



# THANE MUNICIPAL CORPORATION CITY DEVELOPMENT PLAN

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## 3.0 CITY ASSESSMENT

### 3.1 INTRODUCTION

Analysis of existing infrastructure and its situation is the first stage in formulation of Vision & consequent city Development Plan. The purpose of the analysis is to make a realistic assessment of where the city is at present, the direction in which it is moving and its strengths and weaknesses. This stage is meant to make an in depth analysis of the demographic, economic, financial, infrastructural, physical and environmental and institutional aspects of the city and the implementation thereof for service delivery, management and governance.

### 3.2 LAND USE AND SPATIAL GROWTH.

#### 3.2.1 BROAD ZONING AND LAND USE BREAK-UP

The sanctioned development plan of the city if divided in seven broad zoning areas reveals the actual land available for the specified development and the land which will not be available for the development. This is summarized in the table given below:-

**Table 3.1 Broad Zoning of development plan**

Sr. No.	Zoning	Area in Ha .
1.	Area under Residential Zone	2665.61
2.	Area under Industrial Zone	1254.00
3.	Area under Reservation	1267.65
4.	Area under Road	742.97
5.	Defence Area	122.00
6.	Forest Area	3560.00
7.	Green Zone Area	3211.77
	<b>Total</b>	<b>12823.00</b>



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## 3.2.2 LAND USE

The land use breakup as per the broad zoning under the sanctioned development plan has been given in the table above. The entire development over the years if reviewed shows that till March 2005 only 3871 Ha of land is developed while 8952 Ha of land is undeveloped and underdeveloped. This is summarized in table below

**Table 3.2 Developed and Un developed/Under developed Area**

Year	Developed Land (Ha.)	Undeveloped and Under developed
2001-02	3660	9163
2002-03	3735	9088
2003-04	3805	9018
2004-05	3871	8952

## 3.2.3 ISSUES AND CONCERNS

Land is a constant instrument that cannot be increased in any case if the territorial jurisdiction of the city remains unchanged. Therefore if the present development is analyzed from the point of view of availability of land, then following issues & concerns alarm the situation.

- Present sanctioned development plan shows 3682 Ha of land which falls under forest and defence area is not available for development.
- The area under green zone and water bodies is 3211.77 Ha and as per the present sanctioned DP and development control regulations, this land is also not available for development.
- About 149 reserved sites and the roads have been encroached and this situation needs to be tackled by adopting appropriate policy.



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- About 115 reserved sites and some major roads are affected by the CRZ stipulations. Therefore for eco-consistent development of these areas efforts need to be undertaken.

### 3.3 CITY CARRYING CAPACITY

#### 3.3.1 PROJECTIONS OF DEVELOPMENT PLAN

The principal objective of the preparation of Development Plan is to evolve an appropriate & well integrated land use scheme of development for better management of city development activities. It is necessary for civic authority to have proper projection of the land requirement for various aspects of city development for efficient management of developmental activities of other urban affairs. Considering this view D.P for city of Thane has been prepared under the provisions of M.R.& T.P. Act 1966. Population projections have been worked out & considered, while framing the D.P. the projections are as follows –

**Table 3.3 Population projections of sanctioned DP**

<b>Year</b>	<b>Population (Lakhs)</b>
1986 (base year)	6.33
1991	8.48
1996	11.03
2001	14.50

#### **BROAD ZONING PROPOSALS**

Development Plan for the Thane City was prepared under the provisions of MR & TP Act, 1966 and after considering the various methods of population projections, zoning for different uses were proposed for the time horizon of year 2001.



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Broad Zoning in the sanctioned D.P. of Thane City has been given in Table 3.1

### 3.3.2 OBSERVATIONS

- Populations for projection year 2001 was considered as 14.50 lakh, thus population density was considered as 544 persons/ha which means 108 tenaments per hectare by assuming average family size of 5.
- Population density as per existing land use plan of 1986 is nearly 690 person per hectare.
- Development Control Regulations for Thane City permits 300 tenaments/ha.
- If we consider to achieve 300 tenaments in a hectare of land average area of tenament comes to 28 sq.m.
- If we consider to achieve 108 tenaments in a hectare of land as considered in D.P. average area of tenament comes to 78 sq.m.
- Accordingly tenaments area varies from 28 sq.m. to 78 sq.m. on an average.
- Considering the range of tenament area & present demand in market, at present we may assume average tenament area to be of 55 sq. m. which ultimately means 155 tenaments/ha.
- Area which will not be available at all for development as per present policies is 5182 Ha (122+3560+1500)

### 3.3.3 PRESENT STATUS OF HOUSING

Housing status of Thane city as per a vailable record is as follows –



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Table 3.4 Housing stock of the city

Sr. No.	Year	No. of Tenaments		Population in Slum	Total Population
		Building	Slum		
1.	1981	63,731	32,871	1,41,395	4,74,170
2.	1991	1,03,096	56,508	2,54,290	7,95,833
3.	2001	2,83,567	89,914	4,20,027	12,61,517
4.	2005	2,69,171	1,09,955	5,49,775	15,44,390

The above status reveals following observations –

- Population in slums & also through tenaments show increase, its percentage is nearby 29% to 35% of total population.
- Average family size in total is nearby 4.5 person per tenaments.
- Average family size in slum is ranging from 4.67 to 5 persons per tenament.

### 3.3.4 CAPACITY OF CITY

The population projections of the city are given in Table 3.3. Residential zone in sanctioned development plan of Thane city is proposed as 2664.61 Ha. Also Development Control Regulations provides conversion of Industrial Zone to Residential Zone. Upto the year 2005 nearby 200 Ha of Industrial Zone is converted/permitted for residential use out of total 1254 Ha provided in D.P. Percentage of Conversion of Industrial to residential Zone is nearby 15%. Hence if the policy of conversion of Industrial zone to residential zone continues, some more conversion may also occur. So considering the trend we can assume nearby 200 Ha further to be in residential zone.



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Total area as per current D.P. for residential purpose will be available to the tune of 3065 Ha.

By considering tenement density of 155 tenements per ha, & also considering the floor space index of 1, number of tenements to be permitted/available will be 475075. Considering the family size of 4., population that can be accommodated in the city as per current D.P. will be 21,37,838.

Development Control Regulations for Thane city were prepared & sanctioned by Govt. prior to sanction of Development Plan of Thane City. As per current D.C. regulations following provisions permits additional F.S.I. on the land -

- F.S.I. through T.D.R.
- F.S.I. through S.R.D.
- F.S.I. through congested area.
- F.S.I. through dilapidated buildings.

By taking into consideration above provisions additional built up space will be available on the land proposed/available in D.P. So considering the different provisions of DCR, space availability will be increased by nearly 60% as per current D.C. Regulations. Therefore the area available for residential zoning will be to the tune of  $3065 \times 1.6 = 4904$  Ha. Tenements which may be permitted/available in this area by considering density of 155 tenements/ha will be nearby 7,60,120. This will in turn may accommodate population of 34,20,540 at family size of 4.5 .

If we consider the population in slum areas & their average tenement area, nearby 504 Ha area will be under slum to accommodate 33% of total population.



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Hence if the zonings in D.P. remains the same & F.S.I. criteria & D.C.R. remains same, population which can be accommodated will be nearby 34 lakh.

That means if present growth trend remains same & if there is no major change in development criteria or policies, population upto projected year 2031 may be accommodated. Based on this, provisions of different amenities physical, environmental, water supply, sewerage etc., will have to be designed for comprehensive & overall development of the Thane City.

### **3.4 MUNICIPAL ASSETS**

The accounting system of TMC was assessed in pursuance of the recommendations and guidelines from C & AG'S task force committee and the final manual prepared by the NIUA and TMC felt the need to adopt the new accounting system. Pursuant to the decision of TMC to switch to accrual method of accounting, it was necessary to identify and bring within the ambit of its financial records, the entire assets and liabilities of TMC.

#### **3.4.1 INVENTORY OF ASSETS**

The fixed assets have been identified and compiled based on data/information furnished by the various departments and wards of TMC. Fixed assets reflected in the financial statements represent assets identified, listed and measured by the wards/departments concerned. Broadly, the method adopted is in accordance with the general guidelines contained in the National Municipal Accounts Manual (NMAM). The process of physical verification has been carried out in regard to the major assets. An inventory of assets has been prepared which have reflected in the financial statements. The



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opening balance sheet as on April 1,2004 has been prepared and the total fixed assets amounting to Rs.738.13 crores have been incorporated in the schedule of fixed assets .(Deducting the depreciation from the gross block and adding the capital work-in-progress to the net block)

### **3.4.2 VALUATION OF ASSETS**

The TMC has adopted different methodologies in regard to the valuation of various Fixed Assets, which are -

1. In determining the cost of acquisition, incidental direct costs have been considered.
2. Where specific valuation by the third party experts has been available, the value as given by the said valuers at the particular date has been adopted from this value.
3. Where actual cost or valuation was not available, the replacement costs have been taken.
4. Assets acquired as on or after 1.04.99 have been taken at actual cost of acquisition as adjusted for subsequent additions, sales, improvements, etc. made thereafter.
5. Assets acquired prior to 1.04.99 have been recognized at replacement cost as adjusted by applicable depreciation. However, where actual cost in regard to such assets was available, the same has been recognized.
6. Where assets falling in the above category have been acquired/obtained, not by payment of monetary consideration but by surrender of valuable right such as TDR, have been reflected at the





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estimated market value (on date of acquisition of the new asset) of the right so surrendered.

7. As prescribed by the accounting standard (AS-10), the cost of improvements to assets resulting in enhancement of capacity or life of the assets, has been added to the cost of the assets.

8. In regard to assets, which have no cost of acquisition or have been acquired free of cost or in certain cases, where no monetary value can be determined, the same has been reflected at a nominal value of Re.1 only.

9. In case of assets which continue to be in use for numerous years and whose normal economic life may be considered to be exhausted, the cost of such assets has been taken at Re.1 in the opening statement of affairs. (e.g. plant & machinery, office fittings and furniture).

10. All assets costing less than Rs.5000/- have been reflected at nominal cost of Re.1 except where the group of assets comprising of assets individually less than Rs.5000/- but collectively having higher value.

11. Where the title of the ownership of certain assets is not clear, the capital expenditure incurred from time to time has been capitalized.

12. Trees and other horticultural assets which have been included in the inventory of assets, shall be incorporated in the schedule of fixed assets at a subsequent date.



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### 3.4.3 ISSUES AND CONCERNS

Now, that the assets have been identified, the management of these assets is the major concern. In order to develop sustainable asset management, there is a need to deal with the linkages between the investment and sustainable development. This area focuses on creating investment policies. To deliver a community services the asset management needs to be combined with funding and human resources. Also, there is a pressing need for training and capacity building for the Corporation in asset management. The operation and maintenance of the asset is the key issues in asset management. There is a need for the asset performance assessment as well as planning and budgeting, needs to be given adequate consideration for the operation and maintenance .

### 3.5 STATUS OF PHYSICAL INFRASTRUTURE

City infrastructure can be divided into three major categories viz Physical Infrastructure, Environmental Infrastructure and Social Infrastructure. Physical Infrastructure covers road network, bridges, flyovers, subways, traffic and transport and power sectors. The details regarding status of these services are being given below –

#### 3.5.1 ROAD NETWORK, BRIDGES, FLYOVERS, SUBWAYS

The Central Railway's main north-south corridor passes through the city providing daily commuter services to Mumbai as well as long distance train services. The railway has become integral part of the city life. The most important mode of transport in the city is Road Transport and the road network in and around the city implicates population, economic growth, commercialization and social factors.



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The two major National highways passes through the city viz Mumbai Agra road (Eastern Express Highway) and Mumbai Pune road (NH-4). The length of these highways within the city limit is 30.61 km. Besides that three state highway viz Thane Ghodbunder road, Thane Kalyan and Bhiwandi road with the length of about 15 km passes through the city.

The intracity connectivity covers entire city jurisdiction having 760 numbers of roads with 280 km. of length. The road width varies from 2.5M to 60 M and the network is of 3-19 sq.km. surface area. City has 3 subways and 18 bridges and flyovers. Major road have been constructed along with foot paths which are of 195 km of length.

## **ISSUES AND CONCERNS**

It is seen that, there has been substantial increase in travel demand. Multifold increase in traffic, both vehicular and pedestrians has caused congestion, traffic jams & pollution in the city. Traffic congestion have reduced journey speeds in the city and there are huge delays at intersections. Inadequate parking space, especially in the commercial & business places resulting in curb-side parking leading to more traffic congestion. Thane is situated on coast line of Maharashtra, due to which the heavy rainfall in the area makes the road conditions very bad especially during & after the monsoon. Large potholes are developed every season & TMC has to spend huge amounts on repairs of these roads. This also causes accidents, damage to vehicles & traffic congestion. There is increase in vehicular noise pollution due to bad road condition. The monitoring of pollutants such as hydro carbons, carbon monoxide & total suspended particulate matter has revealed that they generally exceed the normal



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threshold affecting the ambient air quality of the city. The increased number of private vehicles is also a cause of concern. The number of private vehicles have almost doubled as compared to year 1999.

## **NEED**

The consultative process adopted in Formulation of CDP has resulted in obtaining suggestions for improving the inter and intracity connectivity. These suggestions can be summarized as follows –

- The sanctioned development plan shows the total surface area of the DP road as 743 hectares whereas only 292 hectares of road surface is developed. This emphasizes the need to undertake the new roads in developing and non-developed areas also need to construct the missing links in the city.
- The geographical location of the city resulted into receiving heavy rainfall in the area which in turn makes the road conditions very bad especially during and after rainy season. This aspect has been highlighted in the suggestions received in consultation process. This has motivated the Corporation to undertake the “Road Concretization Programme” in phase wise manner.
- The survey results at nine major entry and exit points were published and made available to public. This has resulted into receiving various suggestion like developing new intercity corridors such as Kharegaon-New Mumbai, Kolshet Bhivandi, Mumbra-Kalyan etc.
- The data regarding vehicle population and carrying capacity of road, traffic study, fatal and serious accidents was also made available to the public during the consultative process. Suggestions were invited regarding the traffic congestions and pollution in the city. The



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suggestion received included Area level improvement schemes and corridor level improvement schemes. Area level improvement schemes includes subways, flyovers and pedestrian ways at various junctions. Most prominent amongst them is SATIS ie Station Area Traffic Improvement Scheme, whereas corridor level improvement scheme includes widening of existing selected corridors, channelisation and development of rotaries.

## **TRAFFIC AND TRANSPORT**

Vehicular population of the city is continuously increasing. The statement provided by the State Road Transport wing shows that the population as per the categorization of vehicles is increasing @ 66,000 number per year. The latest figures of 2006, shows the city has registered total 9,15,315 numbers of vehicles. These figures include 4,38,353 two wheelers, 97,301 three wheelers, 2,86,509 light four wheeler vehicles, 85528 heavy four wheeler vehicles and 7624 four wheeler heavy vehicles of public transport. Due to the increase in vehicles, limitation of existing road network and parking problems and traffic management limitations has resulted into fatal serious and minor accidents. The total number of accidents occurred in the previous year are 3041 .

The Thane Municipal Corporation runs its own Municipal Transport wing. Presently there are 288 buses in its fleet with fleet utilization of 82.15%. The Municipal Transport carries 3,06,939 number of average daily passengers. The buses are running on 46 routes covering daily kilometerage of 49,261.



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## **ISSUES AND CONCERNS**

There exist some issues and concerns pertaining to the public transport facility offered by TMT. An ageing fleet is also a concern as it results in increasing the frequency of breakdowns and fuel consumption. The increased age of the fleet is also causing rise in noise & air pollution. The other area of concern is population covered by available number of buses. These need to be increased so as to cater more number of commuters. There is a need to have bus terminus and new bus depot for better efficiency. The profit making and revenue generating routes have to be identified for better services. This will in turn also help to reduce number of private vehicles plying on roads & accordingly reduce congestion to some extent.

## **NEED**

The consultative process adopted in formulation of CDP has received various suggestion for regularization of city traffic which are as follows –

- The road based public transport available to citizens of thane includes intercity bus service of MSRTC, bus service of TMT, company buses, private buses and auto-rickshaws. This has resulted into chaotic conditions of roads in addition to the large scale usage of personalized modes of transport. The cheapest and safe public transport is the services of MSRTC and TMT. So citizens have tremendous expectation from the TMT services. The citizens have suggested for additional routes, increasing frequency on existing routes, introduction of A.C. bus services and through buses on specified routes.



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- The traffic orientation of Thane City revolves at Thane Railway Station. The train services are more efficient and therefore to complement this system the need for an effective feeder bus system was felt by many citizens.

## 3.5.2 POWER

It is a well known fact that availability of adequate, uninterrupted and quality power plays crucial role in the development of the city. The consumption of electricity per capita is one of the important indicators for deciding the development of any city. All the civic amenities and utilities are dependent on availability of power. The Thane Municipal Corporation having jurisdiction over 128.23 sq.km. and having population of more than 15 lakhs is passing through the phase of continuous and rapid development in residential, commercial and industrial activities. Presently Govt. of Maharashtra has designated Maharashtra State Electricity Distribution Company Ltd. (MSEDCL) as a licensee to distribute the electric power in Municipal Corporation area. Thus TMC does not have any direct role in generation, transmission and distribution of electric power to the city.

The present electric power demand of the city is 190 MW.(Peak demand). The present infrastructure of 27 number of 22/11 KV transformers having just enough capacity to meet this demand. Total energy consumption of the city is 770.63 Mus and present total number of consumers are 3,79,277. The main sources of electric power are MSEB and TATA. MSEB supplies 575 MVA of power whereas TATA contributes 150 MVA. The present transformation capacity is 725 MVA. The average cost of supply of power to the area is Rs. 2.58 per unit while average revenue realization is Rs. 3.56 per unit.



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Thane Municipal Corporation as an urban Local body does not have direct responsibility of power generation or supply. But being a service provider TMC requires 17.66 MW of electric load for various utilities. The detailed classification of power requirement is shown in table given below—

**Table 3.5 Power requirements of TMC**

Sr.No.	Utility	Connected load (MW)	Energy consumption in unit (KWH) in lacs p.a.
1.	Street lights	7.275	155.87
2.	Administrative Buildings	1.192	29.97
3.	Hospital	1.265	17.99
4.	Drinking Water Pumping	6.634	205.63
5.	Sewerage Pumping	1.299	10.66
	<b>TOTAL</b>	<b>17.665</b>	<b>420.12</b>

TMC has an ambitious plan of achieving self sufficiency in power requirement. For this purpose TMC is implementing two strategies viz –

- a) Energy saving measure for reduction in consumption of power.
- b) Generation of power through renewable energy sources and utilization of same for various municipal utilities.

Thane Municipal Corporation has made it mandatory to all new buildings and all existing public buildings to install the solar water heating system, so as to achieve over all power saving.

## **ISSUES, CONCERNS AND NEED**

As far as power demand of city, supply and the infrastructure is concerned, there are various issues which needs early interventions that are summarized as below -





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- The present electric power supply is just sufficient to cater the present needs. But the existing 22KV network is 30-40 years old and deteriorated causing frequent interruptions.
- Due to acute power shortage in the state, the city presently faces 4 hour daily load shedding. The city is developing with tremendous pace in all sectors, to keep the pace of development adequate and uninterrupted power supply is of immense importance. It needs additional infrastructural provisions.
- Alternate non conventional energy sources need to be implemented.
- Energy conservation measures need to be effectively implemented.

## 3.6 STATUS OF ENVIRONMENTAL INFRASTRUCTURE

The environmental infrastructure includes water supply, sanitation, solid waste management, waste water management, green cover, Lake and creek conservation. The detailed status of these services in the city are given as follows –

### 3.6.1 WATER SUPPLY

The present water demand of the city is met from four different sources.

The TMC supplies 362 Mld of water to the city from following sources -

**Table 3.6 Different sources of water for TMC**

Sr. No.	Source	Rate Capacity
1.	Own water supply scheme	100 MLD
2.	MCGB	60 MLD
3.	MIDC	75 MLD
4.	STEM	127 MLD
	<b>TOTAL</b>	<b>362 MLD</b>



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The present water supply network comprises of 42 Km length transmission mains, 32 numbers of ESR/GSR and 369 km of distribution network. It also includes 100 MLD water treatment plant. Entire city is divided into three major zones with 44 water districts. TMC presently supplies water to the residents through 3,95,971 connections and water supply network covers 99% geographical area of the Corporation. The energy & water audit carried out by TMC reveals that the transmission losses are less than 1% which is far better than the CPHEEO standards.

## **ISSUES AND CONCERNS**

Present scenario of the water supply network is satisfactory but it needs to tackle the following issues in near future -

- TMC is dependent on other agencies to the great extent (70%) to fulfill the present demand of the city.
- The water charges of other agencies are much higher than that of own source and scheme.
- The subsidy of 40% has been provided in this service .
- Present system does not cover metering and water charges are levied on flat rate basis.
- Unaccounted water supply is to the extent of 20%
- The present growth rate and population projection reveals the urgent need of new source for the city.
- Rain water harvesting measures required to be implemented on large scale.



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## **NEED**

The consultative process has revealed various suggestions in the city water supply network. These suggestions are –

- Though present supply seems sufficient to cater the need of present population, the topographical aspects has resulted into unequal distribution of water. It emphasizes the need to undertake 100% metering project and efficient water district management programme.
- The continuous population growth and emerging development in developing areas has increased the demand of water supply in recent period. This demand based calculations reveals urgent need of additional 100 mld water supply scheme.

## **3.6.2 SANITATION**

The total sewage generation in the city is 210 MLD But the existing network covers only 15% geographical area and 17% of the population by way of underground sewerage network and thus only 54 MLD sewage is treated in the present treatment plant. The other major portion of sewage is directly disposed in the creek through nallah and storm water network. TMC has provided about 10,000 units vide different models of public toilets. These include pay & use sulabh model and conventional units maintained by TMC. Presently all slums and public places are provided with the public toilet network. Low cost sanitation system is also being implemented in slums.

## **ISSUES AND CONCERNS**

- The existing network needs early augmentation.
- Major portion of sewage is flowing through open drains causing unhygienic conditions and environmental hazards.



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- Major sewage is directly being disposed into the creek there by causing pollution in the creek.
- Maintenance of public toilets is a major concern where pay & use model is not applied.

## **NEED**

The CDP consultative programme as well as the creek study carried out by the Corporation in consultation with NGO's public participation has revealed that unorganized sewerage disposal and untreated sewage has resulted in unhygienic conditions and health hazards and ecological imbalance. Thus the Corporation has been compelled to prioritize the underground sewerage project. The project needs to be implemented simultaneously at various levels such as –

- Upgradation of existing sewerage treatment plant
- Laying of new sewer lines
- Rehabilitation of existing pumping stations
- Construction of new pumping stations
- Extension of sewerage facility to cover 18 villages and 16 unsewered pockets
- Low cost sanitation for remote settlements.
- Reuse of waste water

While implementing the above components of the underground sewerage project, the environmental impact assessment needs to be carried out for maintaining the ecological balance of the city.



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### 3.6.3 WASTE WATER MANAGEMENT

The geographical features such as Yeour hills, Parsik hills, Thane creek and Ulhas river divides the city into three parts.

The part of the main city is having total 31 km. length of nalla, Mumbra, Kausa is having 240 km. of nalla and storm water drains while kalwa part is having 13.5 km. length of nallas. The storm water drains along the road side and in slums are not taken into account in kalwa and the city part as they presently need no improvement.

These networks are mainly responsible to restrict the storm water from entering the residential areas of the city.

### ISSUES AND CONCERNS

TMC has a comprehensive network of storm water drains and nallas, but every year during the monsoon period two to three times some low lying areas get flooded which causes heavy losses to the citizen. Following are some areas of concern –

- Most of nallas are encroached by the hutments there by reducing the carrying capacity.
- The major nallas are not scientifically constructed and steep topography results into the flood situation.
- The nallas ultimately discharge into the creeks so during high tide period, back water causes flooding.
- Most of drains and nallas are open and direct disposal of solid waste into the drains obstructs the flow and also reduces the carrying capacity of drains.



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- Various services are passing through nalla and crosses near culverts which also obstructs the flow.
- At many places the culverts are of inadequate capacity.

### NEED

The natural topography of Thane city is its unique character. Sanjay Gandhi National Park ( Yeour Hills ) is on western boundry while on eastern boundry, the parsik hills. In between these hills there is Thane Creek and Ulhas river estuary. Thus the Nallas basically originate from western and eastern hilly terrain and flow towards the creek where the nallas meet the creek. Thus land portion of the city is sandwiched between creek and hills which are on either side of the creek. This land is having flood plains, hilly terrain and basaltic type of geological feature. The major nalla network comprises of about 80 km length which flows in three distinct part of the city. During the consultative process many suggestions have been received regarding the scientific development of these nallas and waste water system, which are as follows.

- A holistic approach to carry out comprehensive survey work needs to be taken to institutionalize the waste water system in the city. Based on the survey and allied results the nalla network shall be designed so as to accommodate the high intensity rainfall and runoff in the catchment of individual nalla.
- The nallas need to be constructed to its designed width and accordingly encroachment in the nalla bed shall be rehabilitated at appropriate places.



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- The nallas need to be constructed right from its origin to its meeting point including its tributaries. Works in bits and pieces shall be avoided.
- Comprehensive nalla development work along with storm water development work need to be carried out simultaneously.
- As a long term measure, interconnecting of nalla, provision of holding ponds and reuse of the waste water programme need to be carried out by the Corporation.

The above suggestions of the citizens of Thane came forward through the consultative process and based on these suggestions the Corporation has undertaken the integrated nalla development programme for the entire city.

### **3.6.4 SOLID WASTE MANAGEMENT**

Thane city generates about 500 MT. of solid waste daily. The classification of the solid waste reveals that 307 MT is biodegradable waste, 73 MT is recyclable waste, 73 MT is debris and silt while 37 MT is green waste. For effective collection, transportation and disposal of the solid waste Corporation has deployed 2683 employees from its own staff. They are providing with 229 number of refuse collectors and 190 number of dumper placer containers. They are also provided with 195 vehicles.

The 112 km. of city roads have been outsourced for daily cleaning. The entire city has been divided into nine wards. Each ward has been provided with separate men and machinery for effective collection, transportation and disposal system of the solid waste. The collection, transportation and disposal system has been partly privatized. For house to house collection 128 numbers of ghantagadis have been deployed on contract basis.



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Presently, the solid waste collected is disposed off at different land fill sites. Presently only Bio-methanisation plant with capacity of 20 MT and medical waste treatment plant and composting are the only mechanism used for the treatment. Thus most of the solid waste is directly disposed on the land fill sites.

## **ISSUES AND CONCERNS**

Municipal Corporation though currently is handling the solid waste daily generating in the city, there are some serious issues which need early action.

- Plastic recycling mechanism need to be implemented in different zones through PPP model.
- Different processing mechanism such as waste to energy, composting needs to be undertaken. A plant for composting is now undertaken on BOT basis.
- There is acute shortage of land fill sites. Also there is strong opposition for disposal on sites in the vicinity of settlement.
- Decentralized approach for collection and treatment is required to be undertaken.
- Housing complexes shall be insisted to install the treatment plants such as bio-methanisation and composting.

## **NEED**

The present generation of solid waste, its segregation and mechanism deployed by the Corporation for its removal is not so efficient. Various suggestions have been received through consultative process from citizens





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and stake holders at all levels. These suggestion evolved various levels i.e. From the collection to the treatment aspect of the solid waste management mechanism which are –

- House to house collection system need to be implemented so as to eliminate the entire refuse collectors from the city.
- From the treatment point of view the solid waste generated need to be segregated at the source itself, collected and transported accordingly.
- It is necessary to make it mandatory for the new upcoming housing complexes to collect, treat, dispose the solid waste generated in their premises.
- Waste minimization programmes need to be implemented effectively.
- The treatment aspect has been ignored in the corporation area. So it is the need of time that various options of waste to energy be explored and required to be implemented.

The above suggestions emerging out of the consultative process have encouraged the corporation to undertake biomethanisation project, plastic recycling project and waste to power generation project at Diaghar.

### **3.6.5 GREEN COVER**

Thane city is having 38% of green cover. It includes 28 sq.km. of forest area, 10 sq.km. of mangrove area and 10.72 km. of tree green cover. This tree green cover area is calculated by multiplying the number of trees with the canopy area. The city has 59 gardens with 97 ha area and six children park with 5 ha area. There are 10 playgrounds in the city. The plantation is also carried out at 11 divider length, 35 chowks and 2 islands. TMC has also



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been implementing arboriculture and mass plantation drive every year in association with NGO'S .

## **ISSUES, CONCERNS AND NEED**

As far as green cover is concern, some areas need early intervention -

- Rapid developmental activities resulting into the large scale destruction of trees and rare species have to be stopped.
- Poor departmental maintenance mechanism.
- Private participation needs to be accelerated.
- Open lands and private lands with thick plantation need to be protected.
- Indiscriminate destruction of mangrove cover needs to be tackled on war footing.

### **3.6.6 LAKE AND CREEK CONSERVATION**

Thane is known as the city of lakes due to its 35 lakes. Municipal Corporation in association with the Ministry of Environment and Forest (MOEF) has undertaken lake revival programme. Under this programme up till now, bioremediation of 11 lakes has been completed in first two phases. In the phase wise programme other city lakes are being included for bioremediation treatment. The 10 lakes of first two phases were given on BOT basis to the private contractors. These contractors are implementing beautification and preservation programme with their own cost in lieu of certain rights such as boating, fishing etc.

Thane city have Thane creek and Ulhas river estuary both are suffering due to gross ingress and neglect. The comprehensive survey for revival of creeks has been undertaken by the Corporation.



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## ISSUES AND CONCERNS

- Small lakes are not feasible to outsource through BOT mechanisms due to negligible commercial potential. Because of which such lakes are being neglected by the BOT operators .
- Long term lease period encourages the operators for commercial exploitation thereby defeating the main purpose.
- The Lake water level has been dropping. Most of the city lake face seepage and water losses problem and thereby the lake water reduces considerably in the summer season.
- Some lakes are facing the problem of sewage ingress ultimately causing degradation of these lakes.
- Majority of sewage and effluents are directly disposed into the creek causing pollution and deposition in the creek
- Indiscriminate dumping, mangrove cutting and encroachments are reducing the creek area and thereby causing ecological imbalance.

## NEED

Thane City is known as city of lakes. The city was also known for its distinguish port. But over the years the rapid and unplanned developmental activities has destructed the very distinct character of the city to the great extent. Various suggestions have been received through the consultative process which are as follows –

- The buffer zone between the creek and the land need to be strengthen by mangrove plantation and by way of strict implementation of the CRZ stipulations.



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- The main storm water drains and sewage disposal need to be tackled on war footing so as to stop the degradation of creeks. For this purpose the integrated nalla development project and 100% sewerage project need to be undertaken and implemented at the earliest.
- The constant depletion in the lake water level need to be attended. The options like recharging the lake with the help of small STP need to be implemented.
- The scope and speed of lake conservation programme need to be enhanced.

The projects like mangrove plantation, green cover, lake conservation, creek conservation, integrated nalla development project and sewerage project are the result of consultative process adopted by the Corporation in formulation of CDP.

## **3.7 STATUS OF SOCIAL INFRASTRUCTURE**

Social infrastructure includes education, health, slum redevelopment and improvement and other social amenities. The detailed status of these sectors is given as follows –

### **3.7.1 EDUCATION**

Thane Municipal Corporation has been providing education facility at all levels. The provision of primary education is the obligatory function of the Corporation whereas secondary education is discretionary function under the Municipal legislation in Maharashtra. The Corporation provides primary and secondary education services. The corporation runs 56 nurseries, 133 primary schools and 8 secondary schools. In addition the Corporation also runs school for handicapped. The school Board of the corporation runs the



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primary schools. The secondary education is delivered by the Education Department of the Corporation. For primary education, the state Government provides grants to the extent of 50% of the salaries of staff. The Corporation through the Education Department provides the remaining 50% of the salaries. The State Government also provides 100% of school rent. The Corporation is encouraging accommodation reservation policy and private participation mechanism for development of the reserved sites meant for education in the near future.

## **ISSUES, CONCERNS AND NEED**

Though Corporation is providing the necessary facilities for education, there are some areas which need to be tackled in near future -

- Low turn out of students in Municipal schools.
- Dropping out percentage is considerable in Municipal schools.
- Level of education and amenities need to be improved in Municipal schools.
- City does not have adequate facilities for higher education and professional institutions.

### **3.7.2 HEALTH**

The Municipal Corporation provides public health services through 24 dispensaries and primary health care centers, one diagnostic center, prominent health department, 4 maternity homes, one pediatric hospital and 500 bedded Chatrapati Shivaji Maharaj Hospital. In addition, it implements national health programmes such as polio vaccination, family planning and family welfare, vitamin and booster doses to children. The corporation also runs a medical college and nursing training institute. The Corporation has successfully implemented the IPDP programme with



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financial assistances from UNFPA in two phases. With the completion of the IPDP programme, the Corporation has now initiated the RCH programme. Similarly a Voluntary Center and Testing Center (VCTC) as well as the Legal Aid Center (LAC) have already been started in the city area.

## **ISSUES, CONCERNS AND NEED**

Though TMC is providing health services and implementing different Govt. schemes effectively some areas need more attention. The areas are –

- IEC mechanism is not so effective .
- Super specialty treatment is not available to the urban poor in Municipal Hospitals.
- Inadequate super specialty facilities in the city.

### **3.7.3 SLUM REDEVELOPMENT AND IMPROVEMENT**

As a part of poverty alleviation programme , Thane Municipal Corporation is implementing two main programmes-

- Slum Redevelopment programme
- Slum Improvement programme

Under the first category, three schemes are being implemented viz SRD scheme, VAMBAY scheme and ISHDP. Under the SRD scheme till date 43 scheme are sanctioned out of which 16 schemes are completed while 27 are in progress. After completing these schemes 45000 slum dwellers will be rehabilitated, which is 8% of the present slum population. For VAMBAY scheme Corporation has kept the target to rehabilitate 430 hutment dwellers and these proposals are in progress.

Under the second category programme, Corporation is providing various amenities and facilities to the slum dwellers. Uptill now under this



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programme more than 100 slums have benefited. The various services provided to slums include pathways, storm water drains, public toilets, water supply and street light. In the last three years 2,68,528 sq.mt of pathways, 49,591 Rmt of gutters, 283 seats of public toilets, 24,261 Rmt of water supply lines and 37 borewells are provided in more than 100 slums.

### **ISSUES AND CONCERNS**

Though Corporation is implementing various schemes for upgradation of urban poor, these schemes and programmes need to be reviewed for following areas -

- Eligibility criteria for SRD scheme needs to be revised.
- Individual contribution of slum dweller should be made compulsory.
- Lack of monitoring and implementing mechanism.
- Prohibition on resale of rehabilitate unit.
- Enhancement of transparency in the scheme implementation.
- Legal and penal action for non-participants needs to be included in the scheme implementation.
- Self employment and job creation options shall be accommodated in SRD schemes.
- In-situ redevelopment options needs to be ascertained.

### **NEED**

About 210 slums have proliferated in the city wherein nearly 35% of city population is accommodated. During the consultative process the Corporation carried a survey amongst the slum dwellers. Their views regarding the infrastructural status and housing requirements have been recorded which can be summarized as follows –



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- The scope and time frame of SRD schemes especially for approval and completion need to be reviewed. The speedy clearance mechanism need to be established. Similarly the eligibility criteria need to be established so as to accommodate the maximum number of slum dwellers in the SRD scheme.
- The SRD scheme provisions need to be modified on the same line of SRS schemes of MCGM.
- Instead of going for high rise buildings, the option of in-situ development of slums need to be implemented wherever possible.
- The community development programme need to be incorporated in the slum improvement programme.

The private participation in implementing the SRD Scheme has received overwhelming response to the TMC. The past and present trends and the suggestions of slum dwellers received during the consultative process have prompted the Corporation to phase out the SRD schemes in association with the private partners in the CDP.





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## 4.0 STRATEGIC ACTION PLAN

### 4.1 INTENT

The goal of Vision-Thane is, to accelerate eco -growth of the city in an equitable and sustainable manner. To create economically productive, efficient, equitable & responsive city, VISION Thane focuses on the multi-dimensional development of the city i.e. by providing the physical, environmental & social infrastructure for a sustainable development and a healthy economic growth.

Vision document is very much essential from following point of view –

- a. To prepare a base for projecting City's requirements vis -a-vis population growth.
- b. To act as a supportive document for preparing a business plan under the city development scheme where in, the areas of works are identified & planned as short term, medium term and long term development goals.
- c. For drafting a budgetary investment pattern for the short term, medium term and long term goals envisaged in the vision document.

### 4.2 MICROPLANNING

The pivotal responsibility for preparation and implementation of vision Thane rests with TMC. The VISION process began with a stakeholder analysis and identification of primary & secondary stakeholders for participation in VISION-Thane. These included general public, local educational institutional institutions, professionals, all such groups and individuals who had interest and influence in city affairs. TMC has invited all such individuals and groups through public appeal and personal communication.



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Simultaneously, mapping post and ongoing city development initiatives were undertaken & background studies were commissioned. Sectoral concept papers on key infrastructure services were also prepared. These included broadly the Physical infrastructure, Environmental infrastructure & Social infrastructure. The purpose was to equip stakeholders & study groups with information that allow informed debate and decision.

Thereafter six task groups were formed. Several rounds of stakeholder consultations followed. These consultations combined plenary session in which all stakeholders & task groups identified key sectoral concerns, prepared strategies and action plan. Each group has given valuable suggestions in the concerned sectors.

After completion of preliminary & inception study, interim report of, VISION Thane was put forward for discussion and suggestions from the people's representatives. Six groups of City Corporators were formed and they discussed the contents of the interim report. Accordingly some valuable suggestions were contributed by the Corporators.

These suggestions have been incorporated in the draft VISION-2031 and accordingly the document has been modified. The city development plan and investment plan has been formulated from the VISION-2031. The prioritization has been decided in formulating CDP and the projects therein through thorough consultation process based on various parameters.

The draft VISION and City Development Plan has been then forwarded in the meeting of local MP, MLA, MLC's, Mayor, Office bearers and members of task force. Every aspect has been again discussed at length in the meeting and after accommodating some suggestions, the final draft of VISION and CDP has been presented before the General Body of the Corporation.



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The outcome of these extensive consultations is the 'VISION 2031' and City Development Plan for Thane City.

## 4.3 SWOT ANALYSIS

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none"> <li>➤ Locational Advantage</li> <li>➤ Better connectivity</li> <li>➤ Eco friendly environment</li> <li>➤ Skilled, semi skilled and unskilled manpower</li> <li>➤ Economical resources</li> </ul>	<ul style="list-style-type: none"> <li>➤ Dormitory type development</li> <li>➤ CRZ stipulations</li> <li>➤ Forest Act Constraints</li> <li>➤ High rate of population growth</li> <li>➤ Shifting &amp; closure of industries</li> </ul>
OPPORTUNITIES	THREATS
<ul style="list-style-type: none"> <li>➤ Increased tertiary sector opportunities</li> <li>➤ Competent &amp; intellectual labour leading to development of IT / BPO and KPO segments</li> <li>➤ Boost in housing and real estate sector</li> <li>➤ Investment friendly atmosphere</li> </ul>	<ul style="list-style-type: none"> <li>➤ Rapid urbanization leading to continual haphazard growth</li> <li>➤ Continual increase in population</li> <li>➤ Land acquisition delays defeating the main purpose</li> <li>➤ Increase in power crises</li> </ul>

City builds on its own strengths and has a potential to create great economic impact and at the same time it can capture opportunities. The growth engines that are drivers of economic growth, when viewed from the city's own strength, weaknesses, opportunities & threats, their instrumentality in VISION-Thane can be analyzed.

These parameters are -

### 4.3.1 STRENGTHS

#### a. Locational Advantage

The city is situated on the north extremity of the Greater Mumbai and is on north east of salesette Island. It is a part of Mumbai Metropolitan Region (MMR) & is strategically situated in the region.



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**b. Connectivity**

The city is well connected to all major cities in India through road, rail and air networks. The Jawaharlal Nehru Port, the major port is at about 20 km from the city.

**c. Environment**

The City has abundant forest and creek area. Because of its 35 lakes, the city is called as city of lakes. Good air quality & greenery in this city has created a clean city image in the country.

**d. Resources**

The availability of skilled, semiskilled & unskilled labour at low cost is also one of the strength of the city. The city has good infrastructural network.

### 4.3.2 WEAKNESSES

- a. Due to its vicinity to Greater Mumbai, Navi Mumbai and MMR tremendous employment opportunities are available in the region therefore the city is developing as a dormitory town.
- b. The major portion of city is covered by forest and creek. Due to this substantial land is affected either by CRZ stipulations or by Forest Act.
- c. Inadequate infrastructure and amenities to cater the need of unexpected population growth.
- d. The city is experiencing increasing unemployment as a result of closure & shifting of major industries in secondary sector.

### 4.3.3 OPPORTUNITIES

- a. Due to its vicinity to Greater Mumbai, Navi Mumbai and MMR tremendous employment opportunities are available in the region hence the



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subsequent development of the city as a dormitory town has an emerging effect on tertiary sector.

- b. The availability of high skill labour and manpower at lower cost is main advantage for city to grow knowledge based industries & service industries.
- c. Sound financial position as well as good institutional frame work allows opportunities for investment in infrastructure.
- d. The latest development trend indicates the growth of the city as dormitory town which has resulted into ample opportunities in service industry.
- e. Growth of Greater Mumbai & MMR has resulted into rapid increase in the construction related activities in the city. This has also increased employment opportunities in the city.

#### **4.3.4 THREATS**

- a. Due to rapid urbanization haphazard growth has taken place which also has caused problems in land acquisition as well as development as per the development plan of the city.
- b. The demographic trend shows unexpected growth in city population which in turn has created extra burden on the civic infrastructure. If this trend continues the living conditions & environment may have negative effect.
- c. The power crisis in rest of the state has also affected the city. This needs to be attended cautiously for economic development.

#### **4.4 POTENTIAL GROWTH ENGINES**

Review of geographical, historical, economical development and transformational events of Thane city shows that the city has specific areas, which can be exploited as the potential growth engines. VISION Thane has identified these growth engines



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which have potential for significant, equitable impact in the development of city VISION.

**a) Manufacturing Sector**

The manufacturing belt has been the economic driver of the city since 1961. However in the year 1998 areas of TMC were brought under Zone II classification according to which setting up of schedule I industries (Non-polluting/Hi-Tech-High Value added industries) and schedule I (a) industries (Engineering industries) is allowed within the municipal limits. Hence there has been a steady decline since the year 2000 in the number of manufacturing units. Today, following the steady decline of the huge industrial and manufacturing belt, the new driver has not yet being nurtured. As of today this trend has stopped completely and this sector still contributes about 40% to the total income of the Thane Municipal Corporation. Major corporates that have manufacturing facilities within TMC's limits include Cadbury's (India) , Glaxo, Clariant (India), HPCL, Vidyut Metallica, Nicholas Piramal etc.

**b) Construction sector**

Even though Thane's base has been the industrial sector, there has been also corresponding growth in construction activities. The 90's has seen the city burgeoning ahead, with great stride in construction and housing. The concept of conversion of the industrial area to the residential area in the last 3 years has given rise to the real estate industry. The strategic locational advantage and the corporation giving attention to the basic development of the city, has motivated the growth with large builders



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undertaking complex developments in the city. Necessary efforts are being made to make the industrial areas conducive for residential consumption. There has been stability in this sector for last 4 – 5 years because of the awareness, brand equity and the luxurious life style that this city offers. The IT and BPO's booming and the increasing purchasing power of the people has helped boost the real estate market and the overall economy in the city as well.

### c) **Eco-tourism & hospitality sector**

Thane city's 1/4<sup>th</sup> of the geographical area is covered by forest land and 9% of city area is occupied by wet lands, mainly due to the presence of the Creek, River Ulhas & various lakes that dot the city. Large part of the forest is in the Yeour village, which is surrounded by Sanjay Gandhi National park. There is no effective afforestation program and hence large areas have remained unprotected. In order to nurture the eco-tourism and hospitality sector and accelerate its growth TMC has proposed an eco-friendly picnic spot in Yeour and a botanical & zoological park in the ghodbunder area which has been planned jointly by the Corporation & Sanjay Gandhi National Park. Similarly, the TMC has undertaken the development of nature park along the Thane Creek. In this park, seasonally flowering plants have been planted, along with other trees that can attract different variety of birds and animals. The TMC is hopeful that these initiatives and programs will go a long way in converting Thane into a "GREEN CITY" & boost this sector of eco-tourism and hospitality.



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**d) Service sector (BPO, IT)**

The services sector, (BPO & IT) are being viewed as growth engines for Thane. This sector is actually being driven by the Real Estate. The exemption in Octroi for the IT sector for five years has been the main motivation and an international hub is expected to come up in a year or two in the city area. With the expected boom in the services sector this city will be much richer than it has been & the new population having being exposed to the international markets will expect nothing less than the best from this city.

**e) Retail sector**

Besides real estate, one of the other related industry that is being viewed as a growth engine is the retail sector. From the growth perspective this sector is driven by the real estate which is actually providing a large floor plate for the retail sector to setup its base. As the new set of demands put up on the local developers, the retail space developers have started to look seriously to startup in the city of Thane. The retail enterprises play a big role in initiating change in the makeup of the given area. With a large number of malls already under way in Thane and slated to be complete over the next two years, huge changes are expected in the next couple of years. The real estate markets have boom in the city and with IT & ITES boom, the purchasing power of people has increased which has actually helped boost the real estate market and the overall economy in the city as well.





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## f) Inland navigation

The strategic location, the creeks would help to facilitate inland navigation from the city to the neighboring areas TMC intends to formulate a project of inland navigation towards Vashi, Kalyan & Borivali areas through its Kalwa Creek & the Ulhas River. Inland navigation is possible for a restricted period of high tides so the tidal conditions are actually going to facilitate the growth of this sector. Hence if the conditions favour, the implementation of this project will promote a large number of commercial and retail activities which in turn will help to generate a new source of income for the Corporation.

## 4.5 DEVELOPMENT TRENDS - DIRECTIONS FOR GROWTH

The Greater Mumbai's peculiar sprawling growth has swept over the entire Thane city and surroundings. The Maharashtra Industrial Development Corporation (MIDC), setup in 1961, developed its first foundation project 'Wagle Industrial Estate' in Thane. Thane acquired new dimensions in the form of good industrial base during 1960-70. Both the local economic & socio-economic character of the city has undergone considerable changes. The industrial growth resulted in growth in trade, commerce, storage and transport activities, service and small scale ancillary industries. This has resulted in promoting the semi wholesale commercial activities, administrative offices, banking, entertainment and recreational activities.

The trend of late 1950's in dispersal of industrial activity from heavily congested Mumbai Island which is now been experienced in Thane. Many big Industrial



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establishments have either closed or shifted from the city. This deindustrialisation trend has been dominant in late 90's & is still continuing. It has resulted into conversion of huge industrial land into the residential and commercial areas which has resulted in booming up of residential townships and commercial establishments.

The latest trend shows the development of the city as suburban dormitory. The Municipal Corporation areas spread on either side of Thane creek. The emerging of 32 villages has divided the Thane Municipal Corporation in two distinct areas viz. Urban and Rural. According to 1991 census the urban population accounts for 85% of the total population and occupies 40% of geographical area. The rest of the population is rural and is residing in 25 rural habitats. But the present trend has resulted in tremendous developmental activities in residential and commercial sector. This had swept over effect on the entire Municipal Corporation area including some extreme villages located on the north-west corridor of the city. This sectoral development has also accompanied the developmental activities in trade, commerce, IT & BPO, entertainment, tourist, education and medical sectors. Especially the potentials of activities in tertiary sector have tremendously increased.

The developmental trends in the MMR as well as in Thane city, if analysed with demographic trends show the direction in which the growth is taking place & is expected to take place. The various study groups formed to take up the activity of documenting the Thane Vision exercise have finalised the short, medium & long term action plans considering this direction of growth by following thorough consultation process.



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### 4.6 DEVELOPMENT STRATEGY

The main objective of VISION - Thane is to prepare and implement a strategy for the city that will achieve equitable and sustainable development of the city. The VISION Thane preparation spanned over period from May 2005 to May 2006. This process involves all such groups and individuals who have interest & influence in city affairs. Six groups of experts, academicians, professionals, social workers and intellectuals were formed. These groups were provided with the detailed information regarding existing infrastructure, demographic trends, existing land use pattern, potential areas with growth engines and future developmental trends along with financial details. Based on these details, every group has worked out the draft strategy with consultation amongst the members and the public at large. The draft strategy has then been forwarded to the elected representatives. All the elected representatives have discussed the draft strategy of every group and thus the best suited development strategy on the city has been finalised.

### STRATEGY FOR PHYSICAL INFRASTRUCTURE

Traffic & transportation problem of the city is immensely complex. The isolated solutions implemented by the TMC could yield only temporary relief. Hence Multi-faceted approach was identified to resolve this problem. A project in development of city roads, arteries, expressways, regional links along with flyovers, road over bridges and subways, Station Area Improvement Scheme (SATIS), Mass Rapid Transit System (MRTS) are planned. For this option of BOT, development through TDR, issuing Municipal bonds were explored depending on the character of project. Short term measures are planned to cater the need of present population, medium term measures are planned over a perspective plan period of 6-10 years for



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capacity building of entire system. These includes missing links, expressways, bypass roads, bridges, flyovers and subways. The long term measures incorporate MRTS and its regional links along with approach road network, exclusive bus ways so as to implement combination of rail and bus transportation. Thus development of physical infrastructure strategy has been planned in short, medium and long term planning so as to promote efficient and affordable mode of public transportation which could be easily accessible to the common man.

## **STRATEGY FOR POWER SECTOR**

The authority of generation, transmission and distribution of power is vested with the State Government. Presently Government of Maharashtra has designated Maharashtra State Electricity Distribution Company Ltd., (MSEDCL) as a licensee to distribute electric power to the city. The present total power demand of the city is 190 MW. As a service provider, TMC requires 17.665 MW of electric power for various utilities. Considering the power crisis in the state and in the city, TMC has planned ambitious projects for achieving self sufficiency in power requirements. TMC has planned and is already implementing various energy saving measures for reduction in consumption of power as short and medium terms goals. TMC intends to propose generation of power through renewable energy sources such as hydroelectricity at proposed Shai Dam, wind energy by installing wind mills along western hills and electricity generation through municipal solid waste as medium and long term measures.

## **STRATEGY FOR ENVIRONMENTAL INFRASTRUCTURE**

Environmental infrastructure strategy includes water supply and sewerage, waste water management, solid waste management and green cover with development



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of lakes & creeks. In this strategy additional 100 MLD water supply scheme, 100% sewerage project combined with low cost sanitation, scientific land fill sites plastic recycling, development of city lakes & plantation drive projects have been planned as short & medium term measures. Basically these projects are planned to cater the need of projected population of 2021. Long term measures are planned in each area to augment and enhance the capacity of these schemes and project. The TMC's own dam at Shai river in Murbad taluka has been planned so as to provide basic amenities to the city population in an equitable manner keeping in view the ecological balance of the city.

## **STRATEGY FOR SOCIAL INFRASTRUCTURE**

Social infrastructure strategy includes education, health, slum redevelopment and improvement, tourism and entertainment areas. Access to education has been considered as a fundamental right and all efforts have been made in planning to provide quality education to children especially of slum areas. Special measures have been planned to reduce the retention rate in Municipal schools. Efforts have been made to strengthen the primary health centers to address the secondary and tertiary levels of medical care for the urban poor. Options of PPP have been taken into consideration for imparting specialised treatment facility to urban poor.

In poverty alleviation area, strategy has been planned and classified as slum improvement programme and slum redevelopment programme. It aims at providing quality amenities to the urban poor residing in various slums and to create more job opportunities by encouraging small scale and retail sector under such redevelopment schemes. Strategic action plan has been prepared for tourism and entertainment sector to achieve integrated developmental approach. In



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finalizing the strategy, a complete balance approach has been adopted so as to maintain the ecological balance of the city. Accordingly these are planned in three phases viz, Short, Medium, and Long term goals.

### 4.7 ACTION PLAN – VISION 2031

The preparation of policies and programmes, which aim to improve the environment and standard of living, cannot be developed on a sectoral basis. It should emerge from an overall analysis of the system and synergies for action in right directions. VISION Thane, has accommodated the detailed action plan strategically defining its goal and objectives in short term (0-7 yrs.), medium term (8-15 yrs.) and long term (16-25 yrs.). The strategic planning is based on the present trend of development, future sector wise developmental projects and their infrastructural needs. The detailed action plan for physical infrastructure, environmental infrastructure and social infrastructure has been finalized in VISION Thane.

SHORT TERM GOALS ( 0-7 YEARS )	MEDIUM TERM GOALS ( 7 - 15 YEARS )	LONG TERM GOALS ( 15 - 25 YEARS )
<b>I) PHYSICAL INFRASTRUCTURE</b>		
<b>A) ROADS</b>		
1) 6 Lane major corridors for through traffic movement ( Annexure I )	1) Review of imposing Toll Tax on major already developed corridors	1) Upgradation of major road linkage with interior of city
2) Construction & develop of missing links & approach roads ( Annexure II )	2) Review possibility of maintenance of approach roads through private participation	2) Review of road concretization programme
3) Concretization of existing major BT roads ( Annexure III )	3) 50 % of total road length to be concretized	3) Review possibility of linking Dombivali Kalyan Ind. Complex & city along central Railway main line
4) Strengthening & renewal of major B.T. roads ( Annexure IV )	4) Construction & development of 4 lane roads in & along future growth pockets.	4) Leasing of free ways, express ways old Mumbai - Pune Road, Mumbai - NaHsik Road.
5) Renewal of existing concrete roads ( Annexure V )	5) Construction, development & widening of roads as per subsequently changed land use pattern	5) Research & Development for new effective low cost materials for maintenance



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6) Necessary modification & additional provisions in Development Control Regulation & Development Plan for future developable areas	6) Review of land use pattern & introduce necessary correctional measures.	
7) Development of Development Plan roads, access roads through private participation & granting transferable development rights	7) Review possibility of Development, construction & maintenance of through roads by private participation	
8) Review necessity of proposed development plan roads & initiate subsequent modification in development plan		
9) Upgrade specifications on maintenance of roads to reduce O & M cost.		
<b>B) BRIDGES AND FLYOVERS</b>		
Mumbra Flyover Vitava Flyover Kapurbawadi Junction Upgradation of Bridges on BMC Pipe line, ESIC Hospital, Lokpuram	Multilevel Flyovers at Kalwa Naka, Majiwade, Retibunder, Kharegaon on PPP basis	Multilevel Flyover at Manpada, Teen Hath Naka & Parsik
<b>C) SUBWAYS</b>		
Nitin Company (Pedestrian) Teen Hath Naka (Pedestrian) Cadbury ( Pedestrian) Kalwa Naka (Pedestrian) Mumbra Station ( LMV ) Kapurbawadi ( LMV & Pedestrian )	Majiwade Thakare Chk. Talaopali Mulund Octroi Naka Waghbill Meenatai Manpada	Vadvali Kharegaon Kalwa Station
<b>D) STATION AREA IMPROVEMENT PROGRAMMES/SCHEMES</b>		
Low level deck in front of Thane Railway Station Pedestrian subways and F.O.B. on west side Separate Auto Rikshaw & Taxi stand	Improvement scheme for vehicular traffic on Kalwa Station ( E ) side Improvement scheme for vehicular traffic on Thane ( E ) side & Mumbra Station ( W ) side	New F.O.B.'s at Thane Station, Kalwa Station & Mumbra Station Diva Station to avoid criss cross movement of vehicular & pedestrian movement.
<b>E) TRAFFIC ENGINEERING &amp; MANAGEMENT</b>		
<b>I) ROAD BASED PUBLIC TRANSPORT</b>		
1) Business Plan for each TMT bus route	1) Review performance of Non attorable & low density routes.	1) Review linkage of bus depot, Terminus & routes
2) Amalgamation of TMT bus routes	2) New depots at Parsik / Retibunder Kausa	2) Bus terminus for private buses



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3) Identification of zero waiting routes	3) New bus Terminus at Kharegaon, waghbill	3) Review routes as per land use pattern.
4) New depot at Ovala & Kolshet	4) Double decker buses on Bhiwandi, Borivali, Mira Bhayander, Parsik route.	4) Introduction of goods carriers for bus transportation
5) New Terminus at Anand Nagar, Khidkali, Pokharan road	5) Additional buses from private operators	
6) Introduction of double decker bus service on G.B. road, Khidkali, Kolshet	6) All buses to be converted on C.N.G	
7) Fleet Augmentation by conversion of 120 buses on C.N.G.	7) Inventory control for spaces, fuel, ticketing, stationery	
8) Taking over routes on Navi Mumbai, Borivali-Mira Bhayander, Bhiwandi from MSRTC	8) Outsourcing for maintainance of fleet	
9) Hiring buses from private operators	9) Open spaces at depot, terminus to be leased out for shopping center, hawkers, ATM	
10) Special bus service for senior citizens, handicaps & ladies	10) Introduction of Smart Card, Season Ticketes	
<b>II) MRTS</b>		
	North-South likage of MRTS to Borivali, Bhiwandi	Linkage between Chendani & Airoli, Chendani, Diva & Diva Shilphata
<b>F) PARKING</b>		
1) Development of parking reservations through private participation	1) Encouragement for Development & maintainance of parking	1) Double floor parking for TMT buses
2) Multilevel parking for muncpal vehicles	2) Hawker's zone to be leased out to private operators	2) Operation & maintainance of hawkers zone, truck terminus through private participation
3) Use of Nalla top	3) Indentification of future congested spots & areas	
4) Review of existing roadside pay & park scheme	4) Basement parking at new muncpal buildings.	
5) Development of Hawkers plaza at amenity spaces	5) Additional hawkers zone at every station, big residential areas	
6) Development of reservation for Truck Terminus through private participation		





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7) Necessary modifications & additional provisions for parking, Truck Terminus and hawkers zone in Development Plan		
8) Pay & Park facility at TMT bus depots & terminus		
<b>G) POWER</b>		
1) Use of Non-conventional energy (NCE) solar operator water heating system to be installed at municipal institutes and building electrical installation	1) Conversion of existing A.C. Plant to natural gas operated plants	1) Use of Non-conventional energy line solar, wind for various municipal purposes
2) Taking steps for energy conservation at municipal level by installing	2) Variable voltage & variable frequency drive at water pumping, treatment stations/plants	
3) Energy generation from waste	3) Wind Solar Hybrid Power System at 5 Octroi posts	
H) POWER	4) Energy generation from wind mill system	
<b>II ) ENVIRONMENTAL INFRASTRUCTURE</b>		
<b>A) WATER SUPPLY</b>		
1) Source - Augmentation of existing 100 mld W.S. Project	1) Development of new raw water source viz shai dam of 650 MLD. Phase	
2) Treatment - Augmentation of existing treatment facility	2) Treatment plant for extracted water from Shai Dam	
3) Pumping station - Augmentation of existing pumping station to increase pumping capacity	3) Additional pumping stations on Shai Dam as per requirement	
4) Transmission mains - Augmentation of raw water pumping main	4) Transmission mains for Shai Dam	
5) Sump & Pump House - Increasing from exst. 5 to 8	5) Additional Sump & Pump house, service reservoirs	
6) Service Reservoirs - To form - 44 water districts & constructions 12 more reservoirs	6) Additional Distribution Network as per requirement for supply available from Shai Dam.	
7) Distribution Network - To develop additional dist. network of 351 km	7) To cut down distribution losses upto 8 - 10 %	



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8) Conservation - To bring down dist. losses upto 15 % from current 30 %	8) Installation of electronic meters for 50 % of domestic & comm. connections.	
9) Metering- Installation of water meter for every connection 10) Water Tarrif - Revision of water tarriff for all types of consumers	9) Revise water terrif to recover purchase, O & M cost. 10) Maintainance through private participation SCADA system for monitoring leakage dectection.	
11) Maintainance - Maintainance cost to cut down by 50 %, outsourcing for maintainance to take up Network Rehabilitation Programme	11) Ground water extraction licenses fees & water cess to recover cost to be environment.	
12) Conservation measurers - Water Audit for existing 100 MLD upto E.S.R. - I.E.C. Programmes for conservation - Ground water recharge programme - Controlling ground water extraction - Necessary provisions & Development Control Reg. for Rain water harvesting - Rain Water harvesting at Muncipal buildings	12 ) Sepreate supply network for flusing water & drinking water.	
<b>B) SEWERAGE &amp; STORM WATER DRAINAGE</b>		
a) Underground Sewerage Network	U/G - Sewers Network	
i) Augmentation of existing U/G sewer network by replacement of pipes, desility.	i) Appropriate equipment & necessary training to staff for Desilities, maintenance	
ii) Laying sewers in areas which are not sewed so far.	ii) Providing 10 cal waste water treatment facility where primary sewere are not available	
iii) Demolition & reconstruction of existing sewerage pumping stations	iii) Extension of sewer n etwork to connect unserved areas	
iv) Construction of new pumping stations.	v) More no. of sewage pumping stations & decentralised sewage treatment plants	
v) Increasing capacity of existing STP at kopari	v) Necessary provisions in development control regulation to have captive STP's for large residential & commercial complexes	



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b) Low Cost Sanitation		
i) To develop scheme for 24 villages	vi) Computer Aided Design & management information for O & M	
ii) Construction of 5340 sea ts toilets with septic tank & soak pits.	vii) community partnership for development of new public toilets	
iii) Use & pay toilets- sulabh Sahuchalaya type	iii) Review for revision of sewage taxes	
c) Treatment		
i) To have 2 more STP's at Kharegaon G.B. road.	ix) Diversion of nallas to STP's for treatment & reuse of storm water	
ii) To add secondary & Tentiary treatment facility at existing kopari S.T.P.	x) Holding ponds on nallas for ground water recharge	
d) O & M		
i) Through systematic repair & preventative maintenance programme	xi) On channel storage & Hood control gates on major nallas	
ii) Through N.G.O. for Public Toilets & pay & use toilets		
iii ) Imposing turmits to cover cost of O & M		
e) Cost Recovery -		
i) Introduction of sewer tax		
ii) Revision of water supply & sewage tax		
f) Reuse - Reuse of treated sewage for Gardening, Vehicle washing		
g) Integrated Nalla Development Project - Interception / Interconnection of Nallas to prevent from flooding		
<b>C) SOLID WASTE MANAGEMENT</b>		
1) Collection & Transportation		
a) Elimination of garbage bins from streets.	i) Time bound improvement in collection efficiency	i) Privatization of solid waste mgt.
b) Expansion of Ghantagadi project	ii) Necessary provisions in D.C rules for decomposition organic wastes in large complexes.	
c) Raj pickers participation for collection & segregation	iii) Business plan for collection & transportation & disposal of waste.	
2) Disposal		
a) Indification of decentralised sites for disposal	iv) Review & existing land fill sites & additional land fill sites	



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b) Dev. Of new large land fill site at Diaghar		
3) Treatment		
a) Waste of energy project at Diaghar		
b) Plastic recycling units at decentralised sites		
c) Vermiculture, paper recycling plants, decomposties at decentralised sites		
d) Bio-methaniosation plants		
e) Bio-medical coaste Treatment plant		
4) Waste Minimisation		
a) Encouragement for use of cloth & paper bag		
b) Segrasation of waste in large tourships, residential complexes		
5) Cost Recovery		
a) Introduction of polluter pay principal		
<b>D) DEVELOPMENT OF GREEN COVER &amp; CITY FOREST</b>		
1) Botanical garden & birds santuary at year hills.	1) Botanical garden & birds santctuary at yeoer hills phase II	
2) Eco-Trousium parts at majiwade	2) Eco tourism park at majiwade phase II	
3) Nature park at Mull a park.	3) Dev. Of parks as per dev. Plan reservation	
4) Dev. Of garden on reservation plots.	4) O&M of Gardens & parks though private participation	
5) Peripheral Plantation on Amenity plots & Regration ground	5) plantation on Forest land	
6) Wet land development & mangrove plantation	6) Wet land dev. Of mangrone plantation phase II	
7) Public & private participation after plantation	7) Leasing green areas of N.G.O's C.B.O's & educational Institutes	
8) Free distribution at sampling to encourage plantation		
9) Dev. Of R.G. areas available from private developers for gardens, playgrounds		
10) Dev. Of nursery on Amenity plan		



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<b>E) CONSERVATION OF LAKES &amp; CREEKS</b>		
1) Dredging & Desilting of lakes	1) Predging of Thane & Ulhas creek	1) Dev. Of water sport facility at creek and lakes
2) Cleaning lakes by Bio-remediation	2) Measure to improve water quality in creeks and lakes	2) Dev. Of ropeway along creeks
3) measures of preserve aquatic life in lakes	3) Review diversation of SWD to lakes	3) Dev. Of green nods along creek
4) Plantation on creeks.	4) Recharging of lakes with treated water from S.T.P	
5) Prevention measures such as silt treats	5) Dev. Of navigation at channels	
6) Renovation of springs within lake body		
7) Dev of lakes as picnic spot & Recreation areas.		
8) Leasing out lakes for O & M		
9) Recharging of Lakes		
10) Prevent extraction of Water from lakes & Creeks.		
<b>3) SOCIAL INFRASTRUCTURE</b>		
<b>A) SLUM REDEVELOPMENT &amp; HOUSING</b>		
a) Housing for dishoused & transit camps		
1) Development of reserved sites for housing for dishoused & transit camps through private participation	1) private participation for development of reserved sites for municipal housing transit camps	
2) Development of transit camps, alternate rehab sites on amenity spaces through private participation for project off.	2) Dev of housing scheme for project affected persons an amenity spaces	
b) Slum minimization & slum Redevelopment	3) Dev. Of housing scheme for slum dweller on large residential layout	
1) Prevention of reserved sites from getting encroached	4) Strict enforcement for providing facilities at unauthorized non - registered slums	
2) Redevelopment of slums situated on municipal reservation sites & lands	5) Total slum eradication programme	
3) Formation of Slum redev. Authority & introduction of single window clearance system	6) Amendments in Dev. Control regulation & dev plan as per land used pattern for slum minimization	



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4) Redevelopment of slums on private land by encouraging private operations.		
c) Dec. Control reg. Modifications. Necessary modification in D.C.R. for slum redevelopment & providing servant quarters in large townships.		
<b>B) DEVELOPMENT OF CIVIC AMENITIES</b>		
1) Play grounds, sports complexes, Stadiums, Swimming pools		
Dev of sports complex, swimming pool on private partnership basis on reserved sites	Review of land use pattern and civic facilities available	All facilities to be leased out for private participation
Dev. of indoor stadiums on R.G. available from pvt. Developers	Necessary modifications in dev. Plan as per requirement	
Mini Stadium at Decentralised location.	Leasing out stadium, Swimming pools to private operators	
2) Markets Shopping center's		
1) Renovation & upgrading existing markets. 2) Dev. of markets, shopping centers on reserved sites through private participation	Dev of mini-markets at decentralised location  Dev of big markets for different commodities	All market, shopping Central to be leased out for private participation
3) Leasing out markets on BOT basis	Leasing of markets to private operators on profit sharing basis	
4) Encouragement of markets dev. Specially for software & IT Industries		
<b>C) HEALTH</b>		
1) Dev. Of primary health center, dispensaries, mat. Homes on reserved sites	1) Additional hospital in city limits	Leasing out all health facilities to private operators
2) Dev. Of PHC, Dispensation mat. Home through private participation	2) Super speciality & casualty hospital	
3) Mobile health centers in every ward committee.	3) Private participation for providing health facilities	
4) Blood banks at Dispensaries & hospitals	4) Addition Blood bank facilities	
5) Dev. Of Nursing institutes & upgrading existing institutes	5) Bio-medical waste Treatment plan at decentralised location	
6) Upgrading existing medical college facility		
7) I.E.C. programmes for good sanitation, hygiene condition & population control		



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8) Upgrading existing trauma center, C.T. scan, Blood bank facility at CSM hospital		
9) Integrated child development programs		
10) Paramedical facilities at every ward committee		
<b>D) EDUCATION</b>		
a) Dev. Of primary schools on reserved sites especially in slum areas	a) Review of D.P. as per land use pattern & education facility available	
b) Dev. Of primary schools on reserved sites though pvt. Participation.	b) Inviting private participation for higher education professional course	
c) Anganwadis & Balwadis in rural areas.	c) Additional schools for handicaps children with leasing disability	
d) Community education vouneters to promote primary education	d) Leasing out reserved plot for educational institute for seconday schools	
e) Leasing out reserved plot available for professional Insitution, higher education .	e) Dev of libraries study centers on amenity plots	
f) Sub university center.	f) setting up vocational training schools, art schools	
g) Upgradins school for mentally retarded	g) setting up carrier guidance and counselling center	
h) New school for handicaps, children with leasing disability]		
i) Night school for Day workers		
ii) Computers for all Muncipal school.		

## 4.8 CITY DEVELOPMENT PLAN

The urban local bodies in India, responsible for service provision are facing acute shortage of capacity resources. While cities being perceived as the economic growth engines and the drivers of rural economy, the current state of affairs of the cities is incompatible with the country's socio-economic objectives. With a view to achieve his objective and considering India's growing importance in the world economy, the Government of India has launched, the Jawaharlal Nehru National Urban Renewal Mission (JNNURM) in FY 2005-06 which will be in place for next



# THANE MUNICIPAL CORPORATION CITY DEVELOPMENT PLAN

seven years. The aim of this Mission is to create economically productive, efficient, equitable and responsive cities. GOI has framed the JNNURM guidelines in such a way that the applicants (ULB) will be eligible for grant assistance subject to the ULB's undertake the identified reforms. In order to avail the grant assistance under JNNURM, the GOI requires the cities to -

- Formulate a City Development Plan (CDP) to align with citizens interest and priorities.
- Prepare project proposals and detailed project report (DPR) in accordance with CDP.
- Draw a timeline for implementing the urban sector reforms

For the sustained economic growth of the city, TMC has tried for efficient delivery of urban infrastructure services along with the expansion of services commensurating with the pace of population growth. TMC has also always tried to develop programs for scaling up of demand driven approaches for enhancement of services especially to urban poor. Keeping a holistic approach TMC has tried to prepare a realistic action plan. Hence, the TMC has formulated various projects categorizing the projects under physical, environmental and social infrastructure for which a CITY DEVELOPMENT PLAN (CDP) for the next seven years has been prepared which is tabulated as below –

Sr No	Activities / Sub Activities/Project	Project Duration in Years	Funding Pattern			
			TMC's Own Share	PPP	NURM	External Resources
<b>1</b>	<b>Renewal of City Roads</b>					
	Concretisation of Major City Roads	5	✓	✓	✓	✓
	Strengthening of existing B.T & Concrete Roads	5	✓	✓	-	-
	Construction of missing links & new approach roads as per DP-Phase I	5	✓	✓	-	-
	Construction of missing links & view approach roads as per D.P Phase II	5	✓	✓	-	-
	Road Widening	5	✓	-	-	-





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Sr No	Activities / Sub Activities/Project	Project Duration in Years	Funding Pattern			
			TMC's Own Share	PPP	NURM	External Resources
<b>2</b>	<b>Water Supply</b>		▪			
	Additional 100 MLD from Bhatsa Source	5	✓	-	✓	✓
	Thane City Water Distribution System	5	✓	-	-	✓
	Water Audit & Metering	5	✓	-	✓	✓
	Automation	5	✓	-	-	-
	Shifting of Raw Water Connection	5	✓	-	-	-
<b>3</b>	<b>Sewerage &amp; Solid Waste Management</b>		▪			
	<b>A. Sewerage</b>					
	Replacement of 11.00 km existing sewers					
	Laying 4 400 km sewers for areas which are non sewerd so far Demolition, Reconst, Rehab. Of exisiting P.S	4	✓	-	✓	✓
	Construction of new P.S		▪			
	Increasing capacity at existing P.S		▪			
	Extension to sewage facility at 18 villages		▪			
	Serving & connecting 16 unsewerd pockets		▪			
	New Sewerage Treatment Plants		▪			
	<b>B. Solid Waste Management</b>		▪			
	Collection & Transportation					
	Addl Gantagadis, dumpers, compactors, Refuge Collectors etc.	3	✓	✓	-	-
	<b>Disposal &amp; Treatment</b>		▪			
	Bio Methanisation, Bio-medical waste treatment plant	3	✓			



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Sr No	Activities / Sub Activities/Project	Project Duration in Years	Funding Pattern			
			TMC's Own Share	PPP	NURM	External Resources
	Land fill sites at Daighar	2	✓	✓	-	-
	Transfer stations	2	✓	-	-	-
	Waste to energy project at Daighar	5		✓	-	-
	Waste Minimisation Programme	5	✓	✓	-	-
<b>4</b>	<b>Construction, Improvement of existing drainage S.W.D</b>		▪	▪		
	Nallah Development Phase - I	5	✓		✓	-
	Nallah Development Phase - II	3	✓	-	✓	-
	Nallah Development Phase - III	3	✓		✓	
<b>5</b>	<b>Urban Transport</b>		▪		▪	
	<b>THANE MUNICIPAL TRANSPORT</b>		▪		▪	
	Construction of New Depot at Kolshet and Kavesar	3	✓			
	Construction of Bus Terminus (7 Terminus)	5	✓	✓	-	
	Construction of Bus Stops and fueling stations	3		✓		
	<b>Purchase of Buses</b>		▪		▪	▪
	CNG & Low Floor ( No of Buses - 331)	3	✓		▪	✓
	Air Conditioned Buses ( No of Buses - 2)	2	▪	✓	▪	▪
	Private Buses on Hire ( No of Buses -171)	5		✓		
	Compuerisation	7	✓			
	<b>Station Area Improvement Scheme (SATIS)</b>					
	Low Level Flyover	5	✓	-	✓	✓
	Pedestrain Sub-ways					
	Taxi & Auto Rickshaw Stand					



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Sr No	Activities / Sub Activities/Project	Project Duration in Years	Funding Pattern			
			TMC's Own Share	PPP	NURM	External Resources
	<b>High Capacity Mass Rapid Transit System (HCMRTS)</b>	7	✓	✓	✓	✓
<b>6</b>	<b>Transport Infrastructure</b>		▪	▪	▪	▪
	Fly overs of Mumbra, Meenatai Chowk, Kapurbawadi, Manpada, Retibunder	7	✓	-	-	✓
	Sub ways at Teen Hath Naka, Cadbury, Nitin Co. Kalwa, Anand Nagar	7	✓	-	✓	✓
	ROB at Station, Kharegaon & Mukand Company	7	✓	-		✓
	FOB at Kalwa and Jambhli Naka	3	✓	-	-	-
<b>7</b>	<b>Ring roads &amp; By-pass</b>		▪			
	Ring road along western hills & creeks	3	-	✓	-	-
	NH4 Bypass to Vitawa	3		✓	-	-
	Ring road along creek	3		✓	-	-
<b>8</b>	<b>Truck Terminus parking plazas, Hawkers Zone</b>		▪	▪		
	Development of Parking Plaza at Voltas & Opp Stadium	3		✓		
	Development of Hawkerc zones & plazas	2	✓	✓	-	-
	Development of Truck Terminus (A) Shilphata (B) Retibunder	5	-	✓	-	-
<b>9</b>	<b>City Beautificaiton</b>			▪		
	Green Cover	5	✓		-	-
	Development of parks & gardens	5	✓	✓	-	
	Development of Nature park & botanical gardens	3	✓	✓	-	-
	Conservation of city lakes	3	✓	✓	-	-
	Conservation of city creeks	3	✓	✓	-	-
	Promenade at Masunda Lake	3	✓			
	Environmental Infrastructure	7	✓	-	-	-



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Sr No	Activities / Sub Activities/Project	Project Duration in Years	Funding Pattern			
			TMC's Own Share	PPP	NURM	External Resources
<b>10</b>	<b>Community Toilets &amp; Laterines</b>		▪			
	Upgrading existing public toilets	7	✓		-	-
	Construction of new community toilets in rural areas	3	✓			
<b>11</b>	<b>Poverty Alleviation</b>		▪			
	Slum Improvement	3	✓		-	✓
	Slum ReDevelopment	7		✓	-	-
	VAMBAY / IHSDP	7			-	✓
<b>12</b>	<b>Social Upliftment</b>		▪	▪		▪
	<b>A. Development of Civic Amenities</b>					
	Development of Playgrounds; mini stadia, stadium, swimming pool, markets etc on reserved plots	7	✓	✓		
	<b>B. Education</b>	7	✓	✓		
	<b>C. Health</b>	7	✓	✓		

The CDP defines a mission through which the stated vision can be achieved --

**“COMMITMENT TO BEING THE PRINCIPAL FACILITATOR AND  
PROVIDER OF SERVICES AND ACCELERATE ECO-GROWTH OF CITY IN  
AN EQUITABLE AND SUSTAINABLE MANNER”**

The TMC has tried to identify the funding viability gap between the CDP and its budgetary allocation. Keeping in view the TMC's financial capacity and its ability to



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borrow further, the CDP has been presented, which shows that this viability gap funding will be a mix of grant-in-aid from the JNNURM, funding through parastatal agencies like the MMRDA and the MSRDC, funds from MOEF and by way of BOT, PPP, etc.

Thus the CDP of TMC presents both a vision of a desired future perspective for the city and the mission on how the Corporation, together with other stakeholders, intends to work towards achieving a common goal of sustainable economic development of the city in a time-bound manner.

### 4.9 PRIORITISATION

TMC has prepared 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 strategies listed out for each category. The strategies are planned with the aim of ensuring optimal and efficient utilization of the infrastructure. The assessment done during the process of formulation of the CDP 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.

Hence, TMC has prioritized its projects, on various parameters, within the guidelines of the JNNURM, which are

- Necessity of the project
- Environmental compatibility
- Social and political acceptability
- Commercial viability
- Technical feasibility



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- Financial sustainability
- Effect on Urban Poor
- Employment opportunities
- Land acquisition
- PPP models
- Health facilities
- Educational opportunities
- Infrastructural requirement
- Poverty alleviation
- Resource mobilization
- Long term impact

Even though the above parameters have been adopted by TMC for prioritization of projects in the VISION and CDP, TMC has focused 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 boost the city economy.

The prioritization of the projects will help TMC to execute the CDP in a time bound and disciplined manner. The prioritization will also help to prepare a schedule for each activity which shall include the physical status as well as the funds requirement of the projects. A feasible funding structure can be drawn for each activity and accordingly the financial strategy can be chalked out. The TMC has already planned the above strategy for its ambitious projects like the underground sewerage, lake conservation and MRTS.



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### 4.10 CAPACITY BUILDING

The urban local bodies play a key role in initiating and monitoring the development of cities and towns. Obsolete legislation, restrictive practices, outdated equipment and inappropriately trained staff, clubbed with a lack of authority and resources to manage municipal service delivery, have traditionally plagued ULB's of the country. The presents of Central and the Sate Government institutions has also dictated to a large extent the functioning of ULB's.

The 74<sup>th</sup> Constitution Amendment Act, 1992 has provided the necessary impetus for an efficient management of urban basic services, globalization of urban economies clubbed with new paradigms of municipal services delivery are bound to affect the way municipal functions are managed and governed. These aspects are inter related and form a part of capacity building strategies to be proposed for any ULB. However, capacity building measures are not necessarily limited to training or human resource development but it also include a restructuring of the prevalent institutional and organizational environment.

The TMC has taken certain concrete steps, which can be called as capacity building measure. As per 74<sup>th</sup> Amendment Act, the TMC has decentralized its administration into nine ward committees and motivated the local stakeholders participation. As a part of structural reform various functions of the TMC have been decentralized, in order to deliver sustainable urban basic services. The public works department has been restructured by establishing Estimate cell, Management cell, Quality control cell and a technically up-graded laboratory. This measure has been able to upgrade the capability of current staff to manage the changed system. Similarly a separate cell has been created to manage the solid waste management activity. The cell has been split up into 3 prominent sections -



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1. Solid waste collection & transportation.
2. Solid waste process & Disposal.
3. Information, Education & Communication (I.E.C).

Similarly, to implement the current accounting reforms, a double entry accounting cell has been created within the accounts and finance department. The separate identity given to the activity has helped the staff to understand the gravity of the activity, and accordingly work in disciplined and time bound manner, ultimately institutionalizing the system in a sustainable manner.

TMC has been one of the Corporation in the State to successfully execute and implement the Rights to Information Act. Various workshops and seminars have been organized by TMC for various actors at all levels to introduce various sections of the Act. Clarifications regarding the Act and its sections were given and open discussions were invited in various seminars. TMC has established a training institute to provide training to the officers and staff at all levels. The officers and employees at all levels are been frequently nominated by the Corporation to attend various seminars & workshops organized at the State, National as well as the International levels. In addition to this regular seminars and workshops are been arranged by the TMC for the local actors, the stakeholders, etc. This has helped to motivate the public participation and the citizens in and around the city are well versed with the innovative projects, initiatives and reforms that are been executed and implemented by the TMC.

TMC has been emphasizing on technical competency while implementing various ambitious developmental activities and infrastructural projects. Hence TMC, while implementing the projects has been associating itself with the reputed consultants for technical support.