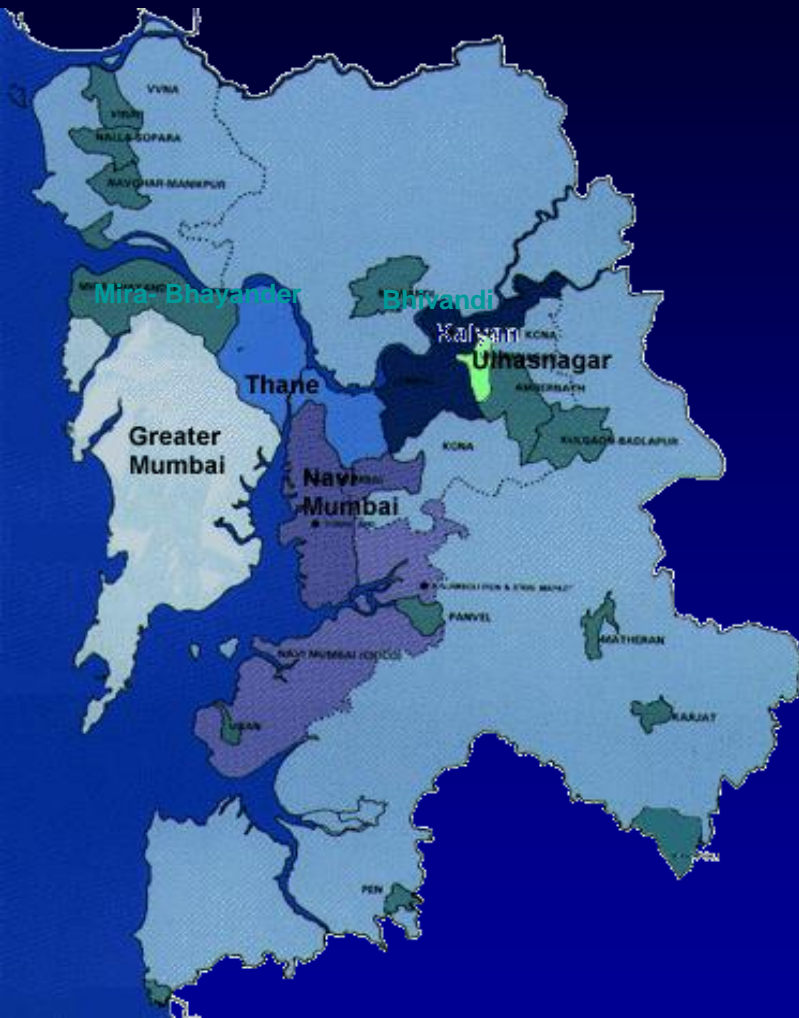


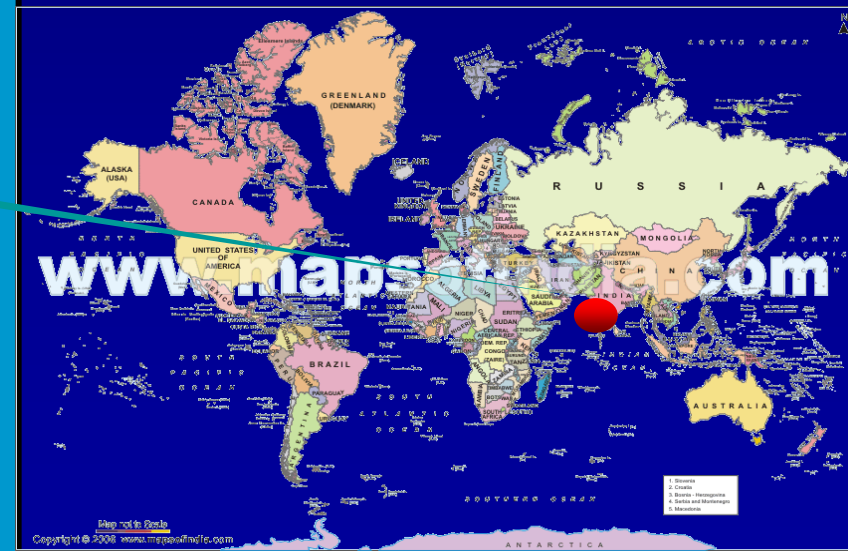
Mumbai Metropolitan Region Development Authority



An Organisational Overview

Mumbai Metropolitan Region Development Authority
Website : mmrdamumbai.org
May 14, 2015

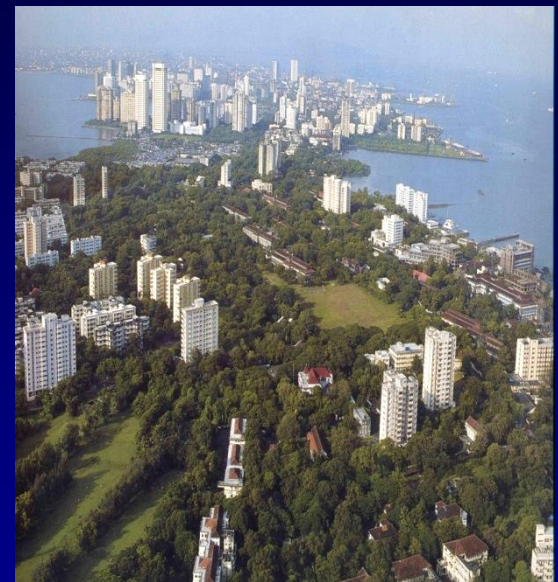
MMR - The Regional setting



Mumbai : the 'Financial Hub' of India

The strength

- Commercial and financial capital of India
- Generates 5% of India's GDP
- Contributes over 1/3rd of India's tax revenues
- 2 ports in Mumbai handle 1/3rd of the country's total foreign trade
- Caters to about 38% and 26% of international and domestic air traffic respectively
- Contributes over US\$ 111 m annually as taxes to Central Government



Mumbai Metropolitan Region

4 Districts

Mumbai, Sub-urban
Mumbai, Thane, Raigad

8 Municipal Corporations

Greater Mumbai, Thane,
Kalyan-Dombivali,
Navi Mumbai, Ulhasnagar,
Mira-Bhayandar,
Vasai-Virar
Bhiwandi-Nizampur

9 Municipal Councils

17 Urban Centres

1003 Villages



Area : 4355 Sq.Km.

Total Population
19 millions

Population
1991-2011

Popln. 1991 – 14.53 m

Popln. 2001 – 19.29 m

Popln. 2011 – 22.44 m

Urban : 18 million (94%)

Rural : 1 million (6%)

MMRDA

Established in 1975 under MMRDA Act, 1974 for

Planning, co-ordinating and supervising the proper,
orderly and rapid development of the areas in the region
and executing plans, projects and schemes
for such development,
and to provide for matters connected therewith.

Functions of MMRDA mandated in the Act

To secure the development of MMR according to the Regional Plan and MMRDA shall :

- Review any project/scheme
- Formulate and sanction
- Execute projects and schemes
- Recommend proposals to GoM/others
- Review physical, financial and economic plans
- Participate with others for inter-regional devp.
- Finance projects
- Co-ordinate execution of projects
- Take up activities conducive for overall objectives

Principal functions in practice

- Regional Planning
- Micro-planning and dev. control in designated areas
- Project formulation
- Co-ordination
- Financing infrastructure development
- Implementation of select projects

MMRDA - Constitution

Authority (17 Members and 8 invitees)

Chairman H'ble Minister for Urban Development

Members

- Hon. Ministers for Urban Devp. and Housing
- Members of State Assembly nominated by the State Govt.
- Chief Secretary, Secretaries of Urban Devp. and Hsg. Depts.
- Commissioner, Mayor and 4 reps. of Gr. Mumbai Mun. Corp.
- Metropolitan Commissioner, MMRDA
- Managing Director, CIDCO

Invitees

- Mayors of other cities in MMR
- Chairpersons of District Councils (Zilla Parishads)

MMRDA - Constitution

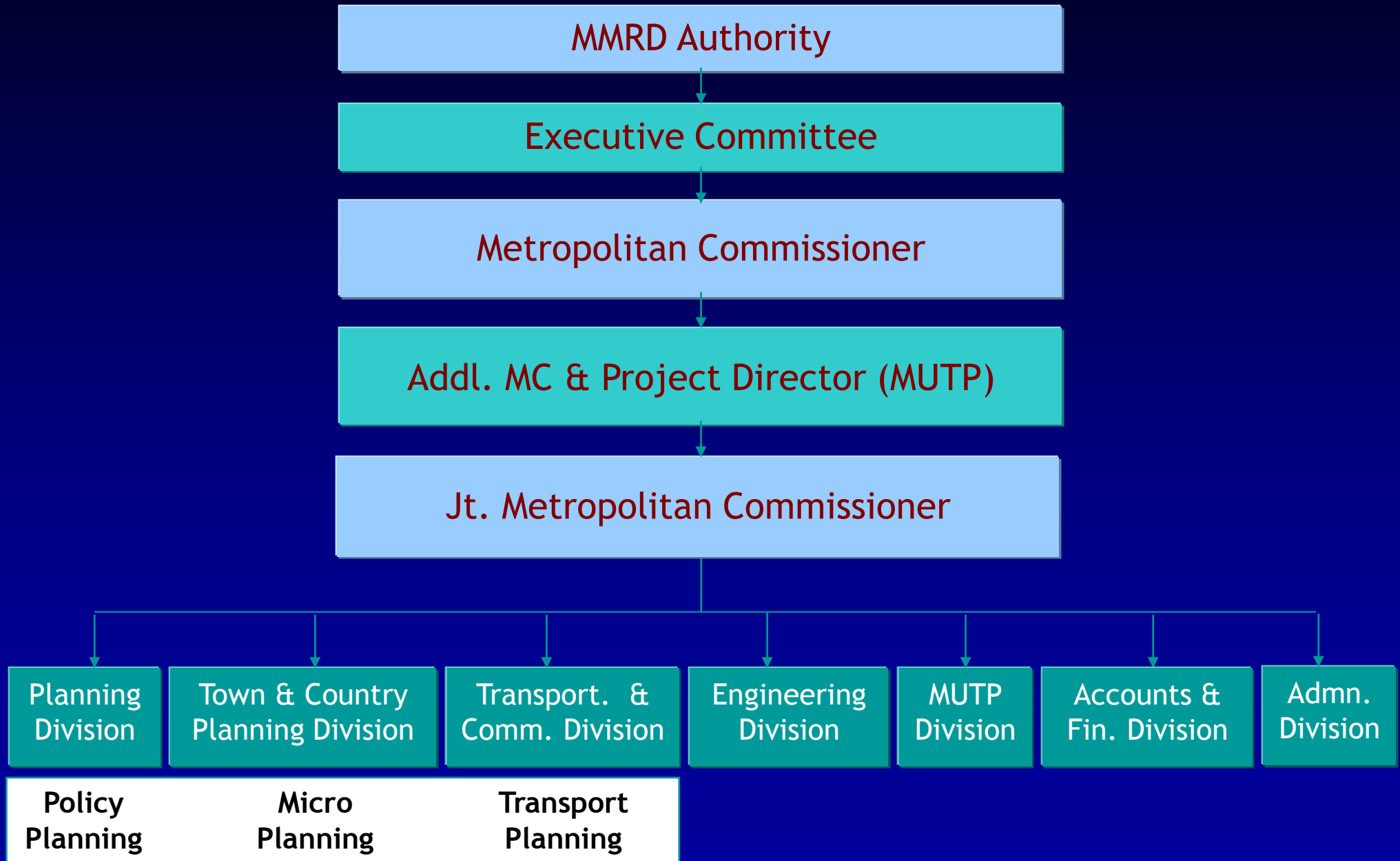
Executive Committee (9 Members)

Chairman The Chief Secretary

Members

- Secretary, Urban Development
- Secretary, Housing Department
- Municipal Commissioner of Gr.Mumbai
- Metropolitan Commissioner, MMRDA
- Managing Director, CIDCO
- 3 expert members

Organisational Structure



Powers of MMRDA include ...

- To freeze or restrict development, where necessary
- To give directions
- To require local authority to assume responsibility in certain area
- To impose conditions while financing schemes
- To levy a Cess on buildings and lands for activities in the Act
- To levy Betterment Charges on increased land value as a consequence of its projects

MMRDA's role

- Spatial planning at regional level
- Micro planning through SPA
- Co-ordinating development
- Development financing
- Execution of special projects
- Providing Technical Assistance to ULBs

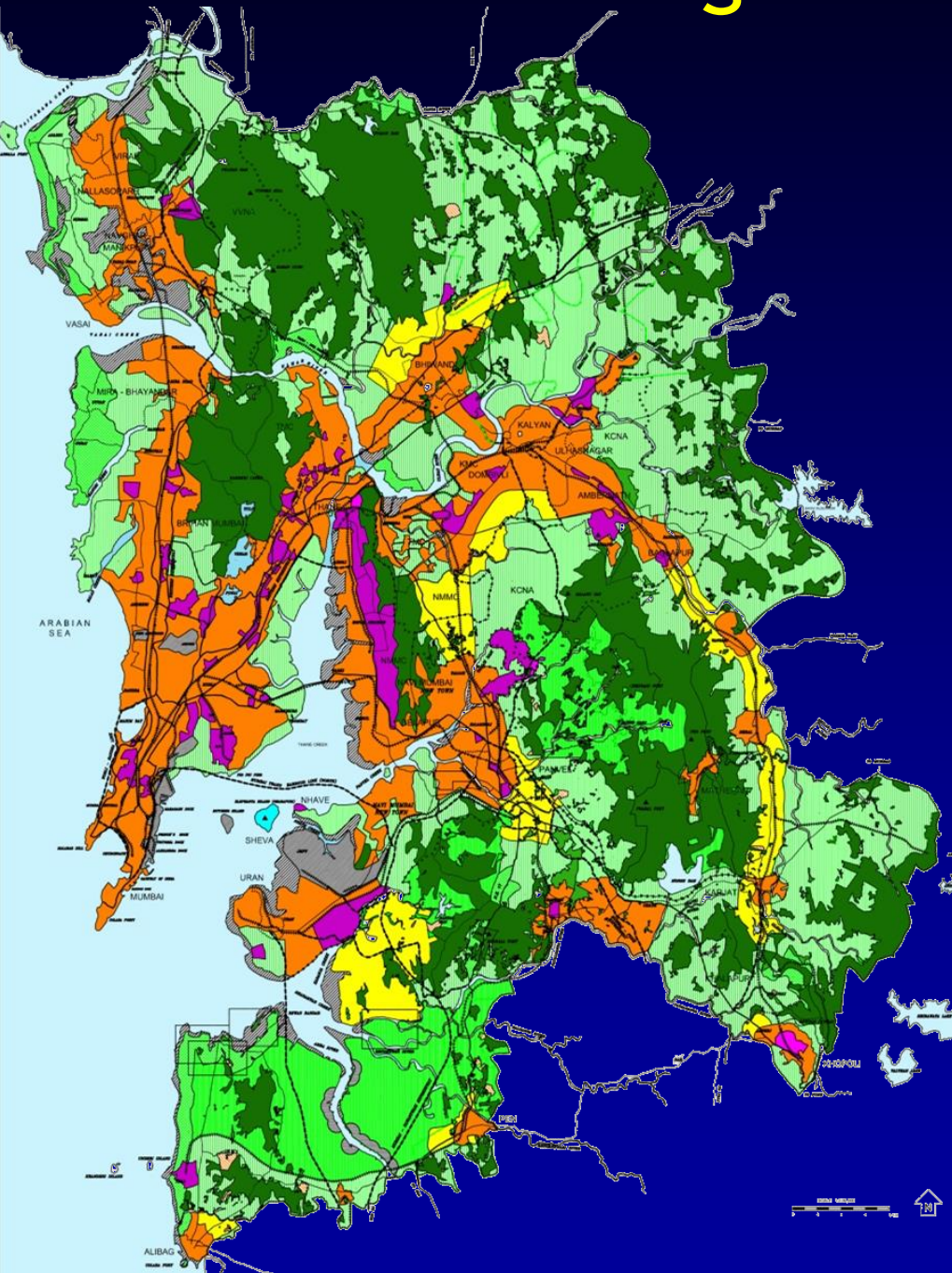
MMRDA's role

- Spatial planning at regional level
- Micro planning through SPA
- Co-ordinating development
- Development financing
- Execution of special projects
- Providing Technical Assistance to ULBs

Orientation of the Regional Plans

- First prepared in 1973, revised 1996, due for another revision by 2011
- Orientation of Regional Plans : Policy towards Spatial Devp.
: Development Finance
: Development Co-ordination
- The 1973, 1996 Regional Plans laid framework for addressing the above issues
- 1973 RP - philosophy of urban containment, socialistic approach, prescriptive, land banking : had measurable objectives
- 1996 RP - reflecting economic liberalisation in India, market orientation, interventions for land-assembly through regulatory mechanism, environmental focus : outcome being measured
- 2011 RP - Under preparation by MPC with MMRDA's assistance

Regional Plan 1996-2011



No	Use Zone		Area		
			Sq. Km.	%	Zone
1	Urbanisable Zone 1	U1	791	19	D
2	Urbanisable Zone 2	U2	217	5	D
3	Industrial Zone	I	129	3	D
4	RTD Zone	RTD	111	2	D
5	Green Zone 1	G1	1350	32	C
6	Green Zone 2	G2	303	7	C
7	Forest Zone	F	1091	26	C
8	Wetlands		116	3	C
9	Others		128	3	
Total			4236	100	

- 29% area for development,
- 39% area for low development,
- 32% area for conservation

In summary, MMR Planning has

- Statutory egional planning framework available
- A dedicated institution (MMRDA) established for regional planning and development
- MMRDA acting as nodal agency and also development financing the ULBs along with technical assistance where necessary
- An industrial locating policy for MMR in place

Future role in view of Metropolitan Planning Committees

The Maharashtra Metropolitan Planning Committees (Constitution and Functions) Act, 1999

Functions	<ul style="list-style-type: none">- to prepare draft development plan for the metropolitan area and recommend to govt.- to ensure compliance of provisions of article 243-ZE of Indian Constitution	
Constitution	<ul style="list-style-type: none">- Ex-officio- Nominated- Elected- Invitees	<ul style="list-style-type: none">Secretaries to GoMChairman, CEOs, MLAs, experts from elected representativesMPs/MLAs, DTP, CEOs of Infrastructure agencies of GoM & Gol

MMPC held 2 meetings and constituted 5 study groups to prepare reports on various aspects of MMR's development

MMRDA to assist MPC in preparation of Regional Development Plan

The Opportunity

- Floods of 2005 brought focus on to regional drainage
- Difficulties of land-fill sites in municipal areas sought regional interventions
- Dr. Chitale Committee report on Water resources in MMR, Comprehensive Transportation Study 2005, Business Plan for MMR 2007 and the Concept Plan for MMR-2010- will provide valuable inputs for revision of Regional Plan
- Need for regional transport and water source development authorities felt - UMMTA and MMRDA to play this role
- Public debate going on including in Courts of law, about city development and imbalance within the region
- MPC will bring balanced regional representation into Regional Planning and Development

MMRDA's role

- Spatial planning at regional level
- Micro planning through SPA
- Co-ordinating development
- Development financing
- Execution of special projects
- Providing Technical Assistance to ULBs

Special Planning Authority

● In Mumbai Dist. :

- Bandra-Kurla Complex
- Backbay Reclamation Scheme
- Oshivara District Centre
- Wadala Truck Terminal
- Mumbai International Airport

● In Thane Dist. :

- Ambernath-Badlapur surrounding notified area,
- 27 villages excluded from KDMC,
- 51 villages notified around Bhivandi, and
- Gorai-Manori-Uttan notified area

● In Raigad Dist :

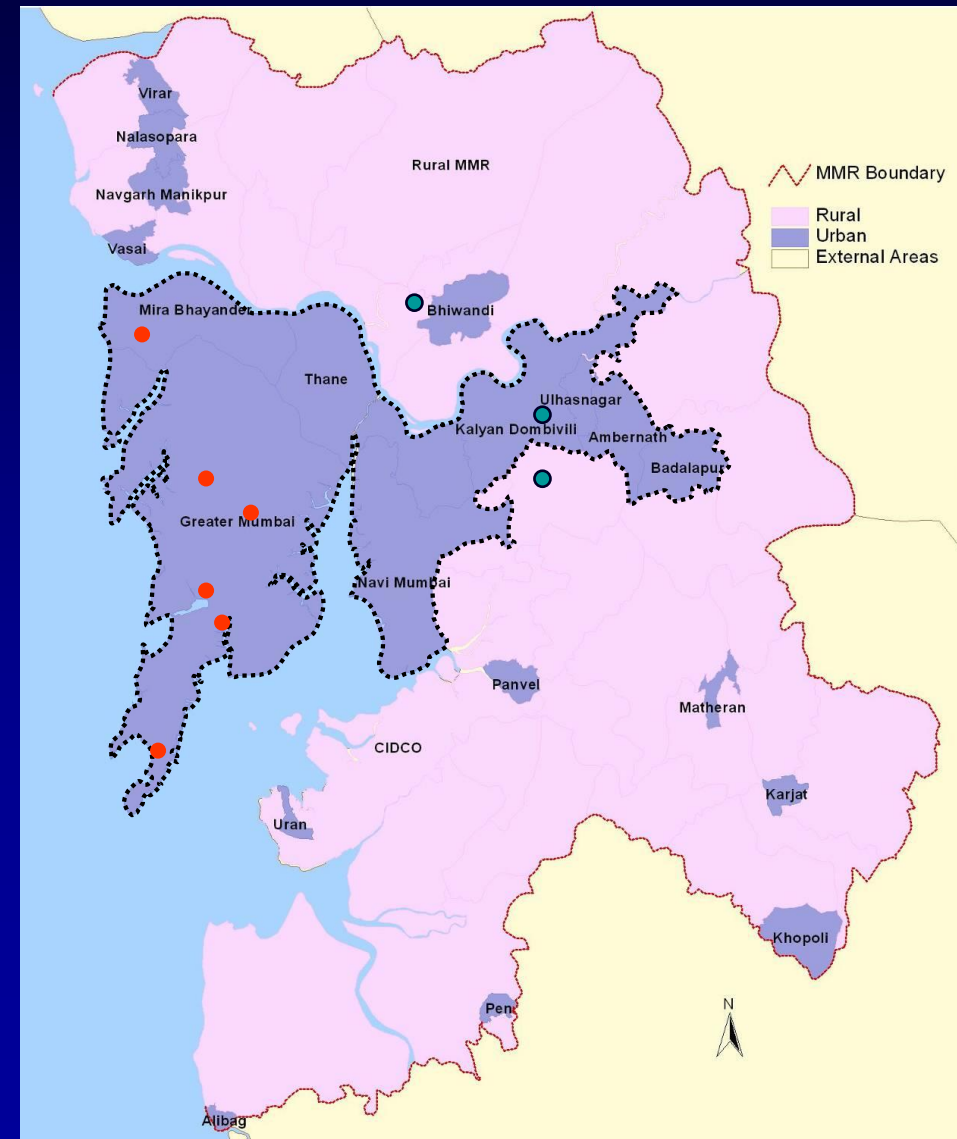
- NIL

Special Planning Authority

MMRDA is SPA for :

- Special commercial, transport & tourism hubs in Mumbai ●
- Newly urbanising areas outside Mumbai ●

Bandra-Kurla Complex and Wadala Truck Terminal with land banking provided MMRDA with required finance for Infrastructure development

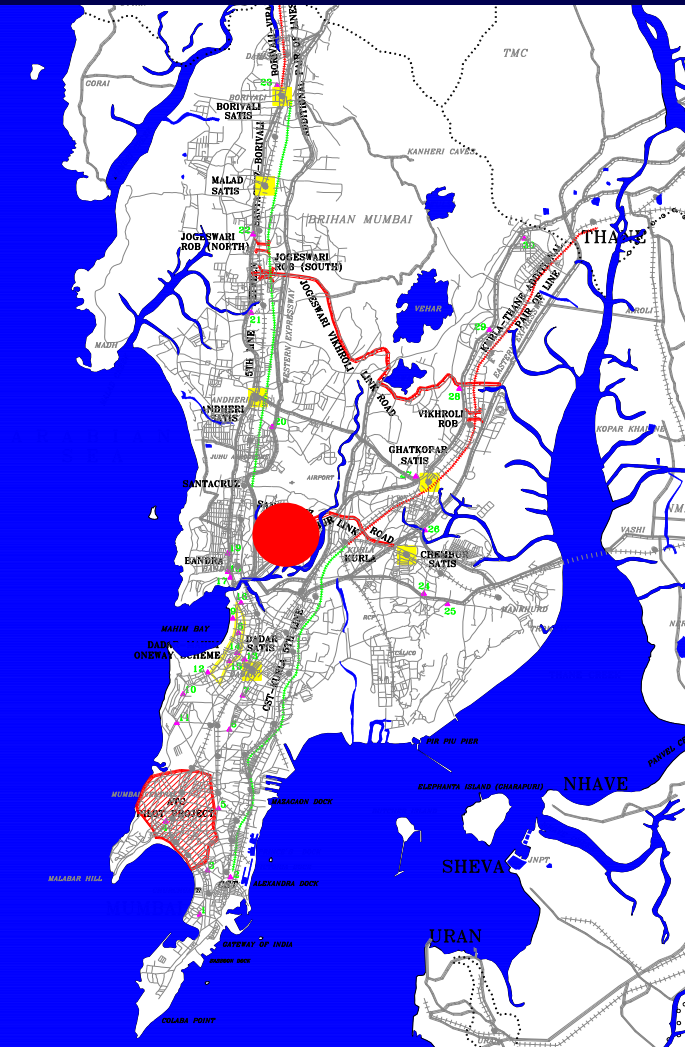
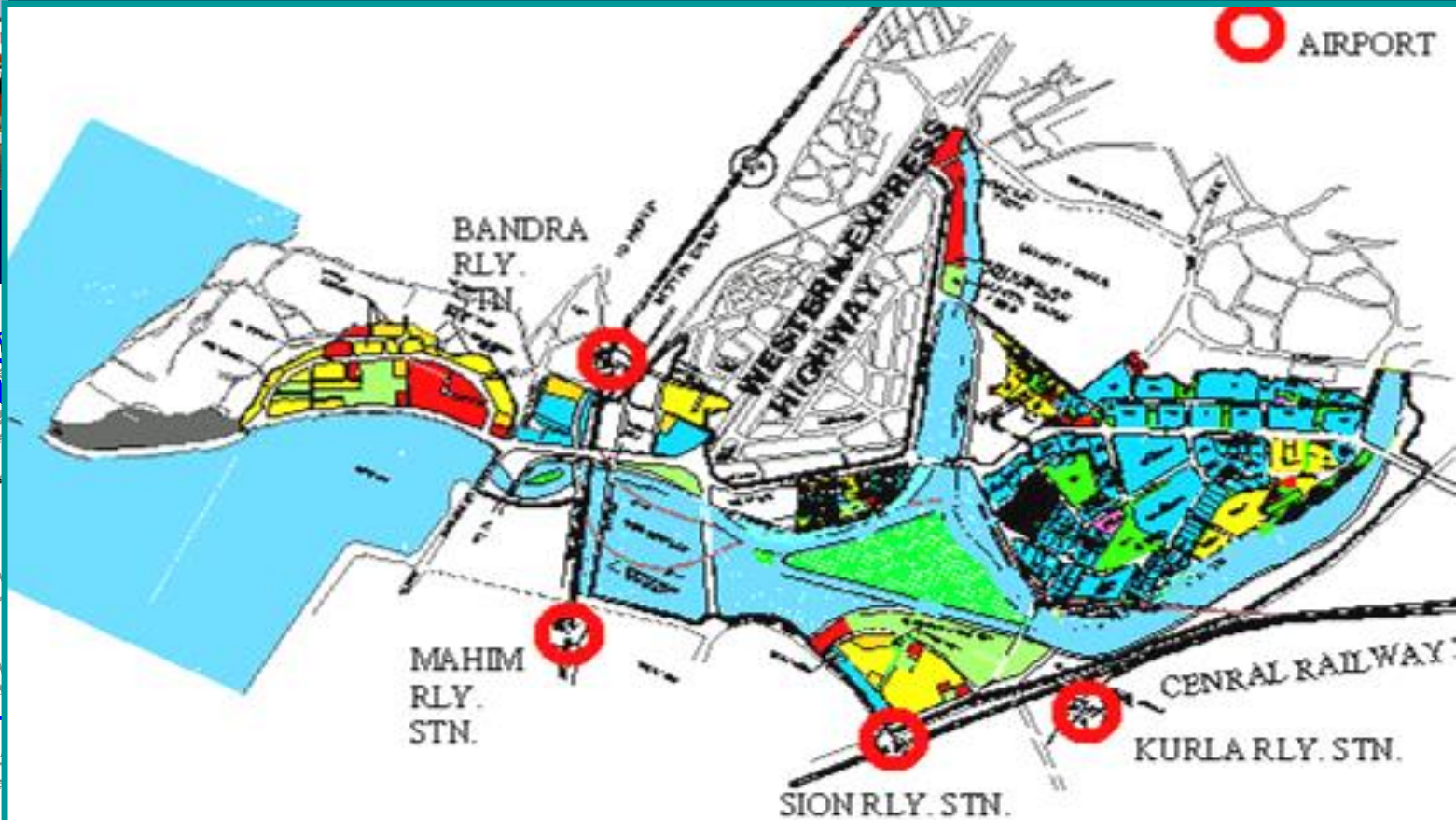


Land Banking

Development of Bandra-Kurla Complex

- 160 ha. of international finance & business centre
- Development of infrastructure undertaken
- Several offices of Govt. & Fin. Instt. started operations
- A large Nature Park and bird sanctuary
- Metro Line-2 passing through BKC connecting both Bandra and KUrla
- International Exhibition and Convention Centre promoted

Bandra-Kurla Complex



Land Banking

Development of Wadala Truck Terminal

- 80 ha. of land being developed in phases
- Space for parking 3000 trucks, 1100 goods transport companies
- Inter-state Bus Terminus (ISBT) and Regional Transport Office engisaged
- The 'Tall Tower', an over 100 m high tower being planned

Role of SPA without land banking

- Oshivare District Centre
- Backbay Reclamation Scheme
- Mumbai International Airport
- Gora-Manori-Uttan Tourism zone (4000 ha.)
- Ambernath, Kulgaon-Badlapur and surrounding notified area
- 27 villages excluded from Kalyan-Dombivali Mun. Corp.
- 51 villages surrounding Bhiwandi city

Role of SPA : Preparation of Development Plan
with or without Development Control

Special Planning Authority

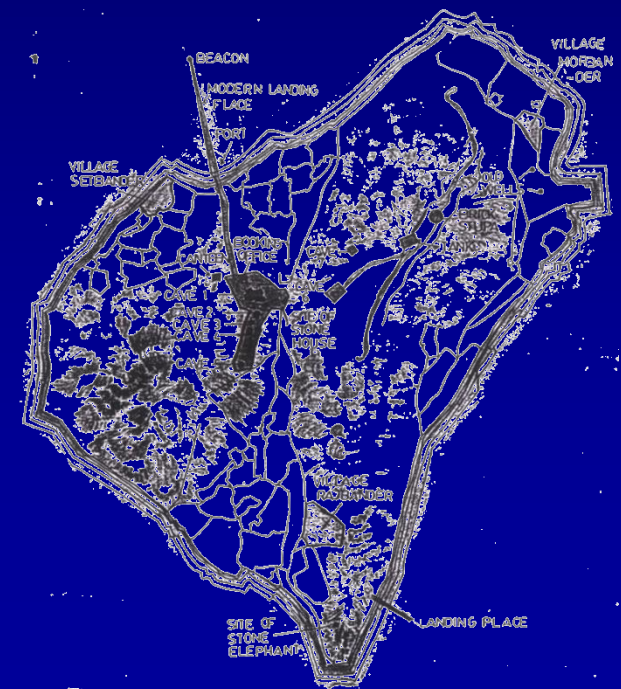
Gorai-Manori-Uttan Notified Area

- 42 Sq.Km. area notified for tourism devp. and appointed MMRDA as SPA
- Preparation of Devp. Plan in progress
- Notified area has tourism potential but environmentally sensitive and falls in CRZ
- Local citizens concerned about their livelihoods and env. sensitivity of the area
- Draft Devp. under preparation is addressing the above and is expected to be submitted to Govt. by early 2011



Special Projects

- ❖ Marine Drive Refurbishment
 - Phase 1 completed by MMRDA
 - further phases expected to be taken by MCGM
- ❖ Electrification of Gharapuri (Elephanta Island)
 - MMRDA financing the project with Rs. 10 Cr budgeted in 2010-11
 - Tendering by MSEB in progress



MMRDA's role

- Spatial planning at regional level
- Micro planning through SPA
- Co-ordinating development
- Development financing
- Execution of special projects
- Providing Technical Assistance to ULBs

MMRDA's role : Co-ordinating development

- Facilitated shifting of wholesale markets to Navi Mumbai in a planned environment
- Acting as Special Planning Authority for detailed planning and development of identified Growth Centres
- Helped frame Industrial Location Policy for MMR with focus on environment
- Helped delineate Matheran Eco-sensitive Zone and preparing the zonal master plan for GoM
- Co-ordinated World Bank funded BUDP with focus on shelter and MUDP with focus on railway network augmentation & improvement

MMRDA's role : Co-ordinating development

- Facilitated studies :
 - Capital investment study for ULBs in the state
 - Regional Water Resource Planning,
 - Comprehensive Transportation Study and Business Plan to arrive at infrastructure needs and financing reqmts. of MMR,
 - Flood mitigation of various rivers in MMR
- Directly undertaking regional transportation, water resource development and solid waste management projects
- Established Societies for Heritage Conservation and Environmental Improvement in MMR, providing grants for studies and projects

MMRDA's role : Co-ordinating development

- Acting as State level nodal agency for channelising funds from the Central and State Governments for urban infrastructure schemes
- MUDP-RF : providing loan and grants
- MCS-RF : providing soft loans and grants
- JNNURM : technical appraisal of proposals and monitoring & reporting progress of projects

MMRDA's role

- Spatial planning at regional level
- Micro planning through SPA
- Co-ordinating development
- Development financing
- Execution of special projects
- Providing Technical Assistance to ULBs

Development Financing

- MMRD Fund for
 - regional infrastructure
 - urban infrastructure
 - rural infrastructure
- External funding
 - MUDP Revolving Fund
 - Mumbai Megacity Scheme
 - JNNURM

Development Financing

Name of Scheme	Source of fund	Eligibility	Loan
MMRD Fund	MMRDA's own revenues	Urban and regional infrastructure in MMR	Loan
MMRD Reserve Fund		Transport projects in MMR	Loan
Integrated Village Improvement Scheme		Infra within urbanising villages	Grant
Outer Area Road Development Scheme		Improving road connectivity to villages	Grant
MUDP - Revolving Fund	World Bank loan repayments	Urban infrastructure in MMR	Loan, grant
Mumbai Megacity Scheme	Central and State grants	Urban Infrastructure in MMR	Loan, grant
Jawaharlal Nehru National Urban Renewal Mission		For 6 Corporations and 2 Councils in MMR, UAs of Pune, Nagpur, Nashik, Nanded	Grant
Heritage Conservation and Environmental Improvement Societies	Income from Corpus by MMRDA	Studies and implementation of projects in the two fields	Grant

MegaCity Scheme



JN National Urban Renewal Mission



Sewage treatment-PCMC



Storm water drainage-Thane



River bridge-Nanded



Roads & cycle tracks-Nashik



River front devp.-Nanded



Contribution to Heritage and Environmental Preservation in MMR

- MMR-Heritage Conservation Society (MMR-HCS)
- MMR-Environmental Improvement Society (MMR-EIS)
- Two separate societies established by MMRDA
- Corpus of Rs. 5 Cr. to each provided by MMRDA
- Income on above used to fund studies and projects
- As on 31.3.2015, in Heritage Conservation - 66 projects funded @ Rs. 6.97 Cr., 59 completed
- In Environment Improvement - 78 projects funded @ Rs. 7.67 Cr., 72 completed

Maadi village precinct:
Area is about 48,555 sq. mts, with 19 buildings.

Memori village precinct:
The area is about 4,324,195 sq. mts with 606 buildings.

Emeral village precinct:
Precinct between Maadi and Alsa village with an area of 55,245 sq. mts. and 146 buildings.

Alsa village precinct:
Area is about 14,646 sq. mts., with 58 buildings.

Culem village precinct:
Area is about 84,771 sq. mts. and has approximately 19 buildings.

Gara village precinct:
Area is about 14,646 sq. mts. and has 10 buildings.

Maria village precinct:
Area is about 12,391 sq. mts., with approximately 27 buildings.

URBAN VILLAGE

Opera House

Historical Background

The Royal Opera House occupies a hand in the corner plot of an important node at the junction of three busy arteries of the city, Mama Paramanand Road, Sardar Vallabhbhai Patel Road and Jagannath Shankarshet Road. This Baroque style building is a prominent city landmark, and the area surrounding it is commonly known as "The Opera House". The Opera House precinct is bounded by Mama Paramanand Road on the north, Ram Mohan Roy Road on the south, Sardar Vallabhbhai Patel in the east and the Railway lines on the west.

In the early 1950s, the Opera House precinct was a cultural wasteland with a few theatres, cinemas, shops and residences. With the arrival and settlement in the vicinity of a number of first commercial nodes outside the Fort, the area developed with a multi-use pattern, i.e. commercial at the ground level and residences above.

The Royal Opera House and the adjacent area were owned by M.P. Road. An example of a well known building in the vicinity of the formidable European architectural styles, most distinguished with Indo-British. The architectural character of the precinct is distinct as there are several Baroque and Renaissance buildings, which are in a building style of European style and several built with a mix of languages such as Italian features.

Condition of the buildings

The condition of the buildings within the selected area has been assessed based on visual inspection. Buildings have been classified into three categories on the basis of their structural condition and maintenance.

Architectural styles within the precinct

Classical: The buildings have been classified as European, purely by the period they were built in. In the area, there are a number of Classical, Neo-Classical and Baroque styles.

Neoclassical: The style of architecture is indigenous and identifies the building with the style of the classical architecture and use of local material.

Regional transformation: The transformation of architecture as changes can be identified on the basis of the period, and modern is unrecognizable.

Grading of heritage buildings: As per the heritage importance for Grade I and Grade II, the buildings are categorized as Grade I and Grade II. In the grade of a building, the precinct governs the nature of future development and transformation by the government.

Ownership status: The ownership of the precinct buildings has been categorized as named by:

- Governmental agency of institution.
- Private organization.
- Co-operative society.

Current status of buildings: As per the heritage importance for Grade I and Grade II, the buildings are categorized as Grade I and Grade II. In the grade of a building, the precinct governs the nature of future development and transformation by the government.

Building type and use: The buildings are categorized as Grade I and Grade II. In the grade of a building, the precinct governs the nature of future development and transformation by the government.

Traffic patterns: The buildings are categorized as Grade I and Grade II. In the grade of a building, the precinct governs the nature of future development and transformation by the government.

Studying the pattern within the precinct

Land use: The pattern within the Opera House precinct is predominantly a mix of residential and commercial plots, which accounts for almost half of the buildings. Intermixed among them are some commercial plots, which are used for shops, agencies, hotels, and library banks.

Topography: Most of the buildings are about a 10-story high. The buildings are built on a level ground. The average ground building height needs to be around 10-12 stories. It is only the new buildings that have been built, which is a mix of 10-12 stories, high that stands out as an incongruous addition in the precinct.

Delineation of Precinct

Study Highlights


The need for the extension of the precinct and the need to delineate adjoining precinct.

Need to delineate adjoining precinct: The precinct of the Opera House is bounded by the precinct boundary. The precinct boundary has been delineated as a mix of the precinct and the precinct boundary.

Proposed extension of the precinct: The precinct of the Opera House is bounded by the precinct boundary. The precinct boundary has been delineated as a mix of the precinct and the precinct boundary.

Need to delineate adjoining precinct: The precinct of the Opera House is bounded by the precinct boundary. The precinct boundary has been delineated as a mix of the precinct and the precinct boundary.

URBAN PLACES




Thane

URBAN REGION

Historical Background

Thane, the second largest city in MMR Urban agglomeration, has some picturesque landscape resources as part of its city structure. The Vencor hills, Park hills, Thane Creek and numerous lakes spread all over Thane, are natural elements which add to the character of the city.

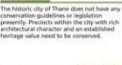




In fact, Sir Patrick Geddes, an eminent British town planner visited Thane in 1915 and was impressed by the lakes and suggested preservation of lake. Thane has evolved organically, barring a few planned localities, and shows some definite stages in its growth

during different times. The important phases, The Maratha period, the Portuguese period, the British period and the independent period, have left their distinctive marks over the townscape of the city. Rich architectural heritage area, constituting not only monuments, but also an ambience of the period, can still be seen and enjoyed in areas like Bara Bangala. The British period town planning scheme.

Introduction

The historic city of Thane does not have any continuous population or regional identity. Presently within the city with rich prehistoric, historical and cultural heritage value need to be conserved.







Products

- 1. Chhat
- 2. Kankrej
- 3. Resident locality
- 4. Central business

Study Area

- 1. 1. 1980
- 2. 2. 1980

Identification



The areas and buildings which figured in heritage and conservation list were identified on the basis of the survey of the city.

Classification

It is the area that comprise of many structures bearing similar architectural features have been clustered to form a precinct.

Evaluation

The process of evaluating the structures has been made after considering various different readings under which each of the structure map is not clearly.

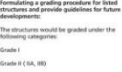

Formulating a grading procedure for listed structures and provide guidelines for future developments.

The structures would be graded under the following categories

Grade I

Grade I (A, B)

Grade II



Formulating a grading procedure for listed structures and provide guidelines for future developments.

The structures would be graded under the following categories


Grade I

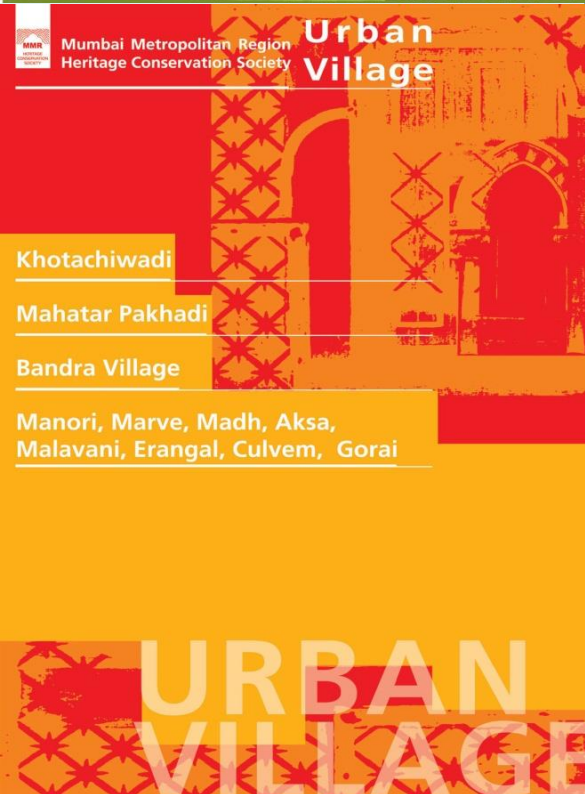
Grade I (A, B)


Grade II

Identifying the Precincts and prepare a list of Precincts





 Mumbai Metropolitan Region
Heritage Conservation Society

Urban Village


Khotachiwadi

Mahatar Pakhadi

Bandra Village

Manori, Marve, Madh, Aksa,
Malavani, Erangal, Culvem, Gorai

URBAN VILLAGE



**Mumbai Metropolitan Region
Heritage Conservation Society**

**Urban
Places**

D N Road

Marine Drive

Opera House

Ballard Estate

Cumballa Hill

Mahalakshmi

Dadar Parsi & Hindu Colony

Stone Cleaning

**URBAN
PLACES**

**Mumbai Metropolitan Region
Heritage Conservation Society**

**Urban
Region**

Thane

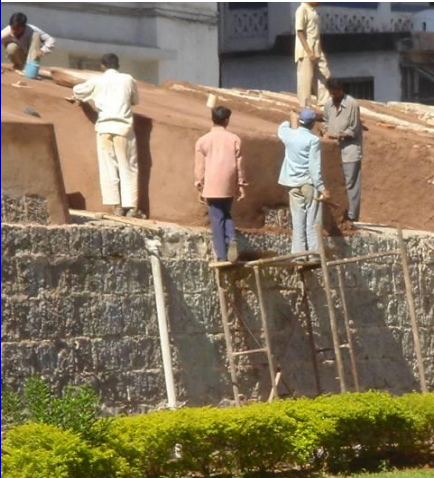
Kalyan

Matheran

**URBAN
REGION**

MMR


Heritage Conservation Society





Draft Final Report

Soil Amelioration of Land Spoilt by Industrial Effluents using Phytoremediation



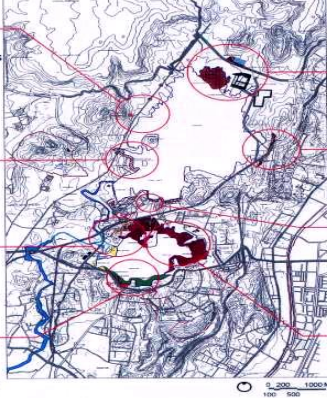
Prepared by
Department of Environmental Sciences,
Institute of Science,
Mumbai

Submitted to
Mumbai Metropolitan Region - Environment Improvement Society
MMRDA

May 2005




MMR ENVIRONMENT IMPROVEMENT SOCIETY



TULSI PIPELINE
THE DENSELY FORESTED SECTION ALONG THE RAILWAY GARDENS NATIONAL PARK IS EASILY ACCESSIBLE TO THE LOCALS. THE TULSI PIPELINE RUNS ALONG THIS EDGE AND IS TAMPED AT VARIOUS POINTS. COUNTRY LIQUOR IS MANUFACTURED IN POCKETS ALONG THIS EDGE USING WATER FROM THE PIPELINE AND FUEL FROM THE FOREST.

DENSE INDIGENEOUS FOREST

LAKE EDGE USED FOR DOMESTIC PURPOSES
BOTTLED IN NEARBY AREAS HAVE EASY ACCESS TO THE LAKE THROUGH WHICH IS USED FOR DOMESTIC PURPOSES AND TREES FROM THE SURROUNDING FOREST USED FOR FUEL.

PRIVATE BUNGALOW ON LEASE
LAKE EDGE IS PRIVATIZED BY BUNGALOWS ON LEASED PLOTS AND STARRED CATEGORY HOTEL.

RENAISSANCE HOTEL

DEBRIS FROM JVR CONSTRUCTION DUMPED ALONG LAKE
URBAN RUNOFF FROM SURROUNDING AREAS WHICH CARRY CONSTRUCTION DEBRIS, SILT AND URINE POLLUTANTS IS LET OUT INTO THE LAKE THROUGH CULVERTS. EUTROPHICATION OF THE LAKE HAS LED TO PROLIFERATION OF WATER HYACINTHS THUS REDUCING THE LAKE SHORELINES.

DISCHARGED SILT AND SLUDGE FROM BHANDUP TREATMENT PLANT

DEBRIS DUMPED AT EDGE OF LAGOON
UNTREATED BACKWASH WATER DUE TO DISCHARGE LAGOON FROM BHANDUP TREATMENT PLANT IS LET OUT INTO VIKAR LAKE RESULTING IN POLLUTION AND POLLUTION OF THE LAKE WATER.

GARBAGE DUMPED IN BMC CANAL

PIPELINE USED FOR RECREATION

LAKE EDGE USED FOR RECREATION

INFORMAL SETTLEMENTS ARE LOCATED IN CATCHMENT AREA
AND SLUM DWELLERS HAVE EASY AND PROXIMATE ACCESS TO THE LAKE FOR DOMESTIC PURPOSES AND THE LAKE IS USED FOR RECREATION. DUMPING OF GARBAGE AND LAKE WATER USED FOR DOMESTIC PURPOSES.

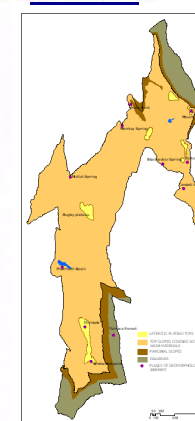
DARGAH AREA ALONG WETLAND USED FOR RECREATION

INFORMAL SETTLEMENTS ARE LOCATED ALONG THE DAM AND SLUM DWELLERS HAVE EASY ACCESS TO THE LAKE WATER WHICH IS USED FOR DOMESTIC PURPOSES AND THE LAKE IS USED FOR RECREATION.

DEBRIS FROM CONST. ACTIVITY

HARDENED LAKE EDGE

THE LAKE EDGE AND ITS BOUNDARY ARE UNDERMINED ON SITE. THE WETLANDS ARE HARDED DUE TO DISCHARGE OF UNTREATED SEWAGE AND SILT DEBRIS FROM CONSTRUCTION ACTIVITY IS DUMPED ALONG LAKE EDGE.



NAME	LOCATION	ALTITUDE (approximate from Survey of India map)	PLOTS ON PLATEAU	REMARKS
Rugby Plateau	Centrally located on the plateau	800 meters above sea level	Rugby Hotel, South's Bangalore Residency Lodge, Church of England - St. Paul's, European Cemetery	-no quarrying or excavation shall be permitted -to be conserved as natural heritage sites
Olympia	located on the south of the plateau	773 meters above sea level	Race Course, Chakraborty, Mount Mans, Bhanan Villa, Bird wood Point, plot no. 134	-no quarrying or excavation shall be permitted -to be conserved as natural heritage sites
Mt. Berry Plateau	located on the plateau	765 meters above sea level	Forest Area	-no quarrying or excavation shall be permitted -to be conserved as natural heritage sites
Rajasthan	located south of the plateau	751 meters above sea level	Rajasthan	-no quarrying or excavation shall be permitted -to be conserved as natural heritage sites
Governors Hill	located north of the plateau	772 meters above sea level	Forest Area	-no quarrying or excavation shall be permitted -to be conserved as natural heritage sites
Chalet	located on the east of the plateau	758 meters above sea level	Forest Area, The Chalet	-no quarrying or excavation shall be permitted -to be conserved as natural heritage sites

MMRDA's role

- Spatial planning at regional level
- Micro planning through SPA
- Co-ordinating development
- Development financing
- Execution of special projects
- Providing Technical Assistance to ULBs



Project Interventions

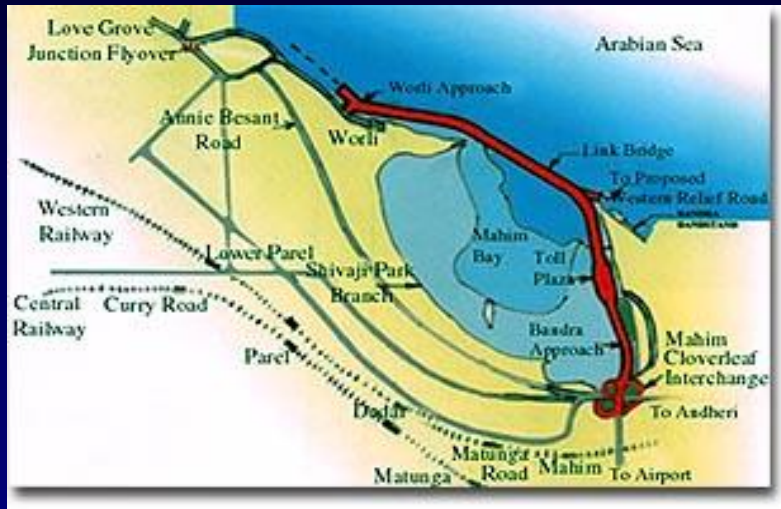


Transportation Projects

Proposed Transportation Strategy

- Improve and expand the railway network through MUTP I & II
- Improve road network by implementing MUIP
- Develop Mass Rapid Transit System through Metro Rail
- Develop Freeways like Eastern Freeway, Western Freeway, Mumbai Trans Harbour Link.
- Introduce High Capacity Bus Transit System and dedicated Bus Lanes

Major Transportation Projects in MMR



Rs. 4526 Cr. - Mumbai Urban Transport Projects (MUTP)

Rs. 2600 Cr. - Mumbai Urban Infrastructure Project (MUIP)

Rs. 1300 Cr. - Worli Bandra Sea Link

Rs. 6100 Cr. - Mumbai Trans Harbour Link (MTHL) and its dispersal

Rs. 19925 Cr. - Metro Master Plan for Mumbai

Rs. 2400 Cr. - Monorail

Rs. 600 Cr. - Skywalks



I. Mumbai Urban Transport Project (MUTP)

- For improving transport system in the region in phases
- With financial assistance of the World Bank
- Suburban railway, roads and related transport components included
- Govt. of Mah. and Indian Railways to share capital expenditure on suburban railway component on 50:50 basis
- Resettlement of 23,000 project affected households - an integral part
- Total cost of the project - Rs 4,526 Cr.

The map illustrates the Mumbai Urban Transport Project, highlighting proposed road and rail alignments across the city. Key features include:

- Road Network:** Major roads like Mira Road, Borivali Road, Malad Road, Juhu Road, and Bandra Road are shown. The map also indicates areas under traffic control and priority roads.
- Rail Network:** Existing and proposed rail lines are depicted, connecting various parts of the city. The map shows the integration of new rail projects with existing infrastructure.
- Geographical Features:** The Arabian Sea is visible to the west, and Thane Creek is to the east. Other landmarks include the Gateway of India, Victoria Dock, and Alexandra Dock.
- Legend:** A detailed legend explains the symbols used for different types of roads, rail lines, and project status indicators.
- Scale and Orientation:** A scale bar at the bottom right indicates distances up to 1000 meters. A north arrow points towards the top of the page.

2. Mumbai Urban Infrastructure Project (MUIP)

Need for MUIP

- MUTP focuses on rail transport
- MUIP to supplement MUTP with emphasis on road network improvements and providing benefits to the pedestrians and Public Transport users

Objectives

- Efficient traffic dispersal system
- Major North-South road links
- East-West Connectivity
- Safe, convenient & efficient movement for pedestrians
- High capacity un-interrupted connectivity to International Airport
- Efficient/fast public transport corridors
Bus terminals/depots with integration facilities
- Elimination of railway level crossings

2. Mumbai Urban Infrastructure Project (MUIP)

Schemes	Eastern Suburbs	Western Suburbs	Island City	Total
DP Roads (No)	52	60	22	134
DP Roads (in Km)	195	151	116	462
Elevated Roads (No)	6	-	4	10
Flyovers (No)	10	17	14	41
ROBs (No)	1	7	8	16
Vehicular Subways (No)	8	1	1	10
Pedestrian Subways (No)	27	5	24	56
Estimated Cost (Rs. Cr.)	1317	674	656	2647

3. Mumbai Metro Master Plan

- ❖ DMRC prepared in May 2003 a Master Plan for Metro System for Mumbai with proper connectivity to neighboring areas like Thane, Navi Mumbai, Vasai-Virar etc.
- ❖ The main objective is to provide a rail based mass transit connectivity to people within an approach distance of 1 to 2 K.m. & to serve the areas not connected by existing Suburban Rail System



3. Metro Rail Master Plan

Total Length : 146.5 km

Total Estd. Cost : Rs.19,525 Cr.

Implementation : in 3 Phases

Phase-1

Versova-Andheri-Ghatkopar

11 Km. - In progress - 2007-2010

Charkop-Bandra-Mankhurd

32 Km. - Recently awarded - 2009-2014

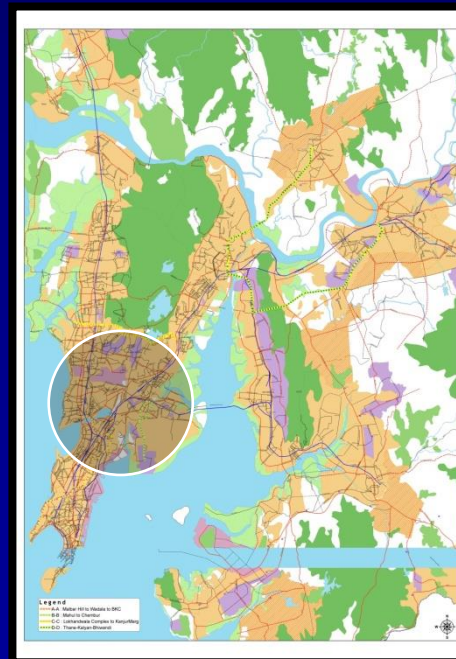
Colaba - Mahim

20 Km - Project prepared



4. Monorail in MMR

- ❖ MUTP, Mumbai Metro Project cater to high demand corridors
- ❖ Monorail to act as a feeder to them, and where others are not feasible
- ❖ 20 Km. 1st Corridor from Jacob Circle- Wadala **in progress**



5. Skywalks

- ◆ At Railway station areas and congested locations
- ◆ 50 km of Skywalks proposed @ Rs 600 Cr.
- ◆ Pilot project completed at Bandra (East) in Aug '08 - over 1 lakh users a day
- ◆ 37 works awarded, all are completed or nearing completion

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Special Projects

Slum sanitation in MMR

Nirmal MMR Abhiyan

- The Central Government decided to eradicate the practice of open defecation by 2009.
- Following the above, MMRDA undertook slum sanitation programme on mission mode in September 2007
- To construct Community Toilet Blocks with Community Participation in urban areas in MMR (excluding Mumbai & Navi Mumbai),
- Grants by MMRDA, implementation by Municipalities, with help of NGOs
- **Current Status**
 - 24,000 units proposed @ Rs. 248 Cr.
 - 20,000 units completed
 - 4,000 units in progress

Rehabilitation of the Project Affected Families



- R & R necessitated by infrastructure development projects
- 55,000 units constructed for MUTP, MUIP and Mithi River development projects
- Residential and Commercial units and community facilities provided
- Post rehabilitation - livelihood and maintenance helped
- With the experience, MMRDA facilitates R&R for other agencies, for vital projects like Airport Authority



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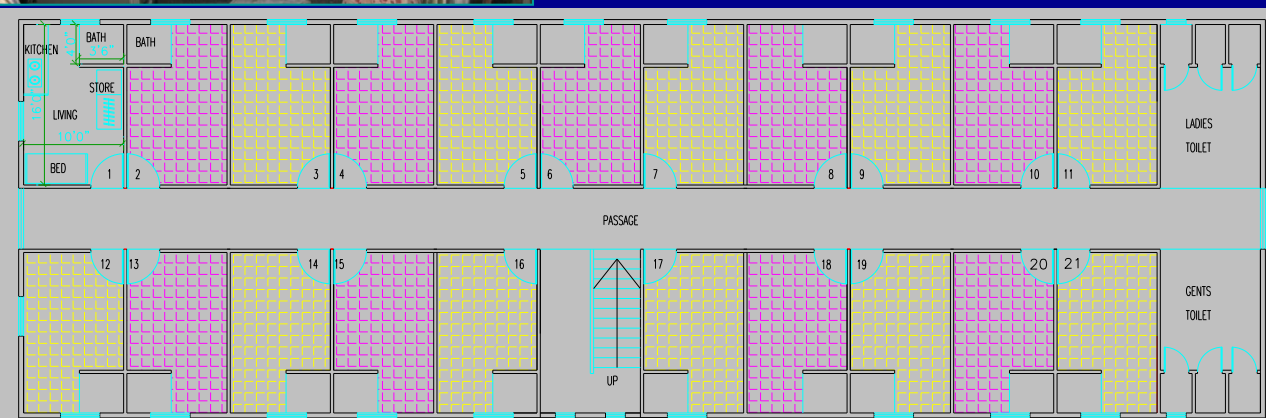
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Rental Housing

- Policy : adequate housing for Lower Income Groups is an objective Maharashtra State Housing Policy
- Scheme : MMRDA to provide 5 lakh rental units in 5 years
- Area : Small tenements of 160 sq.ft. carpet area
- Delivery : By land owner, agency approved by MMRDA, or MMRDA itself; 3-4 FSI granted subject to 1.0 FSI utilised for rental units to be handed over free of cost to MMRDA
- Eligibility : min income of Rs. 5000/month, domicile status in Maharashtra, no other house in MMR

Current status :

- 11 projects with 172,000 rental units given clearance
- 2 in progress



Thank you