Chapter 2 (Two)

Historical Background and Physical and Cultural Aspects of Mumbai Suburban District

2.1: INTRODUCTION OF MUMBAI SUBURBAN DISTRICT:

Popularly known as the capital city of Maharashtra and the commercial capital of India, Greater Mumbai is a coastal city located along the western coast of India having two separate administrative divisions and revenue districts: 1) Mumbai City District and 2) Mumbai Suburban District. Even though both the districts breathe together, the history and geography of both are different. Mumbai City District is growing for last five hundred years is neither an ancient city nor a medieval city but was created during the British rule by reclaiming together the seven volcanic islands. (Jones & Bhagat, 2011). On the contrary, Mumbai Suburban District which lies towards the north of Mumbai City District on Salsette island (Salsette is known as ‘Sashti’ in local Marathi language) is officially formed recently in 1990 and has a history of only twenty five years.

Mumbai Suburban District is declared as Independent District with effect from 1st October 1990 vide notification No. REN 2680/855/CR-448 /M – 10 Dt.1.101990 as a consequence of the bifurcation of the Greater Mumbai into two revenue districts. Prior to 1990, Mumbai Suburban was included in Mumbai City District as the northern extention of the Mumbai City District on the Salsette island.

The name Mumbai is derived from patron deity the Mother Goddess Mumba Devi or Maha Amba. It is an eponym. Its etymology is ‘Mumba Aai’ or ‘Maha Amba’, indicating the link to the kolis who were the original fishermen inhabitants. The portugues called the place ‘Bom Baim’ meaning ‘The good Bay’. Later British anglicised it to ‘Bombay.’

The name changed from Bombay to Mumbai officially on 4th October 1995. Since then the Marathi and Gujarati usage has been ‘Mumbai’ only. But sometimes the Hindi usage is ‘Bambai’.

As per the 2011 census, Mumbai Suburban District has a population of 93,32,481 making it the 5th populous district in India out of total 673 districts. In Maharashtra, among the 36 66 districts it ranks first in terms of population and 2nd in terms of density. The basic reason for the highest growth of population is associated not only with natural increase but also with migration and hence this topic is chosen for research.
Location
Mumbai Suburban District

Map No. 2.1
Map No. 2.2
2.1.2 : LOCATION AND SIZE:

Mumbai Suburban District lies between 18° 3' N and 19° 20' N latitudes and 72° 45' E and 73° 00'E longitude spreading over geographical area of 386.56 sq. kms. and area under forests is 44.43 sq. k.ms. (District Census Handbook, 2011). Area wise it is the second smallest district in Maharashtra state out of total 35 districts. But population wise it is ranking First in the state of Maharashtra. The district headquarter is located at Bandra (East). Administratively it comes under Konkan Division. The jurisdiction of Mumbai Suburban District is from Bandra to Dahisar, from Kurla (Chuna Bhatti) to Mulund and from Kurla upto Trombay Creek. (Map No. 2.1)

2.1.3: THE DISTRICT BOUNDARIES:

East : Thane creek from Mulund to Trombay, Vikroli, Ghatkopar.

West : Arabian Sea from Gorai, Manori to Andheri and Bandra, beaches of Madh and Juhu.

South : Mahul, Mahim creek of Mumbai City District.

North : National Park and Thane Creek.

2.1.4 : GEOGRAPHICAL AREA:

The Mumbai Suburban District is having total geographical area of 386.56 sq. kms. and the area under forest is 44.43 sq. kms. Mumbai Suburban District has 3 Talukas/Tahsils namely, Andheri, Borivali and Kurla. (Map No. 2.2,2.3)

2.1: Tahasil wise land use pattern in Mumbai Suburban District

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Name</th>
<th>Total Villages</th>
<th>Total Area</th>
<th>Area Under Forest</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Andheri</td>
<td>25</td>
<td>72.17 Sq. km</td>
<td>00.00 Sq. kms.</td>
</tr>
<tr>
<td>2</td>
<td>Borivali</td>
<td>33</td>
<td>179.39 sq.k</td>
<td>42.97 Sq. Km.</td>
</tr>
<tr>
<td>3</td>
<td>Kurla</td>
<td>29</td>
<td>135 sq.km</td>
<td>01. 46 Sq.Km.</td>
</tr>
<tr>
<td>4</td>
<td>Total</td>
<td>87</td>
<td>386.56 SqKm.</td>
<td>44.43 Sq. Km.</td>
</tr>
</tbody>
</table>

Source: Mumbai Suburban District profile, 2011.

Table No. 2.1

From the above table it is very clear that there are total 87 villages in Mumbai Suburban District having highest share of 33 villages in Borivali Tahasil followed by 29 in Kurla and 25 villages in Andheri Tahasil. The area under forest is highest i.e. 42.97 sq. km. in Borivali Tahasil followed by near about only 2 sq. km in Kurla tahasil. There is no area under greenery in Andheri tahasil. The highest total area is occupied by Borivali Tahasil (179.39 sq. km) followed by Kurla Tahasil (135 sq. km) followed by Andheri Tahasil. So area wise biggest tahasil is Borivali followed by Kurla followed by Andheri Tahasil.
Map No. .2.3
2.2 PHYSICAL FEATURES OF MUMBAI SUBURBAN DISTRICT:

2.2. A : GEOLOGY OF MUMBAI SUBURBAN DISTRICT:

Mumbai Suburban District is located at the seismically active zone owing to the presence of 23 fault lines. The area is classified as a Seismic Zone III region which means an earthquake up to a magnitude of 6.5 on the richter – scale may be expected. The 66 million year old monolith rock structure in the form of Gilbert Hill is located in Andheri West.

2.2. B : GEOGRAPHY OF SALSETTE i.e.. MUMBAI SUBURBAN DISTRICT:

The total area of Mumbai Suburban District is accounting 369 sq. kms. (the remaining area belongs to Defence, Mumbai Port Trust, Atomic Energy Commission and Borivali National Park) under the administration of Brihanmumbai Municipal Corporation (BMC), and areawise is the second smallest district in the country. But populationwise it is the largest district in the country. Its current population is 93.56 lakhs as per 2011 census.

It lies at the mouth of Ulhas River on the western coast of India, in the coastal region known as Konkan. It sits on Salsette (Sashti) island partially shared with Thane District. Many parts of the district lie just above sea level, with elevations ranging from 10 mts. (33 feet) to 15 mts. (49 ft.). The district has an average elevation of 14 mts. (46ft). Northern area is hilly and the highest point is 467 meters in the Powai – Kanheri ranges in the Sanjay Gandhi National Park. The Sanjay Gandhi National Park extends over an area of 103.09 km² (39.80 sq. mi). It is also called as the Borivali National Park. It is the only park in the world which is located in any city. This park is the home of various species of flora and fauna, e.g. it has 172 species of butterflies, 38 species of reptiles, 9 species of amphibians, and variety of birds and many wild animals. It is also a place for the growing of Karvi plant which blooms after every 7 years.

2.2.1 : RIVERS: There are total 3 rivers which originate within this region.

A) MITHI RIVER: is the main river of the Mumbai Suburban District. Mithi originates in Vihar lake area, flows southwards and through the Bandra Kurla Complex finally meets at Arabian sea at Mahim Bay. For a large part of its southern course is influenced by tidal action. It has a total aerial length of 13.5 km. and catchment area of 7295 hectares that covers parts of eastern and western suburb. A 3.5 km. stretch passes through BKC is planned and developed by the MMRDA after the deluge of 26th July 2005.
B) **DAHISAR RIVER:**

**Dahisar river** is a second main river in Mumbai Suburban District. It originates from Tulsi lake (Gundagaon), which is in Sanjay Gandhi National Park. It flows through Magathane, Kanheri, Dahisar, Mandapeshwar before meeting the Arabian sea via Bhayander.

C) **POISAR RIVER:**

(ALSO KNOWN AS OSHIWARA RIVER)

Originates in Sanjay Gandhi National Park (Lahugad) and flows through Akurli, Poisar, Kandivali, Valani, Malad, and meets the Arabian sea via Malad Creek.

2.2.2: **LAKES:**

Powai, Tulsi, Vihar, & numerous other smaller ponds and lakes are also present here. The supply from Powai lake is used only for agricultural and industrial purposes.

2.2.3: **BEACHES:**

There are seven beaches in Mumbai Suburban District out of which Juhu beach is a very famous beach followed by Versova beach, Marve beach, Aksa Beach, Manori beach, Gorai beach and Madh island. All of them are polluted and not good for swimming.

2.2.4: **CREEKS:**

The coastline of the city is indented with numerous saline or brackish creeks and bays, stretching from Thane creek on the eastern to Madh Marve on the western front. The Vasai creek to the north and Thane creek to the east separates Salsette island from the mainland. The Mahim creek separates the city from the suburbs in the west and it forms the border between the two districts. Further north on the western coast, the Oshiwara river empties into the Malad (or Marvé) Creek and the Dahisar River into the Gorai Creek. The eastern waterfront too, has many small creeks. The total area is nearly 72 sq.kms.

2.2.5: **BAYS:**

There is only one bay known as the Mahim Bay in the suburban region. The Mithi River empties into the Mahim creek which drains into the bay. The border between city and its suburb bisects the bay. To the North lies Bandra and to the south Mahim separates the island city and the suburban district.

2.2.6: **MANGROVES:**

The eastern coast of Salsette island is covered with large mangrove swamps, rich in biodiversity, while the western coast is mostly sandy and rocky. The areas having mangroves are Vikroli, Bhandup in east and Dahisar in north west.
2.2.7: WETLANDS:
The small southern part of the eastern waterfront of the island forms the Bombay harbour. To the north of this region lies vast amounts of protected wetlands at Sewree, home to migratory birds like the Flamingoes. The northern, north western part of the island and parts of Mahim River also have government protected marshlands. These swampy regions form massive and dense mangrove forests.

2.2.8: HILLS:

Besides Pali Hill in Bandra, there are three hill ranges with city limits. The Ghatkopar Hills are present near the station of Ghatkopar. The hill range runs parallel to the Central Railway track & is inhabited by slums. During the monsoon season landslides are common. The Trombay Hill occupies a large portion of Trombay on the eastern part of the city. The highest hill at Kanheri Caves is about 302 meters (991 feet) above sea level. The Gilbert Hill is a volcanic Monolith rock of 200 ft. height in Andheri West, which is 66 million years old and is a world Heritage site. It has a plan to develop for tourists attraction.

The Powai hills are located near the Powai lake in suburban area. The Borivli National Park occupies most of the region. The Vihar and Tulsi lakes are present within the hills. The highest point of the metropolis at 450 meters (1480 ft) is located in this region.

Map No. 2.4
2.2.9: CAVES:

There are two prominent caves found in the Mumbai Suburban District. They are 1) Kanheri Caves and the 2) Jogeshwari caves.

Image No. 2.5 Kanheri caves

2.3: CLIMATE OF MUMBAI SUBURBAN DISTRICT:

Mumbai has a tropical climate, specifically a tropical wet and dry climate (Aw) under the Koppen climate classification, with seven months of dryness and peak of rains in July. The period from June to about the end of September constitutes the south-west monsoon period, followed by post monsoon period from October to November. The cooler season from December to February is followed by the summer season from March to June. The average annual temperature is 27.2°C and the average annual precipitation is 2,167mm (85in). In the suburbs, the daily mean maximum temperature range from 29.1°C to 33.3°C while the mean minimum temp. ranges from 16.3°C to 26.2°C.
2.4: BRIEF HISTORY OF MUMBAI SUBURBAN DISTRICT:

A) PRE-INDEPENDENCE PERIOD:

The island of Mumbai (Now known as the Mumbai City District) passed from the Mohammedan kings of Gujrat to the Portueguese on 23rd December 1534. They ruled Mumbai and surrounding region for more than 100 years. Later the transfer of the Island from the Portueguese to the British crown was done on 18th February 1665. The remaining land in the North bounded by Vasai Creek at the north, Mahim creek at the south, Arabian sea at the west and Thane district at the east was known by the name of Salaette. (Salsette is known as Sashti in local Marathi language). Salsette was under the Portueguese rule upto 1737. During 1772-73 the British took control over this area. (District Census Handbook: Mumbai Suburban, 2011)

In the colonial period, the British created Thane District in 1817. At that time Salsette was a tahasil in Thane District. In 1917 Bandra Mahal was created separating 50 villages from this tahasil. After 3 years in 1920 Salsette tahasil was bifrcated to form two separate tahasils viz., North Salsette (Thane District) and South Salsette (Mumbai Suburban District). In the same year, Mumbai Suburban District was created by British Government comprising the 84 villages of south Salsette tahasil. Later some villages from Borivali tahasil of Thane districts were also transferred to Mumbai Suburban District.

B ) POST- INDEPENDENCE PERIOD:

After independence in the 1941-51 decade, as the population started increasing rapidly from 15 lakhs in 1941 to 24 lakhs in 1951, the urgency of the situation forced the Indian Government to expand the Municipal jurisdiction northwards beyond Mahim Bay. Accordingly, in 1950, in post independence period the Municipal Corporation limits were extended upto Jogeshwari suburb along the western railway and upto Bhandup suburb along the Central Railway.

In 1951, Mumbai Suburban District comprised 169.65 sq. kms. and had 0.5 million population. (Greater Bombay District Census Handbook, 1951). The limit of Mumbai Suburban District was further extended in February 1957 from Jogeshwari upto Dahisar along the Western Railway and from Bhandup upto Mulund on the central railway. (Map No. 2.4)

Later in 1962, Kurla and Andheri tahasils were created by relocating some villages of Borivali and south Salsette tahasil. The present Mumbai Suburban district has now three tahasils viz., Borivali, Andheri and Kurla consisting of 87 villages. Till September 1990, it was a part of Mumbai City District. But On 1st October 1990, Government of Maharashtra separated it from Mumbai City District and declared it as an independent revenue district by official notification No. REN2680/855/CR-448/M-10 Dt.1.10.1990 and on 4th October
1990, it got separated from Mumbai City District. Thus Mumbai Suburban District came into existence with independent District administration. A collector was appointed as head of the district. The collector is also the District Magistrate of the district. The collector is responsible for co-ordinating the activities of various departments under him and acts as the District co-ordinator. In the absence of the collector, resident Deputy collector functions as the District Collector. Its name also got changed from Bombay Suburban District to Mumbai Suburban District in 1995.

**2.4.1 : ADMINISTRATIVE SET UP :**

The entire district is divided into zones, wards and further into sections for administrative convenience. Basically there were only **15 wards in 1971**. They were increased to **21 in 1981**, and again to **23 in 1991** and further to **24 after 1991 census**. Since Mumbai City District and Mumbai Suburban District, both have a single local body; the entire area has been divided into **Six zones, 24 wards and 88 sections (50 sections in Suburban District and 38 sections in Mumbai City District)**. There are **total 9 wards** in Mumbai City District and **15 wards** in the Mumbai Suburban District. There are **total 88 sections** out of which **50 sections** are associated with the **Mumbai Suburban District** while **38** are in **Mumbai City District**. The wards are named alphabetically as A, B, C, etc. The wards starting from A to G/South fall in the **Mumbai City district** and wards starting from H/West to T wards fall in **Mumbai Suburban district**. Recently a new ward **R/Central** is formed from **R/North**. The zonal classification of wards is based on the convenience of the people in general based on the relative directions as East, West, North and South. As per table 2.2, the zonal classification for the entire region including both the districts is shown below.

**2.2 : Zonal classification of wards in Mumbai city and Suburban District**

<table>
<thead>
<tr>
<th>Zones</th>
<th>Name of wards</th>
<th>Specific Wards</th>
<th>Total wards</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Inner Island City</td>
<td>A, B, C, D, E</td>
<td>05</td>
</tr>
<tr>
<td>II</td>
<td>Outer Island City</td>
<td>F(S), F(N), G(S), G(N)</td>
<td>04</td>
</tr>
<tr>
<td>III</td>
<td>Inner Western Suburbs</td>
<td>H(E), H(W), K(E), K(W)</td>
<td>04</td>
</tr>
<tr>
<td>IV</td>
<td>Outer Western Suburbs</td>
<td>P(S), P(N), R(S), R(C), R(N)</td>
<td>05</td>
</tr>
<tr>
<td>V</td>
<td>Inner Eastern Suburb</td>
<td>L, M(E), M(W)</td>
<td>03</td>
</tr>
<tr>
<td>VI</td>
<td>Outer Eastern Suburb</td>
<td>N, S, T.</td>
<td>03</td>
</tr>
<tr>
<td>Total</td>
<td>Total 6 groups</td>
<td>---------------</td>
<td>24</td>
</tr>
</tbody>
</table>

**Source : Dr. S. Chavan & Kuberkar, 2013.**

**Table No. 2.2**

From the above table no. 2.2 it is clear that there are total 9 wards including 5 wards in the Inner Island City namely A, B, C, D, and E; and 4 wards in the outer Island City namely F-south, F-north, G-south, and G north. Similarly, there are total **15 wards** in the Mumbai Suburban District. It is divided into inner and outer suburbs. They are included in this
research because they are the integral part of the Mumbai Suburban District. So, these wards are **H- East and H –West**, **and K- East and K – West** in the Inner Western suburb. The outer western suburbs include two wards **P - and R as P- North, P- south**, and **R-North and R – central**, and **R- South**. The Inner Eastern suburbs include three wards like **L, M- East and M-WEST**. The outer Eastern Suburbs include **3 wards** namely **N, S and T**. (The list of names of 15 wards and 50 sections is given in Appendix. The sections start from serial no. 39 and end in section no 88 – So in all total 50 sections.) The zones including the suburbs are supervised by the Deputy Municipal Commissioner. Similarly there are ward officers to look after each ward.

Map No.2.6
2.5: HISTORY OF SUBURBAN GROWTH IN BOMBAY (MUMBAI)

2.5.1: MEANING OF THE TERM - SUBURB:

The term suburb is traced from the Latin word ‘SUBURBIUM’ through the old French term ‘Suburbe’ to the English ‘Suburb’ which means the outlying residential district of a city. (Das, Manjurika, The Suburbs of Bombay, 1989). The suburb still exists today.
2.5.2 : INCORPORATION OF SUBURBS INTO BOMBAY:

In the colonial era the Bombay Suburban District was formed in 1920 by the British people to find out the solution for the overpopulated Bombay Island City. It included the towns of Bandra, Santacruz, Kurla and Ghatkopar – Kirol with the surrounding rural areas. As these towns were not a part of the then Bombay city, they were incorporated in Bombay Suburban District. In the decade 1941-51, the non-urban areas began to assume an urban character. (Kosambi - 1986). In the same year, the Greater Bombay Municipal Corporation was constituted and the five municipalities of Bandra (including Santacruz), Parle- Andheri, Juhu, Kurla, and Ghatkopar along with the village panchayat of Chembur plus 34 revenue villages from Bombay suburban and Thana District Board were incorporated in the same area. (Verma, 1985)

2.5.3 : FACTORS PROMOTING SUBURBANIZATION IN BOMBAY:

Since British period, Bombay Island City was a secure place offering a range of employment opportunities. The British went out of their way to invite and provide facilities for various trading communities to come and settle in the then Bombay Island city and also to ensure religious toleration. So people with all sorts of skills and also the unskilled people also moved to Bombay to start a new life in the British era.

There were weavers to create extraordinary textiles, goldsmiths to make fabulous jewellery, merchants to trade the goods, and and money lenders in case the merchants or anybody else needed cash, as well as the ironsmiths, planters, cooks and servants of all sorts. In those days Bombay did not only trade in local products but also in many other goods which were brought from all over India and beyond. So skilled as well as unskilled people started pouring in Bombay Island city.

The city started growing very fast. In 1864, the population was around 8,26,562. To keep control on all these activities the then British Govt. created a number of offices as well as residential buildings. So people from all over India started moving towards Bombay Island city. They included local people, the Britishers and also the migrants. As the city started evolving and developing as a trade centre (or Bania city in local language.) , the issue of increasing population and migration – both, national and international, became more vital.

Unlike other cities in India at that time, Mumbai Island city was primarily a city of Immigrants only. So those people, basically the immigrants, who could not get houses at affordable prices in Mumbai Island city, started moving towards north direction in the Salsette Island which had ample space to accommodate people and also the rates of houses were very cheap in comparison with the expensive rates of housing in the Bombay island city.
This was probably the starting of the insignificant process of suburbanization on a small scale which got momentum later on after the improvement in the overall transport system. Because Bombay had one of the best mass transport facility in the form of Suburban railways and good road transport system. This has had an important effect on the evolution of suburbs in the Bombay particularly after 1950.

The two major suburban railway systems— the Central railway and the western railway, serve not only the suburban zone but also places lying beyond. The Central railway has its terminal at Chhatrapati Shivaji Terminus in the Bombay Island city district which enters Salsette in and from Sion in the north-east by an embankment across the Mahim marsh and runs northwards (parallel to the eastern shore) to Mulund which is the northernmost station of the central railway suburbs.

A branch of the central railway runs from Kurla to mankhurd, through Chembur and Govandi. Starting with Churchgate Terminus the Western railway enters Salsette from Mahim by means of a causeway and runs to Dahisar, the northernmost of the western suburbs along with the western shore.

Besides the central and western railways, there is a harbour railway which has its terminus at Chhatrapati Shivaji Terminus and it runs upto Andheri. Now this route of the harbour train has been extended upto Goregaon (west).

The other route goes upto Panvel from Andheri. These three (two of the suburban local trains and one of the harbour line) suburban railways along with the B.E.S.T.buses have played an integral part for the smooth and fast commuting from suburbs to suburbs as important means of transport for the local people, migrants and the tourists.

Besides these, there are two Express Highways – the eastern and the western highway. The western express highway runs north from Bandra on the eastern side of the western railway closely parallel to it. The eastern express highway originating from Sion passes through Chembur and runs along the eastern side of Central Railway to Thane.

In addition to these, there are two main arterial routes: the Bombay Agra Road (Lal Bahadur Shastri Marg) on the east and the Ghodbunder road (Swami Vivekanand Road) on the west. These two trunk roads along with the two express highways carry a large volume of road traffic daily.

In course of time many feeder routes developed which are connected with the highways and railway stations. The recently formed two roads are - the Santacruz Chembur Link Road (the S.C.L.R.) and the other is the Freeway joining the Chhatrapati Shivaji Terminus to Ghatkopar.
All these things favoured the movement of migrants to the suburban district of Mumbai which directly helped in speeding up the process of suburbanization in the Suburban District of Mumbai. Probably migration and suburbanisation – both the processes went hand in hand and helping each other to develop. The process of suburbanization got momentum since 1930 as the Bombay Island City district started overflowing with people who tried to settle down in the northward direction. Following table no.2.6 is showing the details.

2.3: Movement of Suburbs in the northern direction

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>YEAR</th>
<th>Development in suburbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1930-40</td>
<td>Rise of Shivaji Park, Matunga &amp; Mahim as outlying suburbs in the Island City District</td>
</tr>
<tr>
<td>2</td>
<td>1960</td>
<td>Inner suburbs in South Salsette &amp; Chembur – Trombay emerged</td>
</tr>
<tr>
<td>3</td>
<td>1970</td>
<td>Assimilation of extended suburbs beyond Vile-Parle &amp; Ghatkopar</td>
</tr>
</tbody>
</table>

(Source: Wikipaedia, 2016)

Table No. 2.3

It is clear from the above table that the saturation of Mumbai Island City allowed the suburbanization from Dadar to go further in north direction so that Mahim and Matunga could develop. Later on the suburbs like Chembur and Trombay also emerged as fast growing suburbs in the decade 1960 and onwards. The same trend continued in the further North direction where Ghatkopar developed along with Vile-Parle. The areas near the major railway stations became the shopping fronts. The reclaimed areas were occupied by the wealthier middle and squatter settlements. So the growth rate for the city, suburbs and the extended suburbs for the decades 1961-71, 1971-81, 1981-91 in percentages are as follows.


<table>
<thead>
<tr>
<th>Name of Area</th>
<th>1961-71</th>
<th>1971-81</th>
<th>1981-91</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mumbai I. City</td>
<td>10.80 %</td>
<td>7.00 %</td>
<td>(-) 3.4 %</td>
</tr>
<tr>
<td>Suburban Area</td>
<td>52.16 %</td>
<td>38.27 %</td>
<td>12.32 %</td>
</tr>
<tr>
<td>Extended Suburbs</td>
<td>53.15 %</td>
<td>58.32 %</td>
<td>47.64 %</td>
</tr>
</tbody>
</table>

(Source: District Census Handbook, 2001)

Table No. 2.4

It can be seen from above table that the trend of growth rate has declined in general for all the three, i.e., City, suburbs and extended suburb in the last 3 decades starting from 1961-71 to 1981-91 decades. In the island city it shows the negative growth rate. It can be assumed that either the migrants are not coming or the local people only have started migrating to the nearby suburban district of Mumbai through the process of Periurbanization.
It can be seen very well in table no. 2.5 where all the 24 suburbs in the Mumbai Suburban District are listed as per Eastern, Western and Central suburbs in the table of classification as per 2011 census.

2.5 : CLASSIFICATION OF 24 SUBURBS IN MUMBAI SUBURBAN DISTRICT (2011)

<table>
<thead>
<tr>
<th>Sr.No.</th>
<th>Western Suburbs (Total 12)</th>
<th>Eastern (08)</th>
<th>Central (04)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Andheri</td>
<td>Juhu</td>
<td>Bhandup</td>
</tr>
<tr>
<td>2.</td>
<td>Bandra</td>
<td>Kandivli</td>
<td>Ghatkopar</td>
</tr>
<tr>
<td>3.</td>
<td>Borivali</td>
<td>Khar</td>
<td>Kanjurmarg</td>
</tr>
<tr>
<td>4.</td>
<td>Dahisar</td>
<td>Malad</td>
<td>Kurla</td>
</tr>
<tr>
<td>5.</td>
<td>Goregaon</td>
<td>Santacruz</td>
<td>Mulund</td>
</tr>
<tr>
<td>6.</td>
<td>Jogeshwari</td>
<td>Vile Parle</td>
<td>Powai</td>
</tr>
<tr>
<td>7.</td>
<td>---------------------------</td>
<td>--------------</td>
<td>--------------</td>
</tr>
<tr>
<td>8.</td>
<td>---------------------------</td>
<td>--------------</td>
<td>--------------</td>
</tr>
</tbody>
</table>

Ref. Greater Bombay District Gazetteer, 1960)

Table no. 2.5

From table no. 2.5, it is clear that there are total 12 Western Suburbs, which alphabetically include Andheri, Bandra, Borivali, Dahisar, Goregaon, Jogeshwari, Juhu, Kandivali, Khar, Malad, Santacruz, and Vile Parle and 8 Eastern Suburbs which are Bhandup, Ghatkopar, Kanjurmarg, Kurla, Mulund, Powai, Vidyavihar and 4 Central Suburbs namely Chembur, Govandi, Mankhurd, and Trombay.

The Central suburbs are sometimes also referred to as the Harbour suburbs because they are served by the Harbour line of the suburban railway and hence their description is included in the list of suburbs in the Eastern Suburbs. This classification of the suburbs is based on the convenience of the general public.

As all these 24 suburbs are a part and parcel of the 15 wards of the Mumbai Suburban District, it becomes important to see that table also along with the areas covered in each ward for the administrative purpose.

Table no. 2.5 gives all such details in the list of 15 wards covering the areas within each one ward as per the 2001 census which is given on the next page. It becomes clear that each ward comprises more than one suburb.
2.6 : LIST OF 15 WARDS AND THE AREAS COVERED IN EACH WARD (2011 CENSUS)

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Ward NO.</th>
<th>Name</th>
<th>Areas covered under each ward</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10</td>
<td>H/E</td>
<td>Khar Scheme, Hill Road, Turner Road, Santacruz/ E</td>
</tr>
<tr>
<td>2</td>
<td>11</td>
<td>H/W</td>
<td>Slaughter house, Colwada, Bandra Hill, Palli Hill, Danda, Khar Scheme, Hill Road, Turner Road, Santacruz (Central), Juhu</td>
</tr>
<tr>
<td>3</td>
<td>12</td>
<td>K/E</td>
<td>Vile-Parle, (E), Andheri (E), Jogeshwari (E), Goregaon and village Maroshi</td>
</tr>
<tr>
<td>4</td>
<td>13</td>
<td>K/W</td>
<td>Vile-Parle (w), Juhu, Andheri (w), Versova, Madha, Jogeshwari-w</td>
</tr>
<tr>
<td>5</td>
<td>14</td>
<td>L</td>
<td>New Mills (Kurla) (Station Takia), Kurla, Swadeshi Mills, Chunabhatti, Khajuribhatti &amp; Bazar, Church Hall, Kasaiwada, Naupada &amp; Seven Villages</td>
</tr>
<tr>
<td>6</td>
<td>15</td>
<td>M/E</td>
<td>Mahul, Trombay, Govandi, Vadavali, Borla, and Mankhurd</td>
</tr>
<tr>
<td>7</td>
<td>16</td>
<td>M/W</td>
<td>Mahul, Trombay, Govandi, Vadavali, Borla, &amp; Mankhurd</td>
</tr>
<tr>
<td>8</td>
<td>17</td>
<td>N</td>
<td>Ghatkopar, Kirol, Ghatkopar, Panjarapal, Vikhroli</td>
</tr>
<tr>
<td>9</td>
<td>18</td>
<td>P/N</td>
<td>Erangal &amp; Daroli, Malad (W), Malad (E), Kurar, Dindoshi, Chincholi, Wadhwan, Valnai, Malvani, AKSE &amp; Marve, Manori Island</td>
</tr>
<tr>
<td>10</td>
<td>19</td>
<td>P/S</td>
<td>Goregaon &amp; Village Maroshi, Aarey, Eksar Pahadi &amp; Malad (E)</td>
</tr>
<tr>
<td>11</td>
<td>20</td>
<td>R/C</td>
<td>Borivli &amp; Shimpoli, Eksar &amp; Mandapeshwar, Gorai and Kulvem, Kanheri and Magathane</td>
</tr>
<tr>
<td>12</td>
<td>21</td>
<td>R/N</td>
<td>Eksar &amp; Mandapeshwar, Magathane, Dahisar</td>
</tr>
<tr>
<td>13</td>
<td>22</td>
<td>R/S</td>
<td>Kandivali &amp; Charkop, Poisar, Akurli</td>
</tr>
<tr>
<td>14</td>
<td>23</td>
<td>S</td>
<td>Vikhroli and Bhandup</td>
</tr>
<tr>
<td>15</td>
<td>24</td>
<td>T</td>
<td>Mulund (E), Mulund (W), Nahur, Tulsi, Gundagaon, Sai, Vihar, Kerobadi</td>
</tr>
</tbody>
</table>

Source: Census of India, 2001

Table No. 2.6

Table no. 2.6 has shown all 15 wards with the list of all the areas within them. (The additional table giving details of the 15 wards along with 50 sections is provided in the appendix for reference.) With this background, it becomes interesting to know the history and geography and the other description of all the suburbs first before knowing the trend and volume of migration to Mumbai Suburban District.
2.5.4 : DESCRIPTION OF SUBURBS:

2.5.4 : A) THE EASTERN SUBURBS:

The Eastern Suburbs are also known as the Central Suburbs because the area is served by the Central railway line. The Eastern suburb consists of Bhandup, Ghatkopar, Kanjurmarg, Kurla, Mulund, Nahur, Powai, Vidyavihar and Vikroli. To the south east lie the suburbs of Chembur, Govandi, Mankhurd and Trombay. These suburbs are sometimes not considered as part of the Eastern Suburbs and are often referred to as the Harbour Suburbs. Now known as the ‘Gas Chamber’, because of pollution, Chembur was previously known as the ‘Garden City’ where the famous film stars of bollywood like Raj Kapoor, Ashok – Kumar, Shobhana Samarth, Lalita Pawar used to have their bungalows. The once famous R.K. Studio is still located there. The public sector units like the refinaries of Bharat Petroleum, Indian Oil, the Rashtriya Chemicals and fertilisers are located here. It is also the location of the International Institute of Population Studies (IIPS) and of course the Tata Institute of Social Sciences (TISS). Along with that the Bhabha Atomic Research Centre (B.A.R.C) is also located here.

The planned green housing colony of Bharat Petroleum Corporation is working as a great place for shooting of not only the films but also of the advertising agencies.

DESCRIPTION OF EACH EASTERN SUBURB:

a) BHANDUP:

This is one of the oldest suburbs. The name is derived from the Bhandupeshwar temple of lord Shiva. Historical records indicate that Bhandup was having Shilhara people who were a mix of Dravidian ancestry and the Kayashta Prabhus from Konkan along with the Agri and Koli people who were referred as the Zamindars in those days. In the colonial period, Bhandup was also known to have the biggest distillery of liquor in the Bombay Presidency. It was started to supply European troops with rum. It was the area of dense forest before the growth of the industries and the real estates. According to the 2001 census, the no. of industrial units in Bhandup (S-ward) were 12380, providing employment to 36,921 residents of Bhandup. Today it has Asia’s biggest water filtration plant.

b) CHEMBUR:

The name is derived from the large crab known as CHIMBOREE in local Marathi language which was found to be in large number in the marine alluvium soil in the vicinity. It has basalt hills. After independence, many refugee camps were set up to resettle them after partition. Later on because of the petroleum industries like B.P.C.L.; H.P.C.L; Indian Oil.; and Tata Powers, R.C.F., it has become the very crowded suburb, having the environmental consequences in the form of extreme pollution. High
levels of Copper, chromium, Arsenic and Mercury have been found in the ground water. Effluents from oil refineries, fertilizer plants and reactors have said to have polluted water in the nearby Thane creek. The main problem is of uncontrolled release of Ammonia and Nitrous Oxide from RCF complex. Similarly the Deonar dumping ground has caused health issues along with frequent fires and smoke which have increased the Asthma patients. Thus now it is known as the Gas Chamber, but previously it was a very green area known as the Garden City. But the construction by the Bombay Housing Board in various colonies in 1955-58, has transformed the area completely by shifting it from an industrial suburb to a residential one. Many famous film stars live here. The R.K. studio of Raj Kapoor is still working here. There are Important institutes like the IIPS (International Institute of Population Studies) and the TISS (Tata Institute of Social Sciences.) The Monorail is a tourist attraction.

c) **GHATKOPAR:**

There are two theories for the name. 1) The name Ghatoba is the gram daivat of Ghatkopar. 2) Kopar in marathi language means Kopra which means corner, as it was the corner of the western ghats. Ghatkopar East is the reclaimed land. There are Sindhi Colonies known by various names occupied by Sindhi migrants. Here migrants came for various reasons, like some drought affected came to collect the food grains from a donor Mr. Jagdusha who stored food grains in his warehouses and donated to these needy ones in 13th century while some Gujaratis came to avail the healthy climate in the sanatoriums. As population was sparse, people knew each other. The streets are known by the names of generous people. Bhatwadi was known as the Horse shoe valley because the surrounding hills were of the shape of horse shoe. The Metro travels through this area from Versova to Ghatkopar. Amrut Nagar is the posh area. All communities live here in Nityanand colony.

d) **GOVANDI:**

is divided into north and south Govandi. The north Govandi is associated with Mhada colonies constructed for Govt. officials including the teachers in Municipal school and also other workers in Municipality and also the transit camp building. The notable landmarks are the Deonar Slaughter house, the International Institute of Population Studies (IIPS) and the Tata Institute of Social Sciences (TISS).

The Govandi South has excellent infrastructure. The area is close to the Sion – Trombay Highway. Many banks have given the ATM facility in this area. The municipal park is catering the services of the senior citizens as well as the school children by providing them with the Unisex gym for boys and girls.
e) **KANJURMARG:**

There are two areas namely East and West. The railway station was built in 1968 and named after Kanjur village. It has a strategic location and has a proximity to Powai, the IIT and the IT hubs of SEEPZ, Vikhroli IT parks and IT campuses of Airoli and Mahape. It is the starting point for Jogeshwari Vikhroli link Road (JVLR) which connects Eastern and Western Express Highways. Covering a distance of 10.8 km., it covers the POWAI lake and goes to Andheri East and SEEPZ to reach Western Express highway. On the eastern end, it joins the Eastern Express Highway via a flyover over the Central Railway line. It is one of the major arterial routes that has opened up connectivity between East and West Mumbai, increasing accessibility to areas like Powai which are not served by trains. The Naval goes to Andheri East and SEEPZ to reach Western Express. The Naval Dockyard Civilian Housing Colony is one of the oldest in Kanjur which is lush green and can be known as the Green Lung of Kanjur. On the contrary, the Eastern part is a quiet locality. Major part is occupied by Crompton Greaves Ltd. which goes up to Bhandup. The new dumping ground is located here in 2013. Many new residential complexes are coming up in this area.

f) **KURLA**:

The name is derived from the local name of crab known as ‘KURLI’ which are found in abundance in the marshes in the vicinity. It was spelt COORLA till 1890 in British era. It comes under zone 5 in L ward. There were many international migrants to Kurla starting with Portuguese (1534), followed by Britishers (1774) and then officers of the East India Company in the pre-colonial and colonial period. In 1805 British people sold Kurla along with six villages to an Indian Parsi merchant Mr. Wadia. Kurla had two cotton mills and population was only 9,715. About half of them were mill workers, rest were fishermen, workers in stone quarries which supplied material for construction of many heritage buildings. Started as cotton and woolen mill centre, Kurla – Ghatkopar-Vikhroli-Bhandup belt has now become the largest industrial zone in the suburbs of Mumbai. The central railway upto Reay road started in 1910 and it went upto Victoria Terminus in 1925. The Salsette Trombay Railway also known as Central Salsette Tramway opened in 1928. The 13 km. line ran from Trombay to Andheri via Kurla lasted for few years. During late fifties and sixties, old Kurla neighbourhood developed into an automobile industrial Zone and Dairy Department established a dairy at Nehru Nagar Kurla (East) in 1975 for fulfilling the increased demand of milk.

g) **MANKHURD**:

This is the eastern most boundary of M ward and last railway station of the suburb before entering the New Mumbai area. This lies on the harbour line. This railway station has North and South directions. Mankhurd Gaon, Bhabha Atomic Research Centre
employee colony Anushakti Nagar, Naval employees township, Mandla and Trombay are some nearby accessible places from the south side of this station. This area is served by five children homes run by Govt. and also a shelter for rescued women entitled as the Navjeivan Sudhar Kendra, Homi Bhabha Research Center for Science Education is also located here. But majority of the region is surrounded by Mangroves and swamps. It is not a well developed area but certainly undergoing the process of growth and slow development.

h) MULUND:

Historical records of Mulund dates back to the time of Mauran Empire, ruled by Prathesth Misr. It is one of the planned suburb designed by architects Crown and Carter in 1922. It is served by Central Railway and is well connected to other suburbs and other cities. It is a home to a cosmopolitan mix of a large number of industrial factories mainly of the pharmaceutical companies. Towards the 1990’s, this suburb acquired a new image with winds of globalization slowly reaching the people. Old buildings and the structures gave way to new malls and cineplexes. One world class hospital Fortis has come up recently.

i) POWAI:

The name is derived from Padmavati temple in the vicinity, and is situated on the banks of Powai Lake, and is bounded by the hills of Vikhroli Parksite to the southeast, Chandivali to the south-west, the L.B.S. Marg (old Mumbai-Agra road) to the north-east and the Sanjay Gandhi National Park to the north beyond the lake. The Jogeshwari-Vikhroli Link Road, passes through Powai. Powai is served by Mumbai’s only airport, located 5 km away; and by the Vikhroli and Kanjur Marg railway stations on the Central line. Powai is considered to be the modern Mumbai metropolis. Administratively, it is a part of the Kurla tehsil and in the S-ward, the largest ward in Mumbai. The L. H. Hiranandani superspeciality hospital and offices of multinational corporations as well as that of public sector undertakings are located here.

As a result of prolific construction activity in the last two decades, the area has one of the highest residential population densities in suburban Mumbai. The development had an adverse impact on the environment, with the area facing the ill-effects of excessive concretization, resulting in a shrinking number of open spaces, green cover and rising pollution levels.

Originally a central village, Powai has grown prolifically and exponentially in recent years to become one of Mumbai’s most upmarket commercial and residential hubs because of the process of in-migration which was initiated in the year 1826 and is still being continued. The Hiranandani Gardens, an integrated residential township, is located here along with a number of luxury hotels, mega stores and the offices of several commercial institutions, such as L&T Realty, Sanofi, Amazon, J P Morgan, TCS, Credit Suisse, Jardine Loyd Thompson, JP Morgan, Nomura, CRISIL, Deloitte, Bayer among others. Larsen and Toubro, one of India’s oldest multinational conglomerates, has a manufacturing plant at Powai The Indian Institute of Technology, Bombay, established in
1958 and currently the second oldest campus of the Indian Institutes of Technology as well as the National Institute of Industrial Engineering, established in 1963 are both located here, as is a campus of the Bombay Scottish School Mumbai. Powai is also home to residential complexes of the Income Tax department, Customs and NTPC, as well as those of ex-servicemen.

Powai is also Mumbai's start-up hub, set up by institutes like IIT Bombay and, causing the area to be referred to as India's Powai Valley. As a result of the mixture of various communities living together, the suburb has one of the city's most cosmopolitan and modernized cultures. The place has a vibrant night-life, and shoots for several Bollywood as well as Hollywood movies, such as Kalyug, Ghajini, Slumdog Millionaire, Haseena Maan Jaayegi etc. have taken place here. The Hiranandani Gardens are also known for their neo classical architectural style, and the area boasts of having some of the tallest residential buildings in suburban Mumbai.

j) Trombay:

Trombay is a northeastern suburb in Mumbai, India, with Mankhurd as the closest railway station on the Harbour Line of the Mumbai Suburban Railway. Trombay was called Neat's Tongue because of its shape. Once, it was an island nearly 5 km East of Mumbai and was about 8 km in length and 8 km in width. The island contains several ruins of Portuguese churches from the 1620s and 1630s.

In 1928, the Great Indian Peninsular Railway opened the Trombay-Andheri line called the Salsette Trombay Railway or Central Salsette Tramway.

The original inhabitants were fisherman (Kolis) - due to its proximity to the Thane creek and the Arabian Sea. It was called as "Turbe" in the local language. Dattanagar, is a leprosy colony near trombay. Paylipada, near Trombay Village, is also very old, having one of the oldest masjid in Mumbai. Trombay gaothan is old village of Koli family. Paylipada has majority Muslim population. In 1976, the Janata Colony area was relocated by BARC by order of the central government and formed as Cheetah Camp.

Starting out as an industrial area, Trombay is still known more for its industries than a residential suburb but this is fast changing. The cosmopolitan population is dominated by Tamilians and Maharashtrians followed by Keralites, Punjabis, Sindhis and Gujaratis.

Anushakti Nagar is the residential colony of Bhabha Atomic Research Centre.

Cheeta Camp: Relocated by BARC in 1976, thousands of middle-class family moved to a new area, which was named as Cheeta Camp. Mostly people from South India, such as Tamil Nadu and Kerala, as well as other states settled here. Even though it is a slum area, it is far better in terms of good quality lifestyle and hygienic environment. Pollution levels are minimal.

Cheeta Camp is well educated area of IT Professionals. In this so-called Chawl area, Social Life is very active and people from all religions stay united. remained safe & secure. The majority of the population is from South India.
Paylipada:
This name formed by Payri (coin currency) and Pada (village), which established by Portuguese Government for making coin currency factory nearby Paylipada lake, Paylipada village, settled ground of Mandala Hill, which is famous for oldest Portuguese church on hill top (now its area is undertaken by BARC and Indian Navy).

k) VIDYAVIHAR:
Vidyavihar station was originally named after the East Indian Village of Kirol near which it lay. As number of Educational Institutes developed on its eastern side, the railways changed the name of the station to Vidyavihar in 1962. The members of the East Indian community were among original inhabitants of the Salsette Island. Vidyavihar (Abode of Education in Marathi Vidya means Knowledge and Vihar means place or location) is, one of the largest education campuses in Mumbai and a landmark. The railway station was established to facilitate travel for students of Somaiya Vidyavihar. Vidyavihar station is about 2 km from Kurla Terminus, and an easy transfer point (however, it does not have a connecting railway).

In the 1960s and 1970s, the Railways lost their land on both sides of the Vidyavihar station tracks due to the illegal encroachments along both the suburban lines. So in one part they constructed a hostel and several railway quarters for their staff. eg. Rajawadi on the eastern side. Kirol on the western side

Rajawadi was a quiet and sleepy place in the 1920s and ’30s. Havelis (Mansions) built by rich Gujarati families who moved from the Island City dotted the landscape. There were also the residential complexes built by the Bhatia philanthropists for the members of their community. The Big Stable, was a dominating landmark. In fact, it could be one of the first structures to come up at Rajawadi.

In the 1940s, the thick mangroves were cleared for the construction of residential houses for Government servants who were displaced due to the partition. Thus was born the Rajawadi Government Housing Colony (now called Chittaranjan Nagar), along with houses for the Lower Income Group. It had Maharashtrian, Sindhi, Tamil, Manglorean, Gujarati, Malayalee & Punjabi families, to name a few. This colony formed a sizeable chunk of the Rajawadi's population. This colony represented the true cosmopolitan nature of Mumbai. Most of these families were white collar employees in govt as well as private companies. But a large majority of them were educated, mostly matriculates which at that time was a decent educational qualification.

The 1950s and the early 1960s saw further major changes in Rajawadi. The available open space was gradually taken up for development of buildings with flats (then popularly known as the Block system). They were mainly inhabited by Gujarati families who moved in from the Island city. In fact, Ghatkopar was to all appearances an extension of Bhuleshwar and Khetwadi, then the predominant Gujarati localities in the island city. The narrow main road, then called the Ghatkopar-Mahul Road, was broadened & two BEST routes were introduced. A new post office was allotted to Rajawadi (pin code Bombay 77). The Housing Board also constructed a colony known as D Colony. So Rajawadi is a typical suburban middle class locality, maintaining a small town charm with folks familiar with each other.
The Rajawadi Municipal Maternity hospital was set up around the late 1950s. It was patronised by residents from as far as Bhandup and Trombay. And by 1976 it became the biggest Municipal hospital in the eastern suburbs of Mumbai. Post-graduate medical students are allotted posts here. The Rajawadi Hospital, is attached to a morgue and covers the area between Kurla and Mulund.

The second major development was the setting up of Somaiya Vidyavihar in 1960 for the benefit of students offering courses in virtually every stream.

The drought which affected Maharashtra in the early 1970s saw a major influx of migrants into Bombay in search of jobs from other parts of India. There was an acute need for shelter for the new entrants to the city. The pressure was so intense that small houses came up in most of the open plots in the suburbs of Bombay belonging to the Collectorate, Bombay Municipal Corporation and in certain cases to individuals & private institutions. Houses came up on the creek bordering Rajawadi on the southern side & the area was named Shastrī Nagar. Similar dwellings came up along the Hydraulic Pipe Line eg.Bhim Nagar, Mohan Nagar and Laxman Nagar.

The later part of the 1980s also saw the development of an upmarket residential complex with a swimming pool, garden and jogging track, it attracted upper-middle-class families. This new push was again mainly from the island city. Rajawadi now transformed to an affluent area. Rajawadi got the tag 'The Zaveri Bazar of the suburbs', Zaveri Bazar being the jewellery district of Mumbai. Near Shastrī Nagar, a residential complex for the Oil and Natural Gas Corporation (ONGC) of India was set up in the 1980s. It predominantly houses engineers & senior professionals employed with ONGC. In the late 1990s there was a boom in software education in the area.

Similarly several banks started catering the services to the people.

Sindhu Wadi: In the early there came the refugees from Sind after the partition. A close knit group, community-minded, tenacious and above all industrious. Today, the small colony comprises the second and third generation residents who are either well established professionals or successful businessmen. There is the well preserved arch with the words "Sindhu Wadi" and a big clock.

Neelkanth Valley: is the new posh colony recently came up.

1) VIKHROLI:

Vikhroli is one of the important suburb on the eastern side on the central line. The station was built just before India's independence in 1947 to cater to the needs of the sprawling Godrej Complex in the vicinity.

Being in the centre of Mumbai it provides easy access to all cities., Agra Road, officially called the Eastern Express Highway connects it to Thane, Dadar, Chembur and Vashi. It is well connected to Bandra, Jogeshwari and other western suburbs. Around 80 percent of the population residing in Vikhroli are families of Godrej Employees .Kannamwar Nagar is known for buildings built by the Maharashtra Housing and Area Development Authority (MHADA). Kannamwar Nagar holds the record of being the largest residential colony in Asia. For years, the Vikhroli telephone exchange covered the vast area network.
from Ghatkopar to Thane. A proposal for a bridge has been made, which is to be built over the Thane creek from Kannamwar Nagar off the eastern express highway to Kopar Khairane in Navi Mumbai, thereby providing a much needed third bridge linking Mumbai and Navi Mumbai. Vikhroli is one of the peaceful suburb having Eastern Vikhroli Village (East Indian Village), Godrej Multi storied Residential Complex, Tagore nagar, Kannamwar nagar & Hariyali village. Kannamwar Nagar is also one of the 56 Transit Camps developed by MHADA in Mumbai.

Tagore nagar and Kannamwar nagar are now changing into multi storied buildings now residential areas are well covered up with greenery, playgrounds and gardens. Hariyali Parksite is well known for its diverse population living together in harmony. There are 28 Municipal Buildings in Parksite Colony and several B.M.C. Quarters. The slum is the biggest problem for Parksite Colony. Many re developers are trying to develop Parksite and get it slum free.

There are also buildings coming up called Mayfair Hillcrest, of 18 story with swimming pool and other amenities. This is located in Kailash Complex road which connects Vikhroli to Powai.

2.5.4: B) THE WESTERN SUBURBS :

The Western suburbs are the western precinct of the city of Mumbai, India. The western suburbs consist of Andheri, Bandra, Borivali, Dahisar, Goregaon, Jogeshwari, Juhu, Kandivali, Khar, Malad, Santacruz and Vile-Parle. Geographically, the Western Suburbs lie at the western part of the Salsette island. The western suburbs are some of the oldest suburbs of the city. In particular, Bandra has existed as a separate town almost as long as Mumbai. The area started its history as a bunch of fishing villages. Mumbai’s famous polluted river Mithi flows through this area. The Bandra – Kurla complex is located here. This area is having some nice beaches in the form of Juhu beach, the Versova beach and the beach at Malad. Jogeshwari has the hot springs which are reputed to have the medicinal properties. Borivali is the entry point of the Sanjay Gandhi National park, which is why it is popularly known as the Borivali National Park. Many software and BPO companies have their offices in and around SEEPZ in Andheri.

DESCRIPTION OF EACH WESTERN SUBURB IN :

m) ANDHERI :

This suburb is the most important suburb in the western part of Mumbai Suburban district because it has the World heritage site in the form of 200 feet high and 66 million old Monolith volcanic rock in the form of Gibert Hill. As this rock used to block the sun rays in the morning (in the west side) and in the evening (in the east side) there would be darkness prevailing in the east and west part of this hill every day. That is the reason why this area is known as Andheri. Along with the western railway, central railway,
n) BANDRA:

Bandra is known as the queen of the suburbs. The name is the combination of Persian and Urdu word ‘Bandar’ means a port. Fishermen, the local Koli people occupied it. The name ‘Bandra’ or Vandre (in Marathi) is possibly an adaptation as ‘a city; an emporium; a port, harbour; a trading town to which numbers of foreign merchants resort’. The area was under the rule of the Silhara dynasty in the 12th century. Bandra was a tiny fishing village inhabited by Kolis (fishermen) and farmers. It was acquired by the British East India Company while the rest of Mumbai belonged to the Portuguese.

In 1534, a sea captain called Diego da Silveira entered Bandra creek and burned the fishing town he found here. With that, Bandra came under the rule of the Portuguese crown.

Bandra remained with the Portuguese. The Portuguese built additional churches in Bandra,. Their Jesuit missionaries, learned local languages and cultures. They attracted many Indians and also converted many villagers to Catholicism on the Salsette Island. In 1580, father Manuel baptized 2,000 fishermen; Father Gomes’ also converted 6,000 people of the area. People of all faiths and communities visit the church. The Bandra Fair is held during the eight days of the Octave of the Nativity of Our Lady, beginning September 8, when pilgrims throng the church.

Bandra became part of English territory. connecting through roads and railways. Starting from one train on 12 April 1867 now, 940 trains stop daily at Bandra. As late as the 1930s, Bandra had only one bus service from Pali Naka, Hill Road to the Railway station. After World War II, the building boom started to accommodate immigrants.

Bandra was raised to the status of a municipality in 1876, and then was expanded. In 1950, following independence, it was merged into the Bombay Municipal Corporation to form the Municipal Corporation of Greater Bombay. Bandra consisted of many villages, among them, Sherly, Malla, Rajan, Kantwady, Waroda, Ranwar, Boran, Pali, Chuim, etc. These have been lost to urban development of the island.

The first school founded in Bandra after was in 1780. There are many other colleges like the R.D. National college was originally set up in 1922 in Hyderabad, Pakistan under the guidance of Annie Besant. In the run-up to the Partition of India, it was relocated to its present site in 1949 in Bandra and the Thadoomal Sahani College was established in
The Rizvi Education Complex, located off Carter Road, has many educational institutes.

Bandra Lake, also called "Bandra Talao" or "Motha Reservoir" was constructed by a rich Konkani Muslim of Navapada (also spelt Naupada or Naopara), an adjoining village.

The lake was later acquired by the Municipal Corporation of Greater Mumbai. It was officially renamed Swami Vivekanand Sarovar. Paddle boating facilities and pisciculture activities were operational in this lake during the 1990s but have since stopped. This lake is now a heritage structure of status "Heritage II".

It was ruled by Portuguese, Maratha and British also. So the officers in the East India Company migrated here. It was an international migration in those days. They constructed the Mt. Mary’s church which is famous today also. It is visited by all caste people. Every year Bandra Fair is conducted for 8 days stating from 8th September to 16th September. The Bandra lake or Bandra Talao is also known by the name Motha Reservoir which is 7.5 acres, was constructed by a rich Konkani Muslim of Navapada. It was taken from him by the Municipal corporation and renamed as Swami Vivekanand Sarovar, where paddle boating is allowed. This has become the heritage structure now.

As stated earlier the migration trend went on accelerating from south Mumbai to Bandra. On 12th April 1867, the first railway ran from Virar to Mumbai. Six years later they were increased to 24 trains per day. Along with it Migration from the suburbs started rapidly which was internal migration after reclamation of Bandra. First the places were given the British names which were later replaced by Indian names.

Marathas (1739) followed by British in 1774. In 1830 the Britishers donated to a Parsi. The recently constructed Bandra – Worli Sea Link connects the western part to the Worli. The First migrants who came were Persians and Urdu people followed by Portuguese in 1700 and Worli by sea route diverting a lot of road traffic and congestion on road.

o) BORIVALI:

Borivali is known as the suburb of Gardens and nature lovers paradise. The town of Borivali was developed from smaller clusters namely; Eksar, Poisar, Kandivali, Shimpoli, Mandpeshwar, Kanheri, Tulsi, Magathane and others, which were situated on and around Mount Poinsur, between the Dahisar River and Poisar River.

The name "Borivali" comes from existence of a lot of bushes of a sweet fruit called "Borr" meaning Berries in English. Hence, named the town of berries literally 'bori-vali'. The existence of the ancient temple of Lord Ganesha in vazira naka area and Our Lady of Immaculate Conception Church, at Mt. Poinsur, Christian church are the true examples of the mix of ethnicity and vibrant cultural mix of the population living here since ages!

The pre-historic era's "Mandpeshwar" and "Kanheri caves" stand a testament to the rich history of this place. The town of Borivali is lush green still even after being populated densely due to the presence of "The Sanjay Gandhi National Park" (SNGP), previously...
known as the "Borivali National Park" in east and the lush mangroves in the west end of Borivali in the area of I.C colony and LIC colony stretch respectively.

Borivali was once inhabited by various ethnic groups who had huge parcels of lands and cultivated fruit orchards and were called "wadis" simply meaning orchard in local dialect. Borivali always has been cosmopolitan. Almost all the land here was rich and fertile, suitable for agriculture and cultivation of fruits; especially mangoes (Aam), sapota (Chickoos), coconut trees (Nariyal) are abundant here. No wonder so much of Borivali is still lush green and has hordes of mango trees; other than this it was also a fishing haven due to its proximity to the local "Gorai" beach. Gorai beaches is one of the hidden gems of Mumbai Suburban District, less populated and still cleaner than most of its counterparts. The town of Borivali boasts a shopping mall, one of the earliest in Mumbai, called "Indraprastha" and the amusement park "Essel-world" since the early 1990s.

Another attraction in Borivali is the "Golden Pagoda", which is a meditation hub located in the Gorai Village area. Due to trade and urbanization, the town of Borivali has emerged as one of the major suburbs after Bandra, Andheri, due to its rail, road network and airport connectivity and development of schools, colleges, offices and industries during the last 40 years.

Borivali the northern tip of Western Mumbai is one of the major suburbs of Mumbai. Social amenities include hospitals, schools, colleges, cafes, restaurants, parks and shopping malls. Borivali is famed as the "Suburb of gardens" — It is a lovely green suburb with gardens at almost every block. Borivali is the only Suburb in Mumbai which has a forest on the east (Sanjay Gandhi National Park) & mangrove forests in Gorai, in the west. It also has two rivers which pass through it; the Dahisar river & Poinsur river which is also known as the Oshiwara River.

The Sanjay Gandhi National Park lies in the eastern half of Borivali near the Western Express Highway (NH 8). It has a few leopards and a 4th-century BCE archaeological site called Kanheri Caves.

It has three huge statues of Jain tirthankar Borivali is home to the Mandapeshwar Caves which are in its west. There was a tunnel to Vasai Fort passing through Borivali; it is said to be touching these caves. The entry to the tunnels from the caves no more exists. These caves have a rich history and are proved to be built by the same people as the Kanheri caves.

Borivali is a melting pot of different ages as the large number of gardens in the western part of this suburb makes this an ideal residential option for kids, senior citizens, the middle aged, and college goers.

Borivali is home to several gaothans (village like localities) such as Vazira, Babhai, Eksar, Chikuwadi, Shimpoli, Poisur. Borivali Railway Station is a terminus for all slow, semi-fast and fast trains on the Mumbai Suburban Railway system. It also serves as the final city-limit stop for all mail and express trains on Western Railway before leaving Mumbai. Gorai Creek is on the western coast of Borivali. This place is famous as a crossover point for the popular Essel World (Amusement Park): There are 34 major rides
There are over 30,000 specimens in their botanical gardens. Essel World attracts almost 1.8 million visitors each year, 300,000 of which are students.

Gorai Beach is on the western end of Borivali where ferry service is available. Asia's largest water amusement park and The Global Pagoda (Vippasana) are located here.

**p) DAHISAR:**

The origin of the word from the ten hamlets that made this village, where Dahi means ten. The original languages of agri, koli, Warlis and Dublis were common here. The ten hamlets were Gaothan, Kandarpada, Navagaon, Ovaripada, Ghartanpada, Ketakipada, Rawalpada, Dahivali, Bhagalipada, Wadary Pada, etc. The original residents were East Indians, Pachkalashi, Agri and Koli who live in hamlets of Kandarpada and Gaothan and the tribes – Warlis and Dublis. The construction of railway in 1867, brought first migrants from Sindhudurg. They established the first planned residential 1) Maratha colony, in East and 2) Mhatre colony in the west. Railways wanted to name it as Ponisur but the locals opposed and retained the name Dahisar. The first six apartments came in the name of Medina Manzil. In 1970, Gokul and Shailendra nagar were set up. In 1980s and 1990s the spurt in the development of residential complexes. A very large Anand Nagar followed by Musquitta and Avadhoot nagar were established later.

The Dahisar river is the extremely polluted river. The lakes have been filled over for building construction. The dense mangroves surrounding the Gorai creek still remain green. Thirty years ago the marshy area has now converted into a link road and the gigantic boulders which were present, now many of them have disappeared. Dahisar has gone complete transformation with better pedestrian sidewalks, wider smoother roads and flyovers. Dahisar station is the last station of Mumbai suburban district. Dahisar Talav is used for GANESH immersion. There is one Bhatala mandir which has its origin in the era of pandavas.- the mahabharat yug.

**q) GOREGAON:**

It is a conglomeration of 4 villages namely Pahadi, Goregaon, Aarey and Eskar. Until the late ’70s, the suburb was sparcely populated which began to change with residential localities that sprung up such as Unnat Nagar Vibhag 1 to 4 etc. The famous Aarey milk colony established in 1949 is spread over 1287 hectares and houses 32 cattle farms gardens, picnic facilities and milk plants. The population density expanded along with the housing boom of 1980sreal estate. On the east newer areas such as Dindoshi, Gokuldham, Yashodham Saibaba complex Oberoi Garden city (spread over 80 acres) and in the west
Bangur Nagar, Lokhandwala Complex (now considered as like the separate suburb) and link road were the developed hubs.

The name is associated with a popular social worker Madam Mrunal Gore and her husband Mr. Keshav Gore.

Recently a housing scheme for the lower middle class came up in new Dindoshi where more than 30,000 people are living in the Nagari Niwara Parishad.

r) JOGESHWARI:

Jogeshwari is a western suburb of Mumbai, to the north of Andheri. It is notable for its caves, particularly one containing a shrine of the Hindu god Shiva.

In 1915, the Western Trunk Route of Bombay was extended from Bandra to Jogeshwari. Jogeshwari Railway Station is served by the Western line of the Mumbai suburban railway. A bus depot west of the railway station connects Jogeshwari to various parts of Mumbai. Jogeshwari is connected to the central suburb of Vikhroli via the Jogeshwari-Vikhroli Link Road, usually referred to by its acronym JVLR. The Majas Depot, one of the biggest bus depots in Mumbai, is located along the JVLR in Majasgoan.

The Nilesh Sawant Memorial is located in Bandrekarwadi was constructed in June 2000 in memory of Nilesh Sawant, who was killed fighting for his country.

The Jogeshwari caves are located in the eastern part of Jogeshwari. Dedicated to the Hindu god Shiva, the caves are estimated to be 1,500 years old and are some of the oldest cave temples in Mumbai. They are thought to be the work of Buddhist monks and Hindu priests, and they contain ornate sculptures. The size of the cave complex rivals several UNESCO World Heritage sites nearby, such as the cave temples of Ajanta, Elephanta, and Ellora. The Jogeshwari caves are currently in a very poor condition as they are used for such purposes as drying clothes and as toilets by the surrounding slum population.

Kamal Amrohi Studios (Kamalistan Studios) is located in Jogeshwari east off of the JVLR. The film studio was used as a set for the film Dabangg 2 in 2012.

Jogeshwari has several schools and colleges, including the Ismail Yusuf College. St Mary's high school.

s) JUHU:

Juhu is most famous for the sprawling Juhu beach surrounded by the Arabian Sea to the west, Versova to the north, Santacruz and Vile Parle to the east, and Khar to the south. Juhu is among the most affluent areas of the city and home to many Bollywood celebrities. The nearest railway stations are Santacruz, Andheri and Vile Parle on the Western Line and Harbour Line of the Mumbai Suburban Railway.
In the nineteenth century, Juhu was an island: a long, narrow sand bar rising above sea level by a metre or two, just off the west coast of Salsette. It could be reached during low tides by walking across the tidal inlet.

Juhu was called "Ju vem" by the Portuguese. At its north point, nestled the village of Juhu, inhabited by Bhandaris (toddy tappers), Agris (salt traders) and Kulbis (cultivators) and at its south point, opposite Bandra island, lived a small colony of fisher folk and cultivators (Koliwada). The inhabitants of Juhu were mainly East Indians and there was a small section of Goans. The open beaches of Juhu have attracted the well-heeled and the most affluent among Mumbai’s population for almost a century. acres (5 km²) in Juhu Tara. In the 20th century, the Bombay Flying Club commenced operations in 1929 at what eventually became the present Juhu Aerodrome.

During the freedom struggle Mahatma Gandhi visited Mumbai and took many walks at Juhu Beach in 1937. To mark Gandhi's visit in Juhu, there is famous statue of Gandhi by the beach and a lane towards the beach call Gandhigram Road. stretches for six. It is a popular tourist attraction throughout the year and is also a sought after destination for shooting films.. The food court at its main entrance is famous for its 'Mumbai style' street food, notably Bhel puri, pani puri and Sevpuri. Horse pulled carriages offer joyrides to tourists for a small fee while acrobats, dancing monkeys, cricket matches, toy sellers vie for tourist's attention. The beach is among the most popular site for Ganesh Idol Immersion.

Juhu is home to many Bollywood celebrities like Amitabh Bachchan, Dharmendra, Rakesh Roshan, Hritik Roshan, Akshay Kumar, Dimple Kapadia, Hema Malini,. It is known as Beverly Hills of Bollywood".

There are several religious places like International Society for Krishna Consciousness (ISKCON) also known as Hare Krishna Mandir, Mukteshwar Devalay (Gandhigram Road), Chandra Prabhu Jain Temple, Mahalaxmi Temple, St. Joseph's Church, Juhu Holy Cross Church, Juhu Koliwada Vittal Rukmani Temple, Juhu Koliwada Grand Mosque Juhu (Opposite Juhu Garden) making it a truly cosmopolitan suburb.

The ISKCON – Hare Rama Hare Krishna mandir is a religious place visited by many foreign tourists and pilgrims every year since its inception in 1962.

1) KANDIVALI:

Kandivali : It is the 20th railway station from south to north within Mumbai. Artifacts found near Kandivali indicate that the region was inhabited in the Stone Age.

The Kandivali railway station was built more than 100 years ago in 1907, then known as Khandolee. The station derived its name from the East Indian village of Condolin. Earth and stones from Paran, a hillock east of the Kandivali railway station were quarried to reclaim the Bombay Backbay. On this account a railway line was opened, a workshop erected and a number of dwelling houses were constructed for officers and workmen numbering hundreds. Malad and Kandivali had numerous stone quarries and was once
famous for Malad Stone. Many heritage buildings in Mumbai were constructed with Malad stone between 1860 and 1930, notable among them are David Sasson library, Bombay House and the Western Railway building at Churchgate.

During the boom that followed the First World War (1914–18), several Gujaratis flocked near the newly opened railway station of Kandivali. On account of its healthy climate, good water and rural life, the Gujaratis built homes towards the west of the railway station. They soon outnumbered the people in the village. A few Parsis also bought large pieces of land near the village. A municipal body on a smaller scale known as the Notified Area Committee including the villages of Kandivali and Poisar was soon established.

Samata Nagar is one of the oldest colonies of Kandivali. Notable areas include Thakur Complex, Thakur Village, Lokhandwala Township, Samata Nagar and Damu Nagar on the eastern side and Mahavir Nagar, Charkop, Poisar and Dahanukar Wadi on the western side.

The oldest locality in Kandivali is Kandivali village which had 5 families, mostly Pachchalshi (such as Patil and Mhatre) in the 1800s. Kandivali village is one of the Old East Indian villages of Mumbai. It originally consisted of the East Indian Catholic.

Poisar was home to many of the farmer classes of Kulbis who owned land on both the East and the West parts of Kandivali. Poisar village originally consisted of the East Indian Catholic families. There is a respectable population of Dawoodi Bohra Muslims in Kandivali West who settled here about 60 years ago from different places in search of a proper home.

The pond located at Shankar Mandir, Kandivali village is used for immersions during Ganesh Chaturthi. The Mahindra & Mahindra plant occupies a 63-acre (250,000 m²) built-up area and employs over 3,000. Industrial complexes such as Akurli Industrial Estate, Kandivali (Charkop) Industrial estate, Gundecha Industrial Estate, Balaji Industrial Estate and Jai Bonanza Industrial Estate are home to small and medium-sized industries. Kandivali is also home to The Times of India printing press.

The Sports Authority of India has a huge training ground for the popular football team Raghuleela Megamall, Growel's 101 and Poisar Gymkhana are some of the favorite hangouts. There are several malls, movie theatres, eateries and cafes in Thakur Village, Lokhandwala and Thakur Complex areas. These areas also attract a lot of youngsters as it has several colleges and educational institutes.

Mahavir Nagar has also started developing since the year 2000 and is now one of the best residential localities with big banks, malls and restaurants. It has the newly constructed Sachin Tendulkar Gymkhana and Poisar Gymkhana. Two lines of Mumbai Metro (Line 2 and Line 7) will pass through the suburb once operational. Line 2 will pass through Link Road on the western part and Line 7 will pass through the main arterial Western Express Highway on the eastern side of the suburb.

Line 7, once operational will be fully elevated and will run from Dahisar(East) to Andheri(East). Bandongri and Mahindra & Mahindra will be the two halts in Kandivali for the metro.
The Phoenix Archery Academy is also located here.

u) KHAR:

The suburb of Khar also has the fishermen folk area (“danda”), also known as Khar Danda. Linking Road in this area is famous for its street shopping.

The 'khar' comes from Marathi word khara, which means salty. Most of the Khar area was nothing but marshlands of salty sea water.

Khar (East) still is a little crowded and undeveloped. Today, Khar (West) is one of the most exclusive and highly-rated areas in Mumbai. Khar (West) is a very peaceful area and evergreen throughout the year.

Pathare Prabhus were one of the earliest inhabitants of Khar. The Pathare Prabhu community lived in South Mumbai and used their bungalows in Khar during weekends. The community still has control over a large area in Khar.

Khar today is home to many Bollywood celebrities and business industrialists. Aamir Khan, Ashutosh Gowarikar, Karisma Kapoor and Ranveer Singh live at Khar (West), and it was once inhabited by stars like Dilip Kumar and his wife Saiira Banu, Sunil Dutt and Nargis with son Sanjay Dutt, Manoj Kumar, Sadhana and music director/singer Hemant Mukherjee and Shailendra. Khar is also home to union minister of railways, Suresh Prabhu, Sharukh Khans office Gauri Khan production house is at Khar

v) MALAD:

Until the mid-20th Century, Malad was a sparsely populated suburb cut across by creeks and mangroves. Since the late 20th Century, Malad has become an attractive residential area for white-collar middle-class population from different communities. There were also some small industrial estates. These two developments resulted in the growth of large slums too. Beginning in the early 2000s, Malad witnessed a process of gentrification, with the emergence of large commercial complexes, shopping malls, gated communities, and the large-scale demolition and relocation of slums. Malad is "Mumbai's fastest growing suburb".

In the 19th century, Malad consisted of a number of villages including Orlem(also known as Valnai), Kharodi, Rathodi, Malwani, Marve, Aksa, Mady and Chinchowli. The other old settlements in Malad were villages occupied by the local East Indian Community, Bhandaris and Kolis who are recognized as the original native inhabitants of Mumbai.

. The areas around the Malwani area used to be mangroves, salt-pans and agricultural lands belonging to the local east-Indians of Kharodi Village. These areas have been populated in the recent past. Many families like the Kolis, Vaitys, Bhandaris and the Kenis are old residents.

In 1934, Bombay Talkies, the first movie company was established in Malad .
Malad, has a mix of people from all over India. The original inhabitants are the Koli community, which thrived in pockets, such as Marve, Malwani and Madh Island. Apart from the Koli community the suburban town has a large East Indian Community. During the late 1960s influxes of immigrants, mainly South Indians, Gujaratis and Mainland Marathis diversified the demographics of the region. The 80's and 90's saw major population growth. The Malwani Colony supposedly is home to one of Mumbai’s largest Muslim populations. It was heavily polarised during the 1992 riots. The latest immigrants have been from UP, Bihar and many from Orissa and West Bengal.

Chincholi Bunder Road or Chincholi Village is the oldest natives of Malad since 1845 and has historically housed the fisherman (Koli community).

Oberoi Mall and Shagun Mall. Are located here. Inorbit Mall.

Orlem is an area of significant Catholic population having two schools. Malad also has a significant Sikh population. Most Sikh Families live in the Evershine nagar, second largest population is in Malvani and Jankalyan Nagar. There are Gurdwara's(Sikh Temple) at Malad (W), Evershine Nagar and Malvani no 1. Free langar (Meal) is served on Sunday mornings at the Gurdwara's.

The Malvani locality holds a significant Muslim population. It also has a church. On the north side of Malvani there is a huge industrial area called as Charkop. Christians, Sikhs, Gujaratis, Marwadis, Telugu and Tamil Peoples. These areas include Adarsh Nagar and Jankalyan Nagar. Malad West has two major masjids (mosques), one Muslim cemeteries are located on Marve Road and on S.V.Road.

Liberty Garden ,the oldest parks is maintained by Brahma Kumaris- a spiritual organisation

Malad has long coast having number of beaches on its coast. Marve beach is the northern most and is most famous as a site for Ganesh Visarjan. It is also a jetty from where ferries ply to the opposite Manori jetty and to Essel World, Water Kingdom and the Global Vipassana Pagoda. The stretch of coast south of the Marve beach is within I.N.S Hamla, a campus of the Indian Navy and has restricted entry. South of I.N.S Hamla is Aksa beach. Aksa beach is a popular getaway among suburban Mumbaikars .South of Aksa beach is a lesser-known rocky beach called Dana Paani. Further south is the Erangal beach. Then there is Madh Island, which includes the Portuguese-built Madh Fort and also the Madh Jetty from where ferries ply to location called Versova.

w) SANTACRUZ:

The term Santa Cruz comes from the Portuguese words meaning "Holy Cross", a reference to a 150-year-old Cross for destitute women run by Mother Teresa's Missionaries of Charity trust. When the railways began operations in October 1888, the local railway station was named after the Holy Cross, and Santacruz as a locality came into being.

The then British The Airport covered an area of about 1,160 hectares (and came to be known as Santa Cruz airport, the city's main airport. a new passenger terminal and apron was commissioned in 1958.In the 1980s, a new international terminal was built at Sahar.
to cater for the increasing number of passenger movements and types of aircraft; the terminal at Santa Cruz was converted to serve domestic flights and was primarily used by Indian Airlines until the 1990s, which is when Jet Airways and East West Airlines were born. A second terminal complex has also been built to supplement existing facilities.

Santa Cruz is bordered by Vile Parle in north, Khar in south, Juhu in west and Kurla, Bandra in east. It is broadly divided in two areas: Santa Cruz (East) and Santa Cruz (West) by the Mumbai Suburban Railway line. The Milan Subway and Khar Subway connect the two areas, passing under the rail line. Recently Milan flyover has has improved connectivity between Santacruz East and West.

MMRDA has built a Skywalk for pedestrians stretching from Podar School Complex (West Santa Cruz) to Western Express Highway (East Santa Cruz).

Santa Cruz (East) consists of Maratha Colony, Prabhat Colony, Kalina and Vakola. It also consists of land belonging Airport Authority of India, which consists of the Mumbai Airport and Air India Colony in Kalina. The main roads passing through Santa Cruz (E) are the Western Express Highway, Nehru Road, Santacruz-Chembur Link Road and the Kalina-Kurla Link Road.

Vakola

Vakola stretches from the Western Express Highway in the west to the Kalina Military Camp in the east. Vakola, densely populated by Hindus, Muslims, Buddhists, Catholics and Jains. These communities, though tending to cluster together, live in relative harmony with each other, however, the area of Vakola was among the worst affected during the Bombay Riots of 1993.

Vakola village is home to one of the indigenous communities of Mumbai, the East Indians. Formerly known as Vankola for three centuries, the village formed part of the Kalina Parish which was founded in 1606. in terms of Catholic population, which is estimated to include around 23,000 persons.

To the south of the Vankola village were a few fields and marshy lands reaching right up to the Mithi River at Bandra East that contained a lot of wildlife, birds of all kinds and small animals. Vankola village being on a small rise, the land sloped downwards towards the marshes. All social activity of the people was centered at Kalina Village which was connected to Vakola by a small road skirting the Rye Hills which now houses the Military Camp. This small road is still in use and is used a short cut to Kalina.

Anand Nagar is a transit accommodation for Post-Partition refugees. Property prices in Vakola have been on a very steep upward trend in the last couple of years. Vakola hosts the corporate headquarters of Asian Paints Limited and a significant number of large commercial banks. The Grand Hyatt hotel is located at Vakola, on the erstwhile premises of the Standard Batteries factory.

The road stretching from the Western Express Highway to the Military Camp is called Nehru Road. A tributary of the Mithi River, called as the Vakola Nallah flows through Vakola. This river overflowed during the statewide floods of 2005 on July 26, 2005 and caused massive damage to slums and housing societies along its banks. Some buildings were under ten feet of water.
Kalina: The East Indian village of Kole-Kalyan, now known as Kalina (from the original name Kalliana), lay on the eastern side of a forested hillock called The Rye, a mile and half south-east of Vile Parle. The words Kole-Kalyan mean the homes of Jackals, Foxes and Wolves which at one time roamed these areas in large numbers freely. The people of the village gathered their fire wood, berries and Fruits from the Hill that gave a panoramic view of the Arabian Sea and the creeks, marshy lagoons, lowlands and coconut groves of Juhu in the west, the Sion Hill and Fort, Mahim, and the Mithi River flowing to the sea at Bandra in the South, the hillocks of Chakala and Bamanwada, the small hamlet of Sahar and the Marol hills and forests to the North and the village of Kurla and the Western Ghats in the east.

The British saw the importance of this hill and promptly put up a military base with training facilities for soldiers and rest houses for the Officers and fully equipped medical facilities. Today the hill and its military base (called Kalina camp) still stand well maintained, untouched by slums and housing societies, buildings and projects.

The Village was divided into sections like, Bhatt Pakady, Matharpakady, Corderio Wadi, Desachi Pakadi and Ranwar Pakadi, and the other village of Kolavree across the south east. Sweet drinking water was obtained from numerous wells in the villages. The main occupation of the people was agriculture. With British setting up their military Base on the hill, many of the local people got employment and they left agriculture occupation.

In April 1930, The Kole-Kalyan Death Benefit Fund was inaugurated to render monetary assistance to the poor and needy of the two villages at the time of Funerals. The Government acquired the vegetable fields to the north of Kalina village from the villagers in the early 1950s. Today the large apartment complexes belonging to the Government owned airline, i.e., Air-India colony and Indian Airlines colony are constructed here. The village of Kalina had doubled and tripled in size by the mushrooming of buildings and slums, huts and shanties illegally built on the east, hugging the Rye Hill and spilling onto the now defunct railway line. The village is practically strangulated and overrun by slums like Jamblipada and Kunchi Kurve Nagar mainly because the ruling politicians failed to maintain the East Indian Villages as heritage properties.

Kalina has been experiencing high growth over the past few years. The area lies midway between two suburban stations of Kurla and Santa Cruz, which are on the Central and Western Railway Lines respectively. It is also close to the Bandra-Kurla complex and only 15 minutes from the domestic terminals of the Chatrapati Shivaji International Airport. Kalina is also an emerging hub for commercial real estate and private companies with big names such as Microsoft, Rolls Royce (Marine Engines), Mudra Communication setting up shop there. The proposed Mumbai Police Headquarters will be in Kalina. The Santa Cruz-Chembur link road runs through Kalina as part of the Mumbai Urban Transport Project.

The Church of Our Lady of Egypt was built in 1606. The two great missionaries baptized more than a thousand souls. In the late 1960s, the Church was enlarged and renovated due to an increase in the Catholic population. A new graveyard was added to the north of the church as the old one became insufficient, as the people from Vakola parish have also to be buried here. The church celebrated its 400th centenary in 2006.
The Ganesh Temple is the oldest temple where thousands of devotees make a pilgrimage here. The South Indian Temple is located in Sunder Nagar, where a large residential area consisting of row houses. It has become a magnet for tourists from all over Mumbai due to its award-winning design. Kalina also has two mosques.

Kalina is home to a number of schools and colleges besides the Kalina Campus of the University of Mumbai and the Govt College of Pharmacy. Other notable schools in the vicinity are Mary Immaculate High School, a school run by sisters of Ajmer, the Kalina Education Society School, which was set up by the late M.L.A, Mr. Hans Bhugra, Air India Modern School and Indian Airlines Ideal School.

During the statewide floods in 2005, Air India Colony was flooded with water as much as 5 to 6 metres deep. Rescue boats of Navy were requisitioned deployed in the area.

**Santacruz (West)**:

Santa Cruz (West) is strikingly more affluent than the eastern part of the suburb. It is bordered by Khar, Bandra, Juhu, and Vile Parle.

It is primarily a residential area, with the market situated near the railway station. The residential colonies include such as 1st & 2nd Gauthan Lane (East Indians Village) (where the original inhabitants of Santacruz & Mumbai resided there). In the past most of the residences used to be small bungalows, which are now being replaced by high-rise buildings. Sujata building was Santacruz's first high-rise (one with lift service) built by It also has Famous Sadhana School which Produced Great Film Musician like Anu Malik. Raheja's Educational complex have many institutions. The famous SNDT, the women University is in the area, a new entrance has been opened towards Raheja college Road. The Juhu's airplane garden is a hit amongst children and senior citizen alike.

The Bombay Catholic Cooperative Housing Society, commonly known as Willingdon Colony, is a tenement constructed by the Catholic community in 1930 as low-cost housing for members of their community. The Colony was spread over 5.5 acres and managed by the Bombay Catholic Cooperative Housing Society. Before the redevelopment of the Colony in 2014, the property was home to 103 trees.

**Saraswat Colony**

The Old neighborhood belonging to the Saraswat Brahmins is one of the most beautiful neighborhoods in Mumbai. Has the well kept Bhramakumari Garden inside.

**x) VILE-PARLE:**

The name "Vile Parle" has been derived from the names of two small but old temples: Virleshwar and Parleshwar. It serves as the location of the first Parle factory. It houses Mumbai's Chatrapati Shivaji International Airport's Domestic Terminal.

Vile Parle is divided into two parts: Vile Parle (East) and Vile Parle (West) separated by the western railway line. The east-west boundaries of Vile Parle are from Juhu (West) to Sahar, Santacruz (East). The north boundary is Andheri and Santa Cruz (South). Vile Parle is also connected to JVPD scheme (Juhu Vile Parle Development scheme).
The locals in Vile Parle are mainly Maharashtrans and Gujaratis. Vile Parle has an array of famous personalities from the past and present: like Vinay Apte, Sachin Khedkar, Vasant Sarwate.

Vile Parle has now become major education center financed by the Vile Parle Kelavani Mandal and Parle Tilak Vidyalaya Association. The leading Indian confectionery and biscuit manufacturers, Parle Products was started in Vile Parle. In July 2016, Vile Parle also houses the Garware plastics factory. The Dr. Balabhai Nanavati Hospital in Vile Parle opened in May 1951.

Vile Parle is a hub of cultural activities throughout the year. Dinanath Mangeshkar Sabhagruha, is a prestigious auditorium which showcases Marathi theatre and music programs. Institutions like Lokmanya Seva Sangh, Nadkarni Sabhagruha and Parle Tilak Vidyalaya have been holding and promoting cultural programs since 1923. which include Majestic Gappa, Bal-Jallosh and Parle Mahotsav. Kala Gurjari is a cultural organization, promoting various forms of arts. Vile Parle is also well known for its food joints. One of the best college festivals, named 'Drishti', is held at Narsee Monjee College of Commerce and Economics (NM College).

The foundation of Sanyas Ashram were laid on 20 January 1945 in the suburb of Vile Parle (West) for propagation of Sanatan Dharma or universal virtues amongst mankind. It became a full-fledged temple complex in 1952. Sanyas Ashram continues to grow into a nationwide institution and has many branches.

Hence, for understanding the whole process of in-migration and the general trend of migration towards Mumbai Suburban District, it becomes imperative to know the history of in-migration to the Island city first (which is included in the Greater Mumbai), as it has not only left the legacy of migration in the suburban district but also created an impact on the whole process of migration in the suburban district of Mumbai along with the consequences.

2.6 : HISTORY OF IN-MIGRATION IN GREATER MUMBAI:

Greater Bombay (now Greater Mumbai) came into existence in April 1950 with the merger of 1) Mumbai City District and 2) Mumbai Suburban District for the purpose of Municipal administration. Greater Mumbai grew due to many reasons and one of them was immigration in 4 different phases namely -1) Pre-colonial, 2) Colonial, 3) Post Independence, and 4) the Recent developments after 1990. Each of these phases left indelible imprints on its size, Physical build, economy and society. (Dr. K. Sita, 2013). As the recent phase after 1990 has created the Mumbai Suburban District, the impact created by Mumbai City District is felt everywhere. So it becomes necessary to glance the evolutionary history of in-migration to Mumbai City district first followed by the history of in-migration to Mumbai Suburban District.
2.6 : A BRIEF HISTORY OF IN-MIGRATION TO MUMBAI (ISLAND) CITY DISTRICT:

Historically speaking, the first known immigrant to Mumbai Island City in 1292 in the pre-colonial period was King Bhimdev from Gujrat. He brought the Pathare Prabhu people as immigrants from Saurashtra in Gujrat in 1298. Upto 1534 there were Mohamedan kings of Gujrat ruling on Mumbai City. It was internal migration. From 23rd December 1534, the Portugeuse started ruling Mumbai City District. So the Portugeuse came as first international immigrants. They ruled for more than hundred years on the island city of Mumbai. With them came the African slaves known as the Kaffirs who soon became the ethnic mix of the people. Later on in June 1661, Portugeuese gifted the Mumbai Island City to the British people. In this phase of colonial period, the Britishers brought many Europens to this land as immigrants for working in the British East India Company. They included young unmarried sailors, soldiers, tradesmen, artisans, ship-builders, officers, even unmarried girls also. The unmarried girls came here for husband hunting. The girls used to be mostly orphans or penniless. As they were known to be going out to ‘Fish for a husband’; they came to be known as ‘Fishing Fleet’. The East India Company could provide them clothes and food for at least one year. Those who could find husband would stay here in Mumbai after getting married. But those who could not find one, they were sent back to England. They were known as ‘Returned Empties.’ (Fishing Fleet – Anne de Courcy, 2013). So the island city became the marriage market also in the colonial period. This period was the most important period for the in-migration to Mumbai city as well as the Suburban District on the Salsette island because the British Government started various transport routes in the form of Roads and railway networks which made connectivity easy. As the construction and transport work needed skilled as well as unskilled persons, the unemployed youth started comming to Mumbai City District. Mumbai’s commercial importance got a boost beyond all expectations in the mid-nineteenth century. The first textile mill was set up in 1850. Similarly the construction of railway lines in 1853, enabled the city to effectively tap its cotton growing hinterland as well as allowed the flow of migrants to the city. As the American civil war of 1861-64 cut off the supply of American raw cotton to the textile mills in Britain, the Indian cotton market got importance and trading for cotton became important business. So the traders started migrating to Mumbai from various places. The opening up of Suez Canal in 1869, brought Mumbai closer to Europe. The trade and commerce through the ocean routes got accelerated. In less than 300 yrs. of British patronage, Mumbai grew from an insignificant group of villages to the largest city in western India. Similarly it became a city of migrants. During the American civil war (1861-1865), Mumbai city became the world’s chief cotton trading market, resulting in the boom in migrants and in the economy. In those years the Australian Soldiers entitled ‘Tommy’ also were immigrants to Mumbai city. It can be said that the basic process of in-migration was initiated in this phase and later on it got momentum after independence. As the connectivity of Mumbai City to all parts of India spread through the improved land transport which included both the road and
railways; the suburban local trains, the BEST buses, the air routes, the process of inter state, and intra-state migration was accelerated. Later on it made the Mumbai city reach the saturation point for immigrants. So the people started moving in the outskirts of Mumbai Suburban district and the most favoured direction in which people started moving was in the north, in Salsette Island i.e. in the Mumbai Suburban District

2.6: B : BRIEF HISTORY OF IN-MIGRATION TO MUMBAI SUBURBAN DISTRICT:(UPTO 1947)

The Portugeuse kept Goa and the northern Salsette (Salsette= Mumbai Suburban District) island with them upto 1773. Later on the British occupied Salsette island in 1774. The connectivity from Mahim and Bandra was provided by the construction of Sion Causeway in 1803. It gave impetus to the free movement of people from Mumbai City District and Mumbai Suburban District on Salsette island. So a sweeping change took place in Mumbai from 1530 to 1861. Alongwith the native people like Konkani, Koli, Bhandari, the Parsis, Marwaris, Bhatia, Telugu, Muslim, Christian and Jew people came as immigrants. The local upper caste Maharashtrian people started taking English Education from the British and the Gujrati and Marwari people started trading with the immigrants. Being considered as a safe place offering a range of employment opportunities, people with all skills came as immigrants to Mumbai city district who included goldsmiths, weavers, merchants, iron smiths, planters, etc. Describing the then Mumbai Mr. G.N. Madgaonkar wrote in 1863 that anyone including weak, handicapped, blind, deaf or dumb, thief or honest, cunning or absentminded; whosoever comes to Mumbai would get food and clothing by doing work. It was difficult to find shelter but not food and clothing in Mumbai at that time. So people started coming to Mumbai in search of jobs from all walks of life and from all regions of India. The global connectivity was also established through one of the largest sea port in the Arabian sea as air routes were not developed in those times. But in 1896, Mumbai City got affected by Bubonic Plague epidemic so nearly 8,50,000 people fled mainland i.e. Mumbai City and took shelter in the nearby safe places on the Salsette island. So, by 1901, the population of Salsette increased to 1,46,993. It may be stated that, this increase might not be only by natural increase but also might have been accompanied by in-migration of people from various areas.

Mumbai has urbanised over the past 60 years and urbanised rapidly from its origin as a fishing village. The causes of urbanisation of Mumbai Suburban District are multiple but prominent are mainly two. They include 1) a high level of natural increase within Mumbai itself and 2) in-migration principally from the surrounding districts of Maharashtra but also from neighbouring states. Initially it started in the northward direction along the major transport routes such as roads and rail links, and now in an Eastward direction.
northward movement came first followed by the development of the communication links in the nearby areas. The areas extended outwards and reclaimed lands next to creeks and mangroves and slopes on the hills of Salsette island. This suburbanisation has involved not just the growth of residential areas but also the relocation and growth of industrial areas.

Mumbai has been a good example of Peri-Urbanization, a process by which people move away from the city’s main hub and radiate away towards the periphery in suburbs, by implicating relatively open or less congested areas thus expanding the original area. This also implies substantive intra-city migration. The Mumbai Suburban District is the area of suburbs beyond Mahim and Sion towards the north ending at Dahisar and Mulund; they are now part of the larger city, the complexion having changed over the decades. These areas have their own pockets of intense trading, shopping, office spaces, industrial activities and corporate businesses. (Dr. D.P. Singh, 2007, Mumbai Human Development Report)

2.6: C  HISTORY OF THE POST –INDEPENDENCE PERIOD : (AFTER 1947 TILL 1990)

The Post Independence period (1947-91) witnessed the transformation of the city into the commercial & financial capital of India and also the bifurcation of city into two separate revenue districts known as 1) Mumbai (ISLAND) City District and 2) Mumbai Suburban District. It was no longer merely a port city with textile mills but instead became a cosmopolitan city where people from all over the country converged. The attainment of independence was accompanied by partition of the country & migrants from Pakistan started coming to different cities of India. Many gravitated to Mumbai & hence the population of the city grew enormously. The city could not remain confined to the 7 islands. Thus the diameter of the city was integrated with it & Greater Mumbai Municipal Corporation was constituted in 1950. Its Northern boundary extended to Versova in the west & Bhandup in the East. In 1957, the corporation’s jurisdiction was further extended upto Dahisar in the west & Mulund in the East. Thus the suburbs in Salsette were brought within its administrative limits. Later in 1958, a study group on Greater Mumbai was appointed under the chairmanship of Mr. S. G. Barve. This is the important milestone in the development of suburbs of Mumbai. Mumbai was considered as the ‘Region’ for the first time.

In 1964, the administrative system of MCGM was decentralised for effective service delivery and the entire Mumbai city was divided in Six administrative zones with 24 wards.
2.6: D :THE RECENT DEVELOPMENTS AFTER 1990:

The recent phase of its evolution began in 1990 when liberalization, privatization & globalization started their impact on Indian Economy too. Mumbai being the Gateway of India’s trade and commerce with Europe, experienced the impact of this process, far more and earlier than other cities of the country. It has grown enormously fast in area, population and economic activities. **On 4th October 1990**, Mumbai Suburban District got separated from Mumbai City District and it has changed its name from Bombay to Mumbai, in 1995.

2.7 : CULTURAL ASPECTS OF MUMBAI SUBURBAN DISTRICT :

Any city is a repository of the past and a laboratory of the present, a capsule of modernity and innovation. ([Mehta, Tasneem Zakaria, Director of Bhau Daji Lad Museum, 2014 in Times of India, dated 14.12.14](https://timesofindia.indiatimes.com/articleshow/51059734.cms)). The physical infrastructure of any city supports the smooth functioning of its metabolism while cultural development gives it a status of uniqueness in its own way. Its road & railway network ensures smooth movement of people and goods on one hand while dependable power & water supply ensure healthy life and high productivity, and adequate facilities for disposal of liquid and solid wastes, keeps the city clean and worthy of living. Similarly the gardens, parks, zoos, open spaces work as lungs which try to dilute the pollution level a bit. The tourist spots, theaters, museums, cinema halls, the sports complexes, the stadia, the other cultural centers make the availability for intellectual thirst of the inhabitants. Hence, in short the city is known by the landmark it creates. The Mumbai Suburban District is a good example of this.

In the suburbs, the alignment of the railway routes and major link roads have played an important role in determining the city space. The western suburbs initially evolved as dormitory suburbs and in some of them such as Bandra, Khar, Juhu one finds a northward extension of the upper class Residence area. On the other hand, the Eastern suburbs attracted industries such as heavy engineering & petrochemicals, the latter are concentrated in the Chembur-Trombay area. However due to upmarket residence in the eastern suburb such as Chembur and Ghatkopar, the distance between Eastern and western suburb is getting blurred. Similarly de-industrialization is resulting in large tracts of land formerly occupied by individual units entering the housing market causing a new wave of urban renewal. Eg. Mulund-Bhandup etc.

An extensive manufacturing belt developed in the 1940s on the outskirts of the then populated areas & extended from Vikhroli & Bhandup in the east to Andheri & Goregaon in the west. It had a wide range of engineering industries with automobiles being significant. The residents of many nearby slum colonies of the area work in these industries. A business
district was developed through planned intervention at the Bandra-Kurla–Complex (B.K.C.) The B.K.C. has the advantage of proximity to the airports & is at present attracting a good no. of financial institutions from the suburbs. The diamond bourse is one of the new activities coming up at B.K.C.

The central part of Salsette is occupied by S.G.N.P. i.e. Sanjay Gandhi National Park. This has given Mumbai a very special attention, in the world of having a National park within the premises of a great Metro. On its outskirts, the Aarey Milk Colony and Film city have developed in eastern Goregaon. Powai, the site of the IIT Campus did not initially attract population due to its relative inaccessibility from the suburban railway lines. Due to the more attractive natural environment and the surge in the car ownership a no. of upmarket residential developments have taken place in recent years. It appears that the commercial land is concentrated near the railway stations & along the major roads and highways. The residential colonies are found everywhere. Some are big & planned like the Anushaktinagar, Bharat Petroleum, O.N.G.C., R.C.F.- fertilizer company and the Air India Colony. The open spaces are occupied by the slums and the squatter settlements.

2.7: A : HOUSING:

One of the most serious problems faced in this space-starved Mumbai Suburban District is that of housing. Given the physical layout & the shortage of land in close proximity to work places, this city has always been known for housing shortage. Finding a shelter at an affordable cost seems to be a Dream for many. The gap between housing supply & demand has widened & reached alarming proportions in the last four decades. Numerous factors are responsible for this. Most important fact is the paucity of space for further expansion within a commutable distance. Extensive reclamations of the marshy lands have enhanced the land resource but at a huge cost. Due to Coastal Regulation Zone (CRZ) this has got restriction in the suburbs. Besides this the land under Sanjay Gandhi National Park is unavailable for residential and commercial developments. Similarly again the land problem is aggravated by the reservations of plots for public amenities like playgrounds, schools, dispensaries and parks, toilets, graveyards etc.. The urban land Ceiling Act of 1976 proved more of a hindrance than help for provision of low cost housing. Instead of reducing the price of land, prices of land exempted under the Act have skyrocketed. (Dua, A. 1989).

A large proportion of the housing stock is very old. These buildings require a major repairs & reconstruction & are known as ‘Cessed Buildings’ because a repair tax is levied on them. Many of these dilapidated buildings collapse every year in Monsoons. Recently the buildings which are more than 100 yrs. old have been considered as ‘Heritage Buildings,’ and are now being preserved.

Another major factor is the high price of real estate. About 40% of the households can neither afford to buy land nor rent livable homes because of poverty. This is the reason for
the proliferation of slums, which appears to be the most difficult problem confronting the city. U.N.Habitat (2003:6) defined slums as contiguous settlements where the inhabitants are characterized as having inadequate housing and basic services. As per 2001 census 48.6% people live in slums. In 2011, the % of people living in slums is above 55%. In some denser wards like H/E, M/E, P/N the proportion of slums have risen to over 70%.

The strategies adopted to tackle this problem have varied over time. In 1991, when the new development control (DC) rules came into force, ambitious schemes were put forward. The original owners of the land or private developers, in co-operation with slum dwellers, could build multi-storied structures & pay for the project through extra FSI (Floor Space Index). Another concept introduced in the D.C. rules was that of Transfer of Development Rights (TDR’s) to facilitate the acquisition of reserved plots of land & elimination of payment of monetary compensation to the owners.(Dr. Sita K. & Bhagat). One of the categories under which the TDR was permissible was slum. TDR’S introduced in 1997 which could be availed of only in the suburbs. It helped to kick-start the slum redevelopment schemes (SRA) in areas such as Mankhurd & Gowandi on the trial basis. The world bank helped the R & R policy & about 10,000 slum households in the ‘Danger Zone,’ of the suburban railway lines were resettled during the period April 2000 to June 2002 in either permanent or transit accommodation. Since the slum colonies are major vote banks, it has got political support & hence is a major issue facing the govt. Earlier proposals of improving the slums are now being replaced by a drive of demolishing slums to create space for constituting multi-storied tenements. Similarly the old, dilapidated or buildings are being replaced by new buildings in the form of towers through the process of Gentrification. The judiciary too had to intervene to stop the demolition drive. Now as per new guidelines the slum dwellers who have settled here up to the year 2000 are to be provided with the SRA flats.

In case of Mumbai Suburban District, transport has played a very crucial role in the process of not only urbanization, suburbanization but also the movement of migrants and goods from all the parts of India, within and outside the suburban district. Thus it becomes very essential to know the existing transport system in Mumbai Suburban District which allows the to and fro journey of all commuters including the locals and the migrants both, with speed and ease.

2.8: TRANSPORT SYSTEM:

Transport provides the basic movement through vehicles. As it maintains the connectivity between places and people, it is very useful for accelerating the process of migration and development.

Mumbai Suburban District is having a great network of land (Road, Rail) and Air Transport. But there is a lot of scope for development of Water transport. Mumbai has a fairly efficient
mass transport system. Public transport system in Mumbai include the Mumbai suburban railway, monorail, metro, **Brihanmumbai Electric Supply and Transport(BEST)** buses, black-and-yellow meter taxis, the Ola, and Uber taxi, auto rickshaws and ferries. However, the growth of population; particularly in the suburbs, has placed a heavy strain on the existing transport system. It is interesting to note the evolution of BEST in Mumbai which operates in the Mumbai Suburban District also.

### 2.8: A: LAND TRANSPORT: (Roads and Railway network)

**A-I) THE MAHARASHTRA STATE ROAD TRANSPORT CORPORATION:**

Maharashtra State Road Transport Corporation (MSRTC) buses provide intercity transport and connect Mumbai Suburban District with other major cities of Maharashtra and India. It is served by National Highway Nos.3, 4, 8, 17, and 22. The Mumbai-Pune Expressway was the first expressway built in India. The Eastern Freeway was opened in 2013. The Mumbai-Nasik and Mumbai-Vadodara expressway are under construction. Mumbai has approximately 1,900 km. (1181 mi) of roads till date. So it becomes easy for the rural migrant to come to Mumbai Suburban District.

**A – II) The Indian Railway:** Since its commencement from 1853 in British period, the Indian Peninsular railways are carrying the goods and the passengers from one corner to another corner of the country. So it becomes easier for the migrant to come to Mumbai Suburban District from any corner of India.

**A – III) The Konkan Railway:** It is also very important medium for the movement of the passengers from the backward hinterland of Konkan to Mumbai Suburban District. It serves as a good access to velatmThe migrant from interior datThe.

**A - IV) The international and domestic airport:** serve the rich and affluent migrants. The airports are located in the western suburban areas of Santacruz and Vile-

**A- )THE BOMBAY ELECTRIC AND SUBURBAN TRANSPORT**

The Bombay Electric and Suburban Transport undertaking provides BEST bus transport. The bus network started in 1926 with Tramcars and in the two decades thereafter services were limited to the Mumbai Island city area only. Simultaneously, the suburbs had a few services operated by private companies. In 1949, the BEST started services for the suburbs. Now they have been extended up to Navi-Mumbai. In the meanwhile in 1964, the Tramcars...
were phased out. The main emphasis of BEST is on provision of feeder services. To ease the flow of traffic, more than 55 flyovers have been constructed in recent years; making it a city of many flyovers in India. Besides this, MMRDA has constructed total 35 skywalks in city and suburbs which have given some relief to the public in crossing the roads at peak hours at squares. Mumbai’s bus service carries over 5.5 million passengers per day over 500+ routes. The BEST operates a total of 4608 buses with CCTV camera installed. (Ref. Map in index. shows the evolution of BEST bus network in suburban district in Mumbai.) Its fleet consists of single Decker, double Decker, vestibule, low-floor, disabled friendly, air conditioned and Euro III compliant diesel and compressed natural gas powered buses.

**B - 1): THE B.E.S.T STORY :**

Transport is a very important factor in the process of migration and economic organization of a modern city. It is very important in the city of Mumbai and the Suburban District because with the concentration of industrial and other employment, there is tremendous increase in the movement of men and goods which established the connectivity between the Mumbai Island City and the Mumbai Suburban District. Primarily, in the beginning of the nineteenth century, the bus started in Mumbai Island City only. Later on it started plying in the suburbs also. So it becomes imperative to know the story of bus transport from the beginning only. In the first stage, there were vehicles like “Shigram” means Horse drawn, “Rekla” means Bullock drawn, and “Palakhi” means Palanquin. Later “Gharry” means Horse drawn vehicle joined them and in 1882, “Victoria” means the modified form of horse driven vehicle started running on the roads of Mumbai Island city. Due to the North-South orientation of the island, the evolution of the transport network took place to take care of the north south traffic. **Tramcars** started plying towards the end of the nineteenth century. Tram was supposed to be the poor man’s vehicle. On the first day i.e. 9th May 1874, it carried 451 passengers which amounted upto Rs. 85 as tickets, and up to 1st August 1905 the total no. of passengers it carried were 71,947 and the tickets amounted to RS. 4260. The passengers included both- the locals as well as the migrants. The last Tram ran on 31st March 1964 on the roads of the then Mumbai. The first motor car appeared on Mumbai roads in 1901. On 22nd July 1905 the Bombay Electric Supply and Transport co.**B.E.S.T.** was established in Bombay under the Indian co. Act of 1882. It came into existence on 7th August 1905 and dissolved on 6th August 1947 to make room for the B.E.S.T. undertaking. The first double Decker appeared on the Mumbai’s roads in September 1920. Mumbai saw its first bus ninety years ago on 15th July 1926 which received a warm welcome from all the passengers. In the early days, the bus fare used to be from 2 annas to 6 annas. There were no half fares for children till 1928. Between 1928 and 1930 each bus carried a letter Box for the convenience of the passengers, and the postal service as well. In the first year that is by 31st Dec. 1926, about 6 lakhs passengers used the bus service. Generally Bus was for upper middle class.
The table No. 2.7 shows the Growth of the BEST transport system in Mumbai City District as well as Mumbai Suburban District.

Table no. 2.7 : Growth of BEST Transport system:

<table>
<thead>
<tr>
<th>Year</th>
<th>Landmark/Passengers</th>
<th>No. of Buses /Fares</th>
<th>Difficulty</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.7.1926</td>
<td>6 lakhs</td>
<td>24 buses</td>
<td>B.E.S.T.started</td>
</tr>
<tr>
<td>1927</td>
<td>38 lakhs</td>
<td>49 buses</td>
<td>Nil</td>
</tr>
<tr>
<td>1928</td>
<td>-----N.A. ---</td>
<td>-----N.A.-----</td>
<td>Strike</td>
</tr>
<tr>
<td>1929</td>
<td>--N.A.-----</td>
<td>---N.A.---</td>
<td>Communal Riots</td>
</tr>
<tr>
<td>1930-32</td>
<td>--N.A.-----</td>
<td>---NA---</td>
<td>Civil Disobedience</td>
</tr>
<tr>
<td>1934</td>
<td>Extention to Northern parts</td>
<td>By Total 3 Routes</td>
<td>Nil</td>
</tr>
<tr>
<td>1935-39</td>
<td>Whole day ticket scheme</td>
<td>12 Annas</td>
<td>Nil</td>
</tr>
<tr>
<td>1937</td>
<td>Double decker Buses</td>
<td>N.A.</td>
<td>Nil</td>
</tr>
<tr>
<td>1940</td>
<td>Limited BUS</td>
<td>Colaba to Mahim</td>
<td>Nil</td>
</tr>
<tr>
<td>7.8 1947</td>
<td>Municipal Corpo.took over</td>
<td>242 vehicles</td>
<td>Nil</td>
</tr>
<tr>
<td>1957</td>
<td>-----</td>
<td>582 Buses</td>
<td>-----</td>
</tr>
<tr>
<td>1967</td>
<td>All Standee/Articulated Bus</td>
<td>10 Articulated Buses</td>
<td>StandeeWithdrawn</td>
</tr>
</tbody>
</table>


From the above table it seems that the BEST started operating in the Suburban zone initially with only 3 routes in 1934. Later on they introduced the Double decker buses. Then in 1940 the connectivity from Island city district got established with the Mumbai Suburban District due to the Colaba –Mahim Bus route which was of Limited type. Then the Municipal Corporation took over the charge of BEST on 7TH August 1947, and at that time total 242 vehicles were running daily on Mumbai roads. In the next decade, in 1951, because of the improved population and the demand for the local transport the no. of buses rose upto 582 buses per day.

The east west links are few & poorly developed. This is particularly true of the outer suburbs. Ambitious projects are on the anvil to ease the pressure on the existing intra-urban transport facilities. As the population increased, so also increased the no. of routes and no. of Buses. So there was an automatic increase of total no. of BEST Depots.
Table no. 2.7 A  Shows the growth I of BEST Bus Depots. on the next page..

Table no. 2.7 A: BEST: Growth of Depots (From 1950 till 1981)

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Year</th>
<th>Name of Depot</th>
<th>Sr. No.</th>
<th>Year</th>
<th>Name of Depot</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1950</td>
<td>BombayCentral</td>
<td>14</td>
<td>1980</td>
<td>Bandra</td>
</tr>
<tr>
<td>2</td>
<td>1950</td>
<td>Santacruz</td>
<td>15</td>
<td>1980</td>
<td>Dharavi</td>
</tr>
<tr>
<td>3</td>
<td>1955</td>
<td>Kurla</td>
<td>16</td>
<td>1985</td>
<td>Dindoshi</td>
</tr>
<tr>
<td>4</td>
<td>1960</td>
<td>Tardeo</td>
<td>17</td>
<td>1988</td>
<td>Anik</td>
</tr>
<tr>
<td>5</td>
<td>1961</td>
<td>Wadala</td>
<td>18</td>
<td>1990</td>
<td>Oshiwara</td>
</tr>
<tr>
<td>6</td>
<td>1961</td>
<td>Worli</td>
<td>19</td>
<td>1991</td>
<td>Malwani</td>
</tr>
<tr>
<td>7</td>
<td>1966</td>
<td>Poisar</td>
<td>20</td>
<td>1992</td>
<td>Magathane</td>
</tr>
<tr>
<td>8</td>
<td>1968</td>
<td>Marol</td>
<td>21</td>
<td>1992</td>
<td>Govandi</td>
</tr>
<tr>
<td>9</td>
<td>1969</td>
<td>Deonar</td>
<td>22</td>
<td>1993</td>
<td>Kalakilla</td>
</tr>
<tr>
<td>10</td>
<td>1972</td>
<td>Vikhroli</td>
<td>23</td>
<td>1995</td>
<td>Majas</td>
</tr>
<tr>
<td>11</td>
<td>1974</td>
<td>Ghatkopar</td>
<td>24</td>
<td>1996</td>
<td>Gorai</td>
</tr>
<tr>
<td>12</td>
<td>1976</td>
<td>Backbay</td>
<td>25</td>
<td>1996</td>
<td>Pratiksha Nagar</td>
</tr>
<tr>
<td>13</td>
<td>1978</td>
<td>Goregaon</td>
<td>26</td>
<td>1981</td>
<td>Ferry Bus</td>
</tr>
</tbody>
</table>


At present, two ambitious projects are in progress which aim at improvement of the physical infrastructure. They are the MUTP (Mumbai Urban Transport Project) and the MUIP (Mumbai Urban Infrastructure Project). The MUTP aims at bringing about substantial improvements in both rail and road transport infrastructure primarily to encourage public transport while the MUIP focussed on the other aspects of the physical infrastructure. Both projects involve resettlement and rehabilitation of a no. of squatter settlements. And hence an R & R component is an integral part of these projects. The baseline socioeconomic surveys for the MUTP indicated that nearly 20,000 households would have to be displaced. In the first phase approximately 10,000 households were reset.

2.8.C :SUBURBAN RAILWAYS :

The suburban railways work as a Lifeline for Mumbai. The suburban railway service provides the fast public transit facilities on a mass scale. In terms of no. of people it carries
daily, it is far ahead of other suburban railway services in India. The service ply on Western, Central Main, and Central harbor routes and serve not only Greater Mumbai but also parts of the metropolitan region. The suburban railway service has evolved over a long period of time. The Great Indian Peninsula railway Company (G.I.P.) was established in 1849 and operated the first historic passenger train in India on 16th April 1853 from Boribunder (now called as C.S.T.) to Thana nearly a distance of 34 kms.(21 miles) with 14 bogies and 400 passengers. Later in 1855, the Bombay, Baroda and Central India Railway started. On 28 November 1864, the Bombay, Baroda and Central India (BB&CI) line was opened from Utran to Grant Road. In 1865, the railway went over Borghat. Three years later, the line was extended further south to Colaba. By 1870, Calcutta and Madras had been linked with Mumbai. This development heralded a new era of seamless and direct connectivity of Mumbai, then Bombay, with northwards, eastward and southwards

Initially only two suburban services with two coaches ran between Bassein Road to Grant Road. By 1867, they were extended to Marine lines, then Backbay station. As demand picked up, the number of services increased from 10 in 1870 to 44 in 1920 with four coaches. Of these, there were five trains to Virar, seven to Borivli, three to Andheri and 29 Bandra locals—each from the erstwhile colaba terminus. With increase in population in the suburbs, authorities began to add stations and upgrade infrastructure. Serving with steam engines, they got electrified in 1925 on the central railway and in 1928 on the western railway. BB & CI was officially renamed as Western Railway in 1955. After 1960, there was a phenomenal growth of passenger in suburban railway. By 1961, services, increased to 360 per day from 144 in 1928 and the number of coaches increased to nine.(Chandrayan, Sharat, Public Relations Officer of WR in an Interview in TOI, 28.Nov 2014). The Mumbai rail network is spread at an expanse of 319 route kilometres. There are total 2226 train services operating daily in the city and suburbs. WR Has doubled its suburban jurisdiction in April 2013 after it decided to run trains from Churchgate to Dahanu - a distance of 120 kms. Recently as per the order by High Court to increase the height of railway platform upto 920 mm, all such works are being undertaken to reduce the accidents. Following table shows the evolution of electrified suburban railway which gave impetus to the fast communication in the suburban region.

Table no. 2.7 shows the daily frequency and the passenger carrying capacity of the suburban railways.
2.7 B : Daily Frequency & Passenger Carrying capacity of Suburban Railways

<table>
<thead>
<tr>
<th>Year</th>
<th>Daily Frequency</th>
<th>Passenger Carried</th>
</tr>
</thead>
<tbody>
<tr>
<td>1925</td>
<td>150</td>
<td>2,20,000</td>
</tr>
<tr>
<td>1935</td>
<td>330</td>
<td>3,00,000</td>
</tr>
<tr>
<td>1945</td>
<td>485</td>
<td>N.A.</td>
</tr>
<tr>
<td>1951</td>
<td>519</td>
<td>4,00,000</td>
</tr>
<tr>
<td>1961</td>
<td>553</td>
<td>4,00,000</td>
</tr>
<tr>
<td>1971</td>
<td>586</td>
<td>6,00,000</td>
</tr>
<tr>
<td>1981</td>
<td>703</td>
<td>13,20,000</td>
</tr>
<tr>
<td>1991</td>
<td>1015</td>
<td>23,50,000</td>
</tr>
<tr>
<td>2001</td>
<td>1086</td>
<td>28,50,000</td>
</tr>
<tr>
<td>2015</td>
<td>1618</td>
<td>41,00,000</td>
</tr>
</tbody>
</table>

Source: Maharashtra Times, dt.3.2.15 page 4.

Table No. 2.7 B

The records of suburban railway is excellent where it can be seen from 1925 to 2015, for the period of nearly 90 years. In 1925, the total no of daily trains were 150 which have now become 1618 in 2015 because of the increased population and the need of the local people to commute from one suburb to another for job.

The total no. of passengers travelled in 1925 were 2,20,000. Now in 2015 the passengers carried by suburban railways were nearly 41,00,000. This shows an increase of exactly 1768% of the basic passengers. This is really a phenomenal increase in passenger traffic.

2.8:E : MONORAIL PROJECT:

The construction began in 2009 and the first operational line between Wadala depot and Chembur was opened to public on 2nd February 2014. Since March 2014 it started working from 7 am to 8 pm in the evening. From 15th April it started working for 14 hrs. The total length is 19.14 kms. There will be two phases having 8 lines; out of which 4 will be working in the suburban zone. (Wikipedia) These 4 lines will be as follows:
1) Chembur, Wadala, Jacob Circle.
2) Mulund, Goregaon, Borivali
3) Lokhandwala, Seepz, Kanjur Marg.
4) Chembur, Ghatkopar, Koparkhairane

It will cater services to 7400 passengers per hour and 1,25,000 passengers per day. As per expectation it would start working from 5 am to midnight very soon.

2.8 : F: METRO RAIL PROJECT:

The Metro- Rail dream of Mumbai is aiming at providing east west rail based mass transit connectivity. It is based on PPP i.e. (Public –Private Partnership) basis through a Special Purpose Vehicle, Mumbai Metro - 1; formed by MMRDA and Reliance Energy Ltd. The project involves construction of 146 km. Of under and over ground metro-network costing Rs. 195,250 million to be completed by 2021. The Bhoomi Pooja was performed by Prime Minister Dr. Manmohan Singh on 22. 6. 2006.; and it started operating from 8th June 2014. This is a fully elevated line of 11.40 kms. Having total 12 stations from Versova to Ghatkopar. It has joined the East and west suburb.( Ref. Map.)

2.8 : Comparison among all 5 ROUTES in a nutshell:

<table>
<thead>
<tr>
<th>Names</th>
<th>Operational since</th>
<th>No. Of Services</th>
<th>Daily Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Year 2013</td>
</tr>
<tr>
<td>Mono Rail</td>
<td>2.2.2014</td>
<td>130</td>
<td>Not started</td>
</tr>
<tr>
<td>Metro</td>
<td>8.6.2014</td>
<td>390</td>
<td>Not started</td>
</tr>
<tr>
<td>Central</td>
<td>1853</td>
<td>Innumerable</td>
<td>38.8 lakh/day</td>
</tr>
<tr>
<td>Western</td>
<td>1928</td>
<td>Innumerable</td>
<td>35.5 lakh</td>
</tr>
<tr>
<td>Eastern Freeway</td>
<td>16.6.2013</td>
<td>Not Applicable</td>
<td>Every day it carries 30,000 to 35,000 vehicles per day</td>
</tr>
</tbody>
</table>

Source: Compiled from TOI, Sunday, 21.12.14, Page no. 2
Above table shows the comparison for 2013 and 2014 associated with daily passengers, and no. of services among Mono, Metro, Western Railway, Central Railway and the Eastern Freeway.

2.9: POWER SUPPLY:

The Bombay Electric Supply & Transport undertaking (BEST) serves the main city and the Bombay Suburban Electric Supply (BSES) serves the western suburbs, north of Bandra. They together supply about 2GW of power of which 1 to 1.5 G.W. is obtained from the Total Electric Companies (TEL) and the rest from the MSEB (Maharastra State Electricity Board), which serves the other districts of MMR. The power supply system of Mumbai is integrated with the Maharashtra State Grid, which in turn is a part of the western regional grid. (Mah., Guj., M.P., & Goa.). The grid is fed mainly by the National Thermal Power Corporation (NTPC) and the Nuclear Power Corporation (NPC). The MSEB gets nearly 1/3 of the power generated for the grid. Power Failures in Mumbai are uncommon. When they occur, it is because of grid failure. Even the grid failure is rare as there are arrangements for back up. As soon as the grid failure occurs and the city is in the dark, the ‘islanding’ system gets into action i.e. all the power generated by the TEL gets automatically diverted to the city.

2.10: WATER SUPPLY:

The water supply schemes in Mumbai dates back to the mid-nineteenth century. Initially, Vihar, Tulsi, and Powai lakes located in the suburban belt were tapped for water supply. Towards the end of the 19th century, the supply was augmented when the Tansa scheme was completed in four stages between 1892 and 1948. It increased the availability of water by 900 MLD. By the middle of the twentieth century, it was realised that the demand for water would increase further and hence the Vaitarna Scheme was implemented. From Vaitarna lake, water was taken to Tansa Lake and then to the city. In 1973, an additional dam was constructed upstream of Vaitarna Lake, i.e. the Upper Vaitarna Dam, which enabled the city to tap more water. Between 1971 and 1998, three stages of the Bhatsai Project increased the supply by 910 MLD. As a result of these various schemes, Mumbai gets about 2800MLD of water. The municipality is now experimenting with rainwater harvesting which has been made mandatory for all new buildings since October 2008; but as no strict actions are being taken by the higher authorities against the law breakers, this RWH scheme is not fully being implemented in Mumbai.
2.11 : WASTE DISPOSAL:

Liquid and solid waste disposal constitutes the weakest links in the physical infrastructure of Mumbai. Storm Water Drainage Net (SWDN) consists of road drains, minor or major nallas, and outfalls. All are interlinked to finally discharge into the Arabian sea directly or through the creeks that open into the sea. While the city has a large no. of outfalls, the suburbs are not well served in this respect. Rapid growth of suburbs has aggrevated the problems of drainage during the monsoons particularly because the natural drainage channels such as Mithi River has been encroached upon. The deluge of 26 July 2005 brought into sharp focus the urgent need to improve the drainage network. Mumbai generates 6000 tonnes of solid waste daily. The municipality incurs a huge expenditure in collection, transport & disposal of this waste. Open dumping & sanitary landfills are the main methods of disposal. The major five dumping grounds are in the suburbs at Deonar, Marve, Mulund, Gorai & Malad. However many of these landfills are becoming saturated and finding new areas is difficult as people residing these have highly sensitive environmental hazards, and follow the principal of “NIMBY”(Not in my Backyard). Hence efforts are underway to reduce, reuse, & recycle through initiatives such as vermiculture etc. The sewerage system in some areas dates back to over 100 years while there are many areas, particularly in the suburbs where it is non-existent. Mumbai is divided into seven sewerage zones, each with a major pumping station. The sewerage is disposed off through marine outfall into the sea or treated using aerated lagoons at Versova, Ghatkopar & Bhandup.

2.12 : RECREATIONAL FACILITIES IN MUMBAI SUBURBAN DISTRICT:

Recreational facilities to the citizens is a discretionary duty of the Municipal Corporation under the section 63 of Mumbai Municipal Corporation Act 1888. The corporation provides recreational facilities to the citizens by way of maintaining gardens and creating green areas, providing playgrounds, cleaning and maintaining beaches, recreational centers, water fountains, statues, maintaining zoos, Traffic islands, and mass scale tree plantations to keep the ecological balance and to ward off the effects of air pollution. There are about 263 gardens and total 9678 trees in the gardens and on the roads. There are 263 traffic islands with green areas surrounded with it. The gardens in the form of terrace gardens, strip gardens, and nurseries in total are also more than 55 in number. The rockeries and band stands in total are ten in number. People in large numbers come to plant trees and hence the number of planted trees are increasing every year. Now known as the ‘Gas Chember,’ previously Chembur was known as “Garden City” where the famous film stars like Raj Kapoor, Ashok-kumar, Shobhana Samartha, Lalita pawar used to have their bungalows. In the 80s, a well-intentioned attempt to set up a new downtown away from Nariman Point.
resulted in the establishment of the Bandra Kurla Complex (BKC). Most of the larger financial banks and companies moved to this place. Apart from the usual suburban sprawl, this area has some nice beaches, especially near Malad. Jogeshwari has hot springs which are reputed to have medicinal properties. Borivali is the entry point for the Sanjay Gandhi National Park, which is why the wildlife reserve is more popularly known as Borivali National Park. The western suburbs also boast the Juhu Beach. These suburbs can get extremely crowded in the evenings, with very severe traffic jams. The Equal Street movement for entertainment of all has initiated by Municipal Corporation and Times of India which is held on every Sunday Morning (from seven to eleven in the morning) by making a 6.5 km. loop on S.V.and Linking roads since 2015.

2.13 :CULTURAL LANDSCAPE OF SUBURBAN MUMBAI:

Greater Mumbai is the amalgamation of a mixed cosmopolitan culture including both the culture of the local native people and the culture of the migrants. This is very well reflected not only in the island city but also in the Suburban District. Following is the list of tourist interest places in suburban district which includes the Religious Places, Beautiful Beaches, Amusement Parks and Gardens, Attractive Malls and Shopping complexes, National Park etc.

2.9: Tourist places in various wards

<table>
<thead>
<tr>
<th>Ward</th>
<th>Tourist place</th>
</tr>
</thead>
<tbody>
<tr>
<td>H/W</td>
<td>Bandra Bharat RATNA Sachin Tendulkar’s bat of platinum, Jogger’s park, Linking ROAD, Shopper’s stop, sky walks, Fly overs’, Equal streets on subdays on S.V.RD &amp; linking road, Bandra-Worli sea link</td>
</tr>
<tr>
<td>K</td>
<td>Andheri Juhu BEACH, Mahakali &amp; Jogeshwari caves, world heritage site –Gilibert HILL, Hare rama hare Krishna temple, Juhu beach</td>
</tr>
<tr>
<td>P/N</td>
<td>Infinity mall, Malad aarey colony, Mahanand dairy, Film city,</td>
</tr>
<tr>
<td>R/C</td>
<td>Borivali national park, Kanheri caves,</td>
</tr>
<tr>
<td>R/N</td>
<td>Biggest slum Ganapat Patil nagar, 193 open spaces of various sizes</td>
</tr>
<tr>
<td>R/S</td>
<td>Shivaji talao, Powai lake, IIT Campus, Asia’s biggest water filteration tank, Vihar &amp; Tulsi lake,</td>
</tr>
<tr>
<td>H/E</td>
<td>University of Mumbai, B.K.C. Diamond bourse, MMRDA Complex, Business Hub on par with Hongkong, Santacruz – Chembur Link road</td>
</tr>
<tr>
<td>N</td>
<td>GHATKOPAR Metro Station,</td>
</tr>
<tr>
<td>T</td>
<td>S.G.N.P., Borivali, Kanheri and Magathane Caves</td>
</tr>
<tr>
<td>P/S</td>
<td>Malad, Aarey colony,</td>
</tr>
<tr>
<td>L</td>
<td>Kurla; Industrial workshop, Monorail</td>
</tr>
</tbody>
</table>

(Source: Compiled through information of NGO Praja, newspaper articles, MMRDA Website) Table No. 2.9
Gillbert hill: Monolith 66 million year old / Sachin’s bat at BANDRA

Images 2.10
Total no of Recreational Centres in suburban district of Mumbai

Fig. No. 2.11
Table no. 2.12: Recreational Facilities in Suburbs

<table>
<thead>
<tr>
<th>Sr. No.</th>
<th>Category</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Garden</td>
<td>263</td>
</tr>
<tr>
<td>2</td>
<td>Play ground</td>
<td>289</td>
</tr>
<tr>
<td>3</td>
<td>Recreational grounds</td>
<td>321</td>
</tr>
<tr>
<td>4</td>
<td>Traffic Islands</td>
<td>268</td>
</tr>
<tr>
<td>5</td>
<td>Tree planted on roads</td>
<td>4915</td>
</tr>
<tr>
<td>6</td>
<td>Tree planted elsewhere</td>
<td>4760</td>
</tr>
<tr>
<td>7</td>
<td>Total Trees</td>
<td>9675</td>
</tr>
<tr>
<td>8</td>
<td>Band stands</td>
<td>07</td>
</tr>
<tr>
<td>9</td>
<td>Rockeries</td>
<td>03</td>
</tr>
<tr>
<td>10</td>
<td>Nurseries</td>
<td>26</td>
</tr>
<tr>
<td>11</td>
<td>Terrace Gardens</td>
<td>07</td>
</tr>
<tr>
<td>12</td>
<td>Strip Gardens</td>
<td>21</td>
</tr>
<tr>
<td>13</td>
<td>Statues</td>
<td>69</td>
</tr>
<tr>
<td>14</td>
<td>Garden with Municipality</td>
<td>23</td>
</tr>
<tr>
<td>15</td>
<td>Zoo</td>
<td>01</td>
</tr>
<tr>
<td>16</td>
<td>Fountains</td>
<td>53</td>
</tr>
</tbody>
</table>

Map No.2.12

(source: superintendant of gardens, m.c.g.m, environmental status report of brihan mumbai, 2007-2008.)
Total no. of Recreational Centres in suburban district of Mumbai

Recreational Centres

- GMB: 23
- Zoo: 1
- Fountains: 53
- Bandstands: 7
- Rockeries: 3
- Nurseries: 26
- Terrace Gardens: 7
- Strip Gardens: 21
- Statues: 69

Fig. No. 2.13
Table no.2.11 : Ward wise distribution of open spaces.

<table>
<thead>
<tr>
<th>WARDS</th>
<th>gardens</th>
<th>play ground</th>
<th>recreation ground</th>
<th>parks</th>
<th>open spaces</th>
<th>plots</th>
<th>private organization</th>
</tr>
</thead>
<tbody>
<tr>
<td>H/E</td>
<td>06</td>
<td>05</td>
<td>03</td>
<td>-</td>
<td>-</td>
<td>03</td>
<td>na</td>
</tr>
<tr>
<td>H/W</td>
<td>13</td>
<td>08</td>
<td>21</td>
<td>02</td>
<td>02</td>
<td>31</td>
<td>na</td>
</tr>
<tr>
<td>K/E</td>
<td>13</td>
<td>19</td>
<td>23</td>
<td>06</td>
<td>-</td>
<td>14</td>
<td>na</td>
</tr>
<tr>
<td>K/W</td>
<td>21</td>
<td>19</td>
<td>23</td>
<td>03</td>
<td>05</td>
<td>13</td>
<td>na</td>
</tr>
<tr>
<td>P/S</td>
<td>20</td>
<td>09</td>
<td>22</td>
<td>-</td>
<td>-</td>
<td>16</td>
<td>na</td>
</tr>
<tr>
<td>P/N</td>
<td>12</td>
<td>27</td>
<td>21</td>
<td>01</td>
<td>-</td>
<td>61</td>
<td>na</td>
</tr>
<tr>
<td>R/S</td>
<td>14</td>
<td>26</td>
<td>07</td>
<td>04</td>
<td>04</td>
<td>30</td>
<td>na</td>
</tr>
<tr>
<td>R/C</td>
<td>11</td>
<td>24</td>
<td>26</td>
<td>-</td>
<td>09</td>
<td>34</td>
<td>na</td>
</tr>
<tr>
<td>R/N</td>
<td>04</td>
<td>32</td>
<td>13</td>
<td>-</td>
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<td>na</td>
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<td>L</td>
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<td>10</td>
<td>02</td>
<td>-</td>
<td>na</td>
<td>5</td>
</tr>
<tr>
<td>M/E</td>
<td>11</td>
<td>05</td>
<td>14</td>
<td>-</td>
<td>-</td>
<td>na</td>
<td>01</td>
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<td>M/W</td>
<td>14</td>
<td>19</td>
<td>12</td>
<td>-</td>
<td>-</td>
<td>na</td>
<td>13</td>
</tr>
<tr>
<td>N</td>
<td>15</td>
<td>11</td>
<td>09</td>
<td>-</td>
<td>-</td>
<td>na</td>
<td>04</td>
</tr>
<tr>
<td>S</td>
<td>15</td>
<td>13</td>
<td>10</td>
<td>-</td>
<td>02</td>
<td>na</td>
<td>12</td>
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<tr>
<td>T</td>
<td>11</td>
<td>20</td>
<td>12</td>
<td>01</td>
<td>-</td>
<td>na</td>
<td>03</td>
</tr>
</tbody>
</table>

Table: 2.11
Wardwise Distribution of Open Space

T
- Gardens: 11
- Play Grounds: 20
- Recreation: 12
- Parks: 13
- Open space: 13
- Plots: 7

S
- Gardens: 15
- Play Grounds: 13
- Recreation: 10
- Parks: 0
- Open space: 12
- Plots: 12

N
- Gardens: 15
- Play Grounds: 11
- Recreation: 12
- Parks: 0
- Open space: 4
- Plots: 11

MW
- Gardens: 14
- Play Grounds: 19
- Recreation: 12
- Parks: 0
- Open space: 13
- Plots: 25

ME
- Gardens: 11
- Play Grounds: 5
- Recreation: 14
- Parks: 0
- Open space: 0
- Plots: 0

L
- Gardens: 15
- Play Grounds: 13
- Recreation: 10
- Parks: 0
- Open space: 25
- Plots: 0

RN
- Gardens: 4
- Play Grounds: 32
- Recreation: 13
- Parks: 0
- Open space: 25
- Plots: 0

RC
- Gardens: 11
- Play Grounds: 24
- Recreation: 26
- Parks: 9
- Open space: 34
- Plots: 0

RS
- Gardens: 14
- Play Grounds: 26
- Recreation: 7
- Parks: 4
- Open space: 30
- Plots: 0

PN
- Gardens: 12
- Play Grounds: 27
- Recreation: 21
- Parks: 0
- Open space: 61
- Plots: 0

PS
- Gardens: 20
- Play Grounds: 9
- Recreation: 22
- Parks: 0
- Open space: 16
- Plots: 0

KW
- Gardens: 21
- Play Grounds: 19
- Recreation: 23
- Parks: 5
- Open space: 13
- Plots: 0

KE
- Gardens: 13
- Play Grounds: 19
- Recreation: 23
- Parks: 0
- Open space: 14
- Plots: 0

HW
- Gardens: 13
- Play Grounds: 8
- Recreation: 21
- Parks: 0
- Open space: 31
- Plots: 0

HE
- Gardens: 6
- Play Grounds: 5
- Recreation: 0
- Parks: 0
- Open space: 0
- Plots: 0

Fig. No. 2. 12
Chhatrapati Shivaji International Airport, Vile Parle

Sachin Tendulkar’s Platinum Bat, Carter Road, Bandra
Bandra - Worli Sea Link

Flamingoes at Vikhroli Water Pumping Station
Hare Rama Hare Krishna Temple, Iskcon Juhu

Gilbert Hill, Andheri west
Phoenix Market city, Kurla

Snow World, Phoenix Market City, Kurla