21 Overall Budget Analysis

(Rs. in crores)

Sr. No.	Items	2002-03	2003-04	2004-05
1.	Revenue Receipts	307.74	329.14	384.70
2.	Loans & Grants	33.76	41.55	31.64
3.	Total Receipts (1)+(2)	341.50	370.69	416.34
4.	Revenue Expenditure	208.23	239.76	291.50
5.	Capex	115.57	101.51	84.55
6.	Debt Payment	17.70	28.34	20.91
7.	Total Expenditure (4)+(5)+(6)	341.50	369.61	396.96
8.	Revenue Surplus (1)-(4)	99.51	89.38	93.20
9.	Coverage Ratio (1)-(4) / (6)	5.6	3.1	4.4

TMC has posted a revenue surplus throughout the last decade. The revenue surplus has been almost consistent for the last three years even though there has been a substantial growth in revenue receipt in the last three years. The strong revenue surplus over the decade is a measure of fiscal responsibility. The fact is that TMC



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recovers entire revenue expenditure from revenue receipts itself. To meet the increasing infrastructure needs of the city, TMC has regularly resorted to borrowing for specific projects. The debt stock has gradually increased from Rs. 204.04 crores for the FY 2002-03 to Rs. 293.36 crores for the FY 2004-05 registering a CARG of over 7% in last three years. Accordingly, the debt servicing expenditure has also increased over the years. But TMC has refinanced most of its high cost loans in the FY 2003-04 & 2004-05, and the process has enabled TMC to leverage the total amount of loans at a relatively lower cost. About 60% of TMC'S expenditure is of fixed nature. This, as a proportion to the revenue receipts is about 40% which gives TMC a good deal of financial flexibility.

2.11.3 COST RECOVERY IN URBAN INFRASTRUCTURE

The principle governing cost recovery assumes that service charges will be levied on all urban services to generate adequate resources to not only cover operations and maintenance expenditure but also the capital costs incurred in providing the service. But practically it is not always possible to ensure full cost recovery particularly in case of services which are non-exclusionary in nature. But when users can be easily identified and their usage of a service is monitored, the principle of full cost recovery partially applies. This is also largely true for TMC as indicated in the table below which essentially measures recovery of revenue expenditure.



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Table 2.22 Cost recovery in various services

Service	Cost recovery %	Subsidy %
Education	12	88
Health Care	12	88
Solid Waste Disposal	0.40	99
Fire Fighting	40	60
Water Supply	60	40
Sewage Disposal	6	94

The cost recovery on various services provided by TMC is low, but extremely low in public goods such as fire fighting, solid waste disposal and services like sewage disposal. TMC'S ability to maintain the level of services in the face of such poor cost recovery has been the result of buoyant octroi revenues. But TMC intends to improve the efficiency in the provision of such services like checking water loss, metering, etc., increasing revenues by raising user charges and by outsourcing some of the activities.

2.12 CITY GOVERNANCE

2.12.1 DIFFERENT AGENCIES & RESPONSIBILITIES

There are number of units governing a city. Similarly the Thane city is governed by number of units which conduct and control various function in the city. In the city of the Thane, the basic function of providing civic services, amenities, infrastructure, are controlled by the Thane Municipal Corporation. The function of allotting land, the ULC and other land related provisions are controlled by the Collector office of Thane. There are other units like the Maharashtra Industrial Development Corporation that govern the functioning of



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the industries in the city area. Thane has a healthy economic base with chemicals, textile, engineering being the key industries. The Maharashtra State Electricity Board (MSEB) controls the functioning of the electric supply and the issues relating to the power supply in the city. The government has restructured the Maharashtra State Electricity Board into four companies with effect from 6.06.05. The Maharashtra State Holding Co. Ltd., Maharashtra State Power Generation Co. Ltd., Maharashtra State Transmission Co. Ltd., and Maharashtra State Distribution Co. Ltd. There are various telecommunication and networking units but the one major government unit is Mahanagar Telephone Nigam Ltd. The functions and issues relating the traffic and transport are controlled by the Regional Transport Office.

The Corporation, while providing civic services and amenities has to co-ordinate with above mentioned authorities and accordingly control the functioning in the city area. So also the concerned units have to co-ordinate and seek necessary permissions when the above mentioned units have to carry out any works related to their functioning in the Municipal limits. Apart from this, the respective units contribute directly or indirectly to the economy of the city as well as the functions pertaining to the units like MIDC, MSEB, MTNL contribute a major component to the revenues of the Thane Municipal Corporation.

2.12.2 MUNICIPAL FUNCTIONING

The Thane Municipal Corporation that caters to Thane city, is governed by the Bombay Provincial Municipal Corporation (BPMC)



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Act, 1949. As per this act, TMC is obligated to provide basic infrastructure like water supply drainage, sewerage, road and services such as solid waste management, fire fighting, street lights, education and primary health. The act empowers TMC to levy taxes such as octroi and property tax, user charges for water supply, sewerage and fees on various other services. But besides providing basic services, in addition, the TMC also runs maternity hospitals, medical college, training institutes (like IAS & Nursing), swimming pool, auditorium, stadium, etc. Which are not obligatory under the BMC Act. On most parameters, such as quality of road per capita water supply and underground drainage connection, TMC compares favorably with other Municipal Corporations in the Country.

2.1.2.3 GOVERNANCE AFTER 74TH CONSTITUTION AMENDMENT ACT

As per the 74th Amendment (of the constitutional Act), 1992 the TMC has regularized its functioning in a planned and disciplined manner particularly in respect of the 12th schedule of the 74th Constitutional Amendment Act. The main focus of the 74th amendment is to invite the participation of the common citizens in the day to day functioning of the urban local body. The Corporation has been initiating various activities so that the people can be a part of the functioning of the Corporation and has tried to provide a participatory governance to the city. The other objective of the 74th amendment has been decentralization of the functioning in the ULB. Hence to achieve this objective of decentralization as per this act, the Corporation has constituted



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nine committees at ward level within the territorial area. The territorial area has been divided into nine major areas viz. Kopari, Naupada, Uthalsar, Kalwa, Mumbra, Vartaknagar, Chitalsar Manpada, Wagle Estate, and Railadevi and accordingly the ward committees have been formed. But there exist relative diversity of various regions within Corporation limits that act as a constraint or pose a challenge to the management of TMC to bring about balanced and sustainable development in the city of Thane.