"Geographical assessment of migrants in the Suburban district of Mumbai"

A Thesis Submitted to
Tilak Maharashtra Vidyapeeth, Pune.

For the Degree of Doctor of Philosophy (Ph.D)
In Geography Subject
Under the Board of
Moral, Social & Earth Science Studies

Submitted by
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Under the Guidance of
Dr. H. M. PEDNEKAR

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FORM – ' A '
GEOGRAPHICAL ASSESSMENT OF MIGRANTS IN THE SUBURBAN DISTRICT OF MUMBAI

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for the **Degree of Vidyavachaspati (Ph.D)**
(Doctor of Philosophy) in the subject

Subject   :   **GEOGRAPHY**

Under the   **Faculty of Moral , Social and Earth Science Studies**

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FORM ' C '

C E R T I F I C A T E

This is to certify that the entitled

GEOGRAPHICAL ASSESSMENT OF MIGRANTS IN THE SUBURBAN DISTRICT OF MUMBAI

which is being submitted herewith for the award of the
Degree of Vidyavachaspati **(Ph.D.)** in **GEOGRAPHY**
of TILAK MAHARASHTRA VIDYAPEETH, PUNE
is the result of the original research work completed by
Ms. AKSHATA ARUN KULKARNI
under my supervision and guidance.
To the best of my knowledge and belief the work
incorporated in this thesis has not formed the basis
for the award of any Degree or similar title of this
or any other University or examining body upon her.

Place : Mumbai   **Research Guide : Dr. H.M. Pednekar**

Date : 19th December 2016

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Chapter One

Introduction and Review of Literature

INTRODUCTION :

Human migration is one of the biggest topics investigated in the field of Geography. Migration refers to the movement of people involving a permanent change in residence. It can be internal or external , voluntary or involuntary or forced. It is usually for an extended period of time and does not include temporary circulations such as commuting or tourism.

Migration is one of the basic forms of spatial interaction, and has played a very important role in the spread of population on the planet earth. The present distribution of world population is the result of migration that has taken place at various periods. However, migration is not merely a spatial redistribution of population as it results in restructuring of the patterns of a number of demographic variables and brings in its wake economic and social change. The study of migration is both multidisciplinary and an interdisciplinary field and has attracted the attention of researchers from a wide variety of specializations. Each has brought to their study the perspective of a specific discipline and this has enhanced our understanding of this multifaceted phenomenon.

Interest has been particularly stimulated on the role of migration in urbanization and population studies. There is a general consensus of opinion on the significance of rural-urban and urban – urban migration in the urban process both in the developed and in the developing countries.

1.1: MIGRATION : DEFINITION :

In simple words Migration is a movement of people from one place to another for various reasons. Like fertility and mortality, migration also holds a place of prominence in geographical analysis of population change in any area**. (Trewartha, 1969, 137).**

The United Nation's **Multilingual Demographic Dictionary** defines migration as "a form of geographical or spatial mobility between one geographic unit and another, generally involving a change in residence from the place of origin or departure, to the place of destination or arrival". Thus, migration is different from other forms of mobility such as temporary movement of tourists, or frequent trips of people in business, or constant movements of nomads, or movement of students for the purpose of studies, or daily movement of commuters to place of work.

"Migration is a form of human mobility and encompasses different types of territorial movements, both temporary and permanent, over varying distances." (**Zelinski, 1971**). However, migration being a multi- faceted phenomenon, researchers have added new

dimensions to this basic definition according to the nature of study, the information available to them and the purpose of the investigation. This is evident from the following excerpts :

"Migration is the physical transition of an individual or a group from one society to another. This transition usually involves abandoning one social setting and entering another and different one" **(Einsenstadt 1953,1).**

"The term **'migration'** is the change in residence of an individual from one parish or commune to another." **(Hagerstrand, 1957, 28).**

Migration, like fertility and mortality, holds a place of prominence in a geographical analysis of population change in any area **(Trewartha, 1969, p. 137**).' Migration is the changing of the place of abode, permanently or when temporarily, for an appreciable duration as for example in the case of seasonal workers. It is used symbolically in the transition from one surrounding to another course of human life. **(Weinberg, 1961,265-6).** So migration is shifting of the home and not the house.

Migration keeps a balance between the distribution of population and the supply of natural resources. **(B. N. Ghosh, 1986, P.34).**

Bogue (1959, p.487) considers a movement of people as an instrument of cultural diffusion and social integration that results into more meaningful distribution of population."Migration is a relatively permanent moving away of a collectivity called migrants, from one geographical location to another preceded by decision- making on the part of the migrants on the basis of a hierarchically ordered set of values or valued ends **."** **(Mangalam, 1968, 8).**

Beaujeu Garnier(1966,p.212), and **Smith(1960,p.419)** rightly remarked that area from which people out-migrate, the area to which they in-migrate and the migrants themselves never remain the same.

Geographical research on migration is far-researching, covering both historical past and the present **(King et al. 2010).** Once considered a peripheral subject in social science, the study of migration is increasingly deemed central.

Taking into consideration all these aspects of migration, redistribution of population was selected as a central theme for 1976-80 term of the International Geographical Union Commission on Population Geography which devoted two of its international conferences to this theme in 1978 **(I.G.U., 1978**). Considering the importance of migration on global scenario, The United Nations Organization's General Assembly on 4th December 1990, adopted the International Convention on the protection of the rights of all Migrant workers and members of their families. Ten years later, on 4th December 2000, the General Assembly proclaimed **18th December as International Migrant's Day .**

The World Bank has published its Migration and Remittances Fact book annually since 2008.The **International Organization for Migration (IOM)** has published a yearly World Migration Report since 1999. The United Nations Statistics Division also keeps a database on worldwide migration. Recent advances in research on migration via the internet promise better understanding of migration patterns and migration motives.

1.2 : MIGRATION: GENERAL TERMS AND CONCEPTS :

Migration, a permanent move involves crossing over of the boundary of an administrative unit. But there are various terms and concepts involved in Geography related with Migration which are listed below.

Gross migration refers to the total number of migrants moving into and moving out of place, region or country.

Net migration is the balance between the number of migrants coming into and moving out of a place, region or country. In other words, net migration is the gain or loss in the total population of an area as a result of migration.

Migration stream is a term used for spatial mobility in which the migrants have a common place of origin and common place of destination.

Internal Migration is within the borders of one nation.

International Migration is across the international borders of countries.

Chain Migration is a process that occurs after a small number of pioneering groups lead the way somewhere else and others from the same rural community follow.

Relay Migration is a phenomenon that occurs when families at different stages of the family life cycle take responsibility for migration in order to improve the financial position of the family.

Impelled Migration is that migration where individuals are not forced out of their country, but leave the country because of unfavourable situations such as warfare, political problems or religious persecution. It is also known as **Reluctant or Imposed Migration.**

Step Migration is a process where migration initially heads for a small town and then after a period of time moves onto a large settlement, over many years taking a number of steps up the urban hierarchy.

Forced Migration is involuntary migration of following three types, namely A, B,or C. Here the migrant has little or no choice to move, due to environment and human factors.

A) **Refugees:** A person who can't return home because of fear of a persecution for reasons for race, religion , nationality, political association, social grouping, fleeing from war, armed conflicts, civil war, disasters, natural calamities like famines or climate change etc.

B) Internally Displaced Person or IDP : A person who is forced to leave his home region because of unfavourable conditions. (Political, Social, Environmental or Climatic etc.)

C) Asylum Seekers : are those people who claim to be refugees. They usually have to undergo legal procedures in which the host country decides whether they qualify for refugee status.

Voluntary Migration : Migrant who choose to move for reasons such as retirement, education, relaxed lifestyles etc. as per his sweet will.

Emigrants: People who leave their own country and settle in another country permanently.

Immigrants: People who enter a new country leaving their own native country .

Direct Migration is a voluntary migration where people from the place of origin directly come to the place of destination irrespective of the distance involved in the place of origin and the place of destination.

Return Migration: The voluntary movements of immigrants back to their place of origin. This is also known as **Circular Migration**.

Seasonal Migration is a Temporary Migration . It is the process of moving for a period of time in response to labour or climate conditions.

All movements of people are selective in one way or the other. Migration is generally a selective process, by age, skill, gender, race, class, and health. Recent research foci have included the impact of climate change, the migration-development nexus, children's migration, international students migration and the heightened security and surveillance directed at moving bodies of all kinds. In developing world, migration for employment purpose is primarily male-dominated, the same is not true of the developed world. Similarly, in India, all marital migrations involve the movement of females from the place of their parental residence to the place of residence of their spouses at the time of marriage.

1.3 : TYPOLOGY of MIGRATION :

The complexity of the phenomenon of migration and its multi dimensional aspects has resulted in attempts at typologies, which would result in classification into specific types. An early classification of migration was that of **Fairchild (1925),** in which he classified it into invasion, conquest, colonization and immigration; the criteria underlying it were differences in levels of culture and presence or absence of violence. **Kant (1953)** presented a typology which was specifically concerned with movements such as pastorals and transhumance. He placed emphasis on the areal units between which migration takes place. One of the most comprehensively worked out typologies was that due **to Petersen (1958)** based on his definition of migration in which causative factors were highlighted **(Table 1.1).**

Table 1.1: Petersen's general typology of Migration

Relation	Migratory Force	Class of Migration	Type of Migration	
Nature and man	Ecological push	Primitive	Wandering Ranging	Flight from land
State (or Equi) and man	Migration policy	Forced impelled	Displacement flight	Slave trade coolie grade
Man and norm	Higher aspirations	Free	Group	Pioneer
Collective behaviour	Social momentum	Mass	Settlement	Urbanisation
Source: Petersen (1958) p. 226.				

This resulted in his recognition of **five** broad classes of migration - **Primitive, Forced, Impelled, Free and Mass.**

Petersen made a further distinction between migrations which are undertaken to change the way of life which he referred to as *'innovative'* and those which help to preserve it which were termed as *'conservative'*. However, since the classification was based on a number of criteria, there was a tendency for over-generalization.

Petersen's typology was the basis for **Kosinski's attempts (1975**) to classify migration on a multi-dimensional basis. The major dimensions utilized by Kosinski were time, distance, boundaries crossed, decision making, the member involved, the social organization, the political organisation as well as the causes and aims.

Eichenbaum (1975) proposed a typology based on two sets of decisions; the first, the decision to move from a place and the second, the decision regarding the destination.These decisions were categorised as to whether they were totally voluntary, partially voluntary or involuntary. Thus, the classification was an abstract one and of limited utility as many of the types that were identified by him were not precisely defined.

Broadly speaking, the phenomenon of migration has often been classified into various types on the basis of 1) motivation, 2) distance and 3) time. On the basis of motivation; migration has been classified as a) economic migration, and 2) social migration. On the basis of distance, a) Long -distance and 2) Short distance migration. Similarly 1) short-term and2) long term migrations have been recognised depending upon the duration of time. Thus, distance, time, and motivation all are significant in the analysis of migration patterns.

Chandna and Sidhu (1980,p. 58)) suggested that since geography was a spatial science, the parameter of space was sacred to any geographic classification of migration. All those migrations that take place within an area lying within the territorial jurisdiction of a country are, thus distinguished as *internal* migrations. On the other hand, where migrants move across the international borders, the migration is known as *external* migration. According to **Kingsley Davis,** internal migration is more important than international migration from the point of view of Demography.

The terms *emigration* **and** *immigration* are used to connote out-migration and in- migration across the international border, respectively.

In case of Mumbai Suburban District the internal migration seems to be important which includes intra-urban as well as inter-urban migration. The internal migrations are further classified into four types on the basis of area :(1)Rural to Urban; (2) Urban to Urban, (3) Rural to Rural ; and (4) Urban to Rural areas.**(Reverse Migration.)**

1.3.1: IMPORTANCE OF RURAL TO URBAN MIGRATION:
Rural to urban migration that carries the rural folk to the growing urban centres is more pronounced in the developing countries. It is caused by both push and pull factors. In the less developed world which has high rural densities and where rapid urban-industrial development is taking place, both *push* of the rural areas and *pull* of the urban areas generate migratory tendencies among the people. Appalling poverty, unbearable unemployment, low and uncertain wages, uneconomic landholdings and poor facilities for education health, recreation and other services work as the push factors in the rural areas.

On the contrary, the pull of the urban areas may include better employment opportunities , regular and high wages, fixed working hours, better amenities of living, facilities for education , health, and socio cultural activities. The industrial cities work as magnets to attract large scale migrants which create a large number of slums. Since such cities are unable to provide even the minimum good amenities to these migrants, they may live in conditions worse than those which they enjoyed in their native rural areas. It is the pull of the regular wages that induces them to live even in the substandard conditions of urban slums. **(Gosal and Krishnan,1975,p. 200)**

On the temporal front these migrations in the beginning are the temporary migrations. Once the job becomes an assured job, the family is also brought in. (**Chandna, 1986, p.153).**

1.3.2: URBAN TO URBAN MIGRATION:

Inter -urban migration that takes place between one urban centre to the other is more common in the highly urbanized countries of the world. It has been found th

at Urban to urban movement motivated by economic factors has neither time nor distance barrier. Sometimes it is **'step- migration'** or it may be **'Direct migration.**

1.3.3 : RURAL TO RURAL MIGRATIONS:

Generally, such a migration originates from crowded areas of low agricultural productivity and is directed towards sparsely populated areas experiencing large scale developmental activities. The motive behind is again economic. Such migration may take place even for longer distances and is often permanent.

1.3.4: URBAN TO RURAL MIGRATION:

Urban to sub-urban/ rural migration is relatively less common. Such a movement takes place at the advanced state of urbanization, as it is generated by over-congestion. Only the advanced countries have attained this high degree of urbanization. While overcrowding has induced this kind of movement, the development of efficient transportation system has facilitated it.

1.4 : DETERMINANTS OR CAUSES OF MIGRATION:

Migration is a complex phenomenon and an enquiry about the motives behind it is the most difficult part of the analysis of the process of migration Not only the factors controlling migration vary from area to area but also the significance of the same factor varies from person to person.

With regard to the determinants of population movement distinction has been made between Push factors and Pull factors. **Push** factors are those that make people move out of a place of origin. **Pull** factors are those factors which attract a person to the new place of destination. Push factors are those that operate in areas of out-migration and compel the people to move to other areas. Pull factors are those that operate in areas of in-migration and attract the people to these areas. It is not necessary that in an area only push or pull factors should operate; in fact, both push and pull factors operate simultaneously in the same area.

In **1966, E.S.Lee** proposed Push- Pull model of Migration. He produced a series of principles of migration attempting to bring together all aspects of migration theories at the time. He suggested there were four factors influencing the decision to migrate as given below.

1) Factors associated with the place of origin,

2) Factors associated with the place of destination,

3) Intervening obstacles that lie between the places of origin and destination and

4) A variety of personal factors.

There are several factors in an area that hold the people in an area or attract more people to it and there are innumerable factors that repel the people from it. **Lee (1970, p.290**) designates the former category of factors **as *positive   factors*** and the latter category as *negative factors* .

The factors influencing the decision to migrate are complex in nature. Since migration is a selective process affecting individuals; certain social, economic, educational, demographic and cultural factors influence the decision of migration.

The list of **Push** factors include 1) Unemployment 2) Lack of safety 3)Lack of wages 4) Poverty 5) Crop failure 6) Drought 7) War, civil unrest 8) Hazards 9) Isolation 10) Food Shortage 11) Climate change etc.

The list of **Pull** factors include 1) Potential for employment 2) A safer atmosphere 3) Better service provision 4) Greater wealth 5) Fertile land 6) Good food supplies 7) Political security 8) Less risk of natural hazards 9) Friends and family entertainment 10) Marriage 11) Good Education Facility 12) Good climate etc.

So the determinants of migration may be classified into broad three categories, namely social, economic and demographic.

1.4.1: SOCIAL DETERMINANTS:

These factors include social obligation, marriage, cultural change and customs. For instance, females move from their parents' residence to the place of their spouses at the time of marriage. This has nothing to do with the economic gains.

The importance of social networks is stressed by a large number of studies on migration. An IDRC (1973) study of migration to five urban centres in the developing countries found that 80% of the migrants obtained information from relatives and the neighbourhood clusters helped migrant to get assimilated in the city. **Godfrey (1973) and Rempel (1970**) found a positive relationship between the rate of migration and the number of kin in town. **McEvoy (1971) and Speare (1974**) also stressed the importance of traditional kin structure in promoting migration. **Anderson 91972**) found that migrants from a particular locality prefer certain destination because of the social networks. **Lewis (1969**) also noted hat letter and money sent by earlier migrants promoted further migration. On the other hand **Van Velsen** (1960) suggests that close kinship ties tended to impede initial migration of the first migrant in the family.

Sabot (1972), Todare (1971),Rempel (1970) ,Mitchel (1969) and Foster (1965) all found an increased tendency to migrate at a specific age particularly after the completion of primary / secondary schooling. In a study conducted by the **United Nations (1982)** researchers found that the migrants moving to larger places move at a younger age for higher education. **Schultz (1971**) *also* indicated the positive relationship

between number of children in school and increasing rates of educational migrations. Caldwell (1969) also found a positive relationship between level of education and migration. He noted that the illiterate traditional workers are less likely to move out of the village and the knowledge of English helped the migrants. **Sakdejayont (1973**) and **Riddell (1970**), draw attention to the fact that the more educated migrants move to urban areas while the less educated turn to rural areas.

Brigg (1971), suggested that the migrants moving out of the village due to positive pull of destination are more educated than the other villagers while the migrants who are pushed out due to negative factors in the village are less educated. **Zachariah and Conde** (1981), pointed out that the more educated villagers migrated in the past but there was decrease in this trend and that the number of illiterate migrants was increasing.

Riddell (1970), points out that as villagers expect gifts along with money from the migrants when they visit their native place, migrants try to avoid many return trips to the village to overcome this problem. **Guler,** for East Africa and Caldwell, for West Africa found that as a consequence of increasing competition for urban jobs, migrants reduce the number of trips to their native place and prefer to stay in the in the towns (**Gugler,1968;Caldwel,1969).** Similarly, **Friedland** indicated that returning to the village results in loosing job in the town and so migrants try to reduce the number of trips to villages **(Friedland, 1971).**

1.4.2 : ECONOMIC DETERMINANTS :

Economic motives constitute the most vital determinants of population movement. Conditions reflecting the economic prosperity offer greater employment potential and attract in-migrants. Within this general framework, the industrial pull has proved to be more dynamic than the agricultural push, both in industrial and agricultural countries. The areas which have acute pressure of population upon their limited agricultural land resource base, thus, generate out-migration whereas those where new agricultural lands are reclaimed receive such migrants. The areas that are experiencing developmental activities are widening their employment potential. This has proved to be a powerful economic factor governing population movement. The development of means of transportation and communication in recent times has also stimulated migratory tendencies. In most cases the expansion of transport network has increased the spatial interaction and has accelerated both migration and commuting. Higher educated people have the skill and ability, the information and awareness and thus become more mobile. The information network and cultural contact widens the horizons of migration. The traditional communities are found to be less mobile than the Non-traditional and young communities..Rural-Urban income differs and their significance has been the theme of studies **by Todaro (1971), Friedlander (1965), Bairach (1973), Harris and Torado (1970), Calswell (1968) and Yap (1976). Yap also indicated that migration helps in** reducing rural urban income differentials.

Preston (1969) stressed that importance of population pressure in promoting out migration, while **Hill (1972), Fuhs and Vingerhoet (1972), Essang & Mabawonku** (1974) did not find population pressure to be an important factor; on the other hand they found little migration from the densely populated areas in their study areas. **Shaw (1974) & Selinsky** (1971) emphasized the role of agricultural poverty in promoting migration. Ryan (1968) suggested that the unsuitability of agricultural land for cash cropping promoted migration on a large scale.

The spread of non-agricultural employment opportunities attract migrants. This point is stressed in the study of **Mclain (1972) and Caplan (1970).**

One of the important aspect of Economic Determinants is the remittances in the form of money or goods the migrants send to their near and dear ones at the native place.

1.4.3 : REMITTANCES :

Most of the rural urban migrations are economic migrations and hence remittances become an integral part of such migrations. A large number of studies have indicated that most of the migrants send remittances eg. **Caldwell(1969), Mac Farlane** (1972),**Sakdejayout (1973) and Adepoju(1974). Ade** noted that all migrants do not send money; but those who do, send a fairly substantial amount **(Ade, 1974).**

Caplan (1970) found that the remittances are related to the size of the migrant's nuclear family while **Bienefeld (1974**) related it with income level of the migrant and his ties with the home town**. Baxter (1973**) indicated that the remittances are related to the needs of the household and the nature of links between migrant and his community. He further, pointed out that the remittances decrease gradually over a period of time.

Connell (1973) found that due to social obligation migrants send remittances while **Riddell (1970) and McEvoy (1971**) pointed out that the remittances are sent to maintain or enhance the position of the migrant within the village structure. **Ade (1974)** found that in order to compensate for the absence of the migrants from the rural labour force, they send remittances.

Remittances are mostly used for everyday needs (**Johnson & White law 1972**) or for household maintenance, (**Caldwell**, **1969 Ade poju** 1974) or to purchase grain (**Van Velson, 1960). Moock (1972)** also pointed out that the remittances are mainly used for consumption rather than for agricultural investment.

Caldwell (1969) and Connell (1976) found that the remittances help in the reduction of rural-urban income differentials. Connell also points out that in some cases migration increases intra rural inequalities. A study on Korea indicated that rural incomes are more equally distributed as a result of migration while that on Philippines came to the opposite conclusion (**ILO, 1976).**

1.4.4 : DEMOGRAPHIC DETERMINANTS :

These factors include a very high man-land ratio, pressure of population, unemployment and underemployment and the lack of alternative openings. People from high density areas would try to migrate to low density areas where demographic pressure is low.

A number of studies have drawn attention to the age and sex selectivity in migration. The age selectivity results in the migrants being generally young as is evident from the study of **Gugler (1968), Ducoff (1970), Schultz (1971), Ridell (1970) and Lee** (1964). In a study conducted by the United Nations on Migration in Thailand (1982) researcher. found that most of the migrants are 15 to 34 years old. Females drop out from school and enter the labour force at younger ages. Hence their percentage is more than that of males. Zachariah and Conde found out that the migrants include a high proportion of young adults of working age, short distant migrants include more females while long distant migrants include more males. Age differential increases with the distance of the move. Sex ratio of migrants tend to increase with age as a recent migration of younger age groups include a higher proportion of females and return migration includes females at older ages. Due to greater proportion of younger age groups entering the migrant steams dependency ratios of the migrants are increasing with time **(Zachariah and Conde, 1981).** The sex selectivity characteristic of migration leads to a depletion of males in areas of origin.

McEvoy found that in the village of **Saboke,** the proportion of males is less than than of females and this proportion further decreases in the age group of 35-44 years due to out-migration of males from the village..(**McEvoy, 1971).**

Schultz (1971) points out that rural-urban migration is more male selective. **Gufler** (1968) also found that in Africa two third of all absentees from the village were males. He further pointed out that longer residents of the migrants in urban areas accelerate the female migration rate. On the other hand **Joshi** found that the number of females is

more than of males in the case of migrants from Baoule of Ivory Coast **(Joshi, 1973).**

1.5 : THEORETICAL PERSPECTIVE ON MIGRATION :

THEORIES OF MIGRATION :

Over the years, there have been numerous attempts to methodologically quantify , measure and predict factors that play a role in human migration. One of those is Ravensteins Laws of migration introduced in 1875. Later on Everette Lee proposed the Lee's Pull- Push model of migration in 1966.It is then followed by Zipf's Inverse Distance Law. These 3 models about human migrations are believed to be held true even today and are the most popular models. All the three models are describing the same phenomenon named as Migration .But their approaches are different.

1.5. A: RAVENSTEINS LAWS (1834 – 1913) :

Ravenstein's laws were introduced in **1875.** This was one of the earliest model in the subject of migration. This model suggests a few key points among total eleven laws

1) The majority of migrants move a short distance.

2) Every migration flow generates a return or counter migration.

3) Migrants who move longer distances tend to choose big city distance.

4) Urban residents are often less migratory than .inhabitants of rural areas.

5) Families are less likely to make international moves than young adults.

6) Most migrants are adults.

7) Large towns grow by migrants rather than natural increase.

8) Migrants travel step by step.

9) Urban – Rural difference is responsible for migration to happen.

10)Migration gets accelerated with the help of technology.

11) Migration happens to improve economic condition.

This model is excellent when it comes to summarise trends and patterns found in migration. Similarly The laws in the models are just a list of facts more or less like bullet points listing. It also provides insights into certain factors that affect quantity and flow of human migrations.

However , even though the model is valid, this is not a perfect model because this model is merely a list of principals and explanations. The points are not scientific and systematic enough to prove the following laws in case of Mumbai Suburban District. Some of his laws are found to be contradictory and some laws are befitting in the Mumbai Suburban District.

First Law: Migration occurs across short distances, because it is easier for transportation and communication

In .Mumbai Suburban District , as migrants are coming from all over India . This fact contradicts with the model.

Second Law : Migration occurs in steps, from rural areas to cities.

In Mumbai Suburban District, the general trend is not of step migration, but it is a direct migration from the native place to Mumbai Suburban District. Here also the facts are contradicting the Model of Ravenstein..

Third Law : Migration often has counter flow that is , migration happens in two ways.

In the case of migrants coming to Mumbai Suburban District, the migrants are reluctant to return back to their native place after coming to Mumbai Suburban District .

Last Law: Migration can be sped up by technologies and spread of information.

This is a valid point in case of Mumbai Suburban District because the mouth to mouth publicity about Mumbai Suburban District coupled with the Bollywood advertisements about Mumbai Suburban Disrtict indirectly through the film industry, the Hero- heroines, the technological advancements in the transport sector have initiated the speed of flow of migrants towards Mumbai Suburban Disrrict.

According to Ravenstein, migrants move from rural agricultural areas to the major urban centres. While females play a significant role in short distance movements; the proportion of males is more in the case of movements over long distances. Similarly, individual adult migration is more significant than family migration. Migration proceeds by steps and the major cause of migration is economic. Each migration stream has a counter stream. Ravenstein also stressed the frictional effects of distance. So the conceptual frame work done by Ravenstein hundred years ago is valuable and also valid to certain extent. Thus, in these earlier models the frictional effects of distance were emphasised. Later researchers found that 'opportunities' provided by a particular place also affects the flow of migration. **Stouffer** developed the theory of '**Intervening Opportunity'** in 1940. He gave more importance to opportunities rather than to the distance factor.

According to him the number of persons moving to a given area is directly proportional to the number of opportunities available at that distance and inversely proportional to the number of intervening opportunities **(Stouffer, 1940)**. Unfortunately, **Stouffer** was not able to clearly define what he meant by opportunities. In 1960 he himself modified his theory with the introduction **of 'competing migrants'**. The number of migrants moving from city A to city B were considered to be directly proportional to the number of opportunities at city B and inversely proportional to the number of opportunities intervening between A and B, as well as the number of other migrants competing for opportunities in city 'B'. The competing migrants were defined as the sum of out-migrants from all cities within a circle which had city 'B 'as centre and its distance from ' 'A' as its radius **(Stouffer, 1960).**

The process of rural- urban labour transfer was the basis for a model of development by **Lewis (1954)** which was later extended by **Fei and Ranis (1961)** ; and it is termed by taking the initials of all the three , as the **L-F-R** model.

The theoretical approaches to migration in which emphasis has been on causative factors have attempted to differentiate between the 'Push' and the 'Pull' factors. The 'Push' factors are the negative factors operating at the place of origin which impel people to move out. These may be due to physical factors such as floods, droughts or may stem from political and economic aspects. On the other hand, the ' Pull' factors are the forces of attraction exerted by the destination. **(Bogue) .**

'

While Bogue emphasized both, other scholars like Myrdal considered only push as a potent reason for migration **(Myrdal, 1969).** On the other hand **Bose, Sovani and Trewartha** disagree and assert that migration occurs due to the complex interaction of Push and Pull factors **(Bose, 1965; Sovani, 1965; Trewartha 1969).** This is also emphasized by the ILO: "Though the push factors of falling income and under development in agriculture in most of the less developed countries are now very strong, they do not, in the absence of strong pull factors, suffice to cause a large shift in manpower" (**ILO, 1960).**

Push factors are sometimes described as 'centrifugal or impulsive' and pull factors as 'centripetal or attracting'. **Prothero** recognised both these forces in his work on migration of population in south Saharan Africa. He felt that lack of non-agricultural opportunities in rural areas constituted a major 'Push' factor while many advantages and amenities in urban areas were the 'Pull' factors **(Prothero, 1968).**

For the process of Migration both Push and Pull factors are necessary. Without the combination of these two, the process of migration does not take place.The push factors are at the native place or the place of enumeration of the migrant and pull factors are the attracting factors at the place of destination, where the migrant wants to go.

Generally it is found that when the push factors are weak in nature, the pull factors are important for giving impetus to the process of migration.

Some of the important Push-Pull factors listed **by Mr. B. N. Ghosh**; are summarised here in the Table no. 1.2. on the next page.

1.2: List of Push-Pull Factors by G. N. Ghosh

Sr. No.	Push Factors	Pull Factors
1.	Unemployment & Underemployment	Better economic prospects
2.	Economic Underdevelopment	Higher salary & income
3	Low wage & salary	Better way of life
4.	Political instability	Better Research Facility
5.	Overproduction & underutilization talented people	Modern Education system & better opportunity for higher qualification
6.	Lack of research & other facilities	Prestige of foreign training & education
7.	Lack of freedom	Intellectual Freedom
8	Discrimination in Appointments & promotion	Better working conditions & employment opportunities
9.	Discrimination based on religion & politics	No discrimination
10.	Poor working facilities	Relative political stability
11.	Lack of scientific tradition & culture	Presence of a rich, scientific & cultural tradition
12.	Unsuitable institution	Attraction of urban centres.
13.	Desire for a better urban life	Availability of experienced supporting staff
14.	Better career expectation	Technological gap
15.	Desire for higher qualification &recognition	Frequent chances of a lucky break in life
16.	Lack of satisfactory working condition	Allocation of substantial Funds for research
17.	High man-land ratio	Low-density of population better housing & medical facilities
18. `	Existence of surplus labour	Increasing demand for labour and skill

(Source: Ghosh, B. N., Fundamentals of Population Geography,1986,P. 42)

Table No. 1.2

1.5. : B : LEE'S PULL – PUSH MODEL :

E.S.Lee has a scientific approach. Lee formulated his 'Theory of Migration' in which, he stated that each place of origin and destination is characterized by a number of *attributes;* some positive and others negative. These attributes are perceived differently by individuals based on factors such as sex, age, education, marital status, etc. The dominance of minus or negative factors at the place of origin encourages migration while the same individual would be indifferent towards neutral factors. The potential migrant is also confronted by one or more number of real or perceived obstacles which must be overcome before migration can take place. Thus Lee relates migration with factors associated with the areas of origin and destination, intervening obstacles and personal factors. (**Lee, 1966).**

Lee says that migration is governed by Pull and Push factors. Push factors are negative factors that cause a person to move away from a place. These include unemployment , low wages and natural hazards. Pull factors are the attractions either real or imagined that exist at another place. Better wages, more jobs, good climate and environment, good schools and colleges are pull factors.

Intervening obstacles include illiteracy, lack of capital, political differences, military services and even family pressures.

Here Lee classifies factors into the positive, negative or neutral. Then further classify them into "**Origin" or "Destination."**

Each combination of neutrality (positive/ negative)and location (Origin / Destination) means a very definite role in migration. If it is positive and it is in the 'destination', such factor must be a pulling factor, attracting migrants. This model provides us with a very powerful tool to predict trends of migration.

This model of Lee's is generalised enough to embrace all kinds of different factors ranging from social, economical to environmental and provide the corresponding prediction. To a certain degree, it is a quantified approach. We can literally count the amounts of pulling factors and pushing factors and figure out the net outcome.

Generalizations is useful because it can be applied to many different situations and still hold true. However, generalization comes along with assumption.

Lee's model, although powerful has a few underlying assumptions. These can be regarded as limitations of Lee's model.eg. Lee assumes that all people are free to migrate and that all people have the skills, education and qualification s which allow them to move. Also there are minimal barriers to migration; such as race, class, income, language and gender.

Lee also assumes that distance is not a major factor in migration. This factor of distance is applicable in the case of Mumbai Suburban District, because people from

any place in India are directly coming to Mumbai Suburban District, without bothering for the distance.

By comparing Lee's and Ravenstein's models, more scientific and quantifiable approaches are preferred as these models are more realistic and objective.

With the knowledge of the previous models of Lee and Ravenstein; **Zipf** in 1960, introduced his own model to describe human migration. He took cues from **Newton's** law of gravitation so his model is known as the **Gravity Model.** This model suggests that (N) number of migrants between town i and j are inversely proportional to the distance D between them.The formula is like this Clearly this model employs a very mathematical approach. Both number of migrants and distance between town are objective numbers. This takes Lee's approach one step further.

Hagerstrand's theory of 'spatial interaction' is a simplified model of residential mobility. He assumes that population is distributed in discrete locations on a finite plane. Each of the locations is a node and it is connected with other locations through links. There is a perfect mobility between all nodes. The precise nature of an individual's movements remains unique. The pattern of the individuals' movements was termed the 'Personnel information field' which varies even for the same person according to the purpose and with time. By synthesising the personal information fields of a number of people for a given span of time, he developed the 'mean information field'. The mean information field is thus an empirical regularity obtained from the aggregation of many individual patterns.

Hagerstrand observed that the frequency of contacts was higher for physically adjacent nodes and termed it the ' **Neighbourhood Effect' (Hagerstrand, 1967).**

According to the Social Organisational theory of migration' formulated by **Mangalam**, each society undergoes a social change which is the difference between social organisation of a given society at two different points in time, comprising changes in any or all the three component systems, namely the cultural, social, and personality systems (**Mangalam, 1968).** Migration is perceived as 'an adaptive 'process whose major objective issmaintaining the dynamic equilibrium of a social organization with a minimum of changes and at the same time providing those members ways to overcome their deprivations **(Mangalam, 1968).** Migration both affects and is affected by social organisation of the society of origin and of destination .Also the cultural values, norms and goals of migrants change in the process. The migration system includes all three elements –society of origin, society of destination and migrants themselves - in mutual dynamic interdependence.

Migration is influenced by the economic, social, political and technological environment. The exchange between this environment and the migration system is open and continuous.

Most of the general theories of migration suffer from two drawbacks. Firstly, they restrict their attention to rural-urban migration and hence are not satisfactory for consideration of other types of migration; secondly in most cases the rural areas are considered to be homogeneous in terms of development. Hence these theories do not adequately explain the direction and flow of migration from rural areas with differential levels of development (**Oberoi, 1983).**

Empirical studies resulted in the distinction between two types of migrants, the illiterate, unskilled labourers who remain oriented to rural areas and hence stay in urban centres for a limited duration and the more aspiring migrants who dislike village life and hence become permanent town dwellers. In some cases status and prestige attached to a migrant is very apparent as they demonstrate their success by indulging in conspicuous consumption (**Joshi 1973).**

Connell found that the emigration from the village is closely associated with unequal distribution of resources; Migration flows tend to consist both of rich, educated villagers and of poor illiterate labourers (Connell ,1976). He also drew attention to the need to specify the nature of the rural environment if migration rates were to be explained. According to him the migration from villages is affected not only by their transport links with other areas but also by the extent to which the village is integrated into the urban network. He points out that very few studies have attempted a two ended analyses of the migration process, which would enable a better insight to be obtained **(Connell, 1976).**

Iyoha found that the optimum number of migrants is directly related to the size of labour force and the rate of technical change while it is inversely proportional to the level of unemployment and the cost of providing urban services. He suggested that the government can check migration by lowering rural-urban wage differences or by providing opportunities in rural areas (**Iyoha, 1971).**

1.5.C :The economist **W. Arthur Lewis** propounded the model for **Dual Labour Market Theory.** This theory states that migration is mainly caused by pull factors in more developed countries. This theory assumes that the labour markets in these developed countries consist of two segments.: Tertiary, which requires high skilled labour and primary which is very labour- intensive but requires low skilled workers. This theory assumes that migration from less developed countries into more developed countries is a result of a pull created by a need for labour in the developed countries in their secondary market. Migrant workers are needed to fill the lowest rung of the labour market because the native labourers do not want to do these jobs as they present a lack of mobility. This creates a need for migrant workers. Furthermore, the initial dearth of available labour pushes wages up, making migrant even more enticing. This is also one of the reason for the international migrant flow from less developed country to developed one.

1.5.1 : MACRO - LEVEL STUDIES :

A number of researchers have based their studies on internal migration in India on the data provided by the census. This data primarily refers to 'place of birth' as well as the places where the migrants were enumerated together with a rural urban classification of such places. It is particularly after 1961 that the census data makes possible analysis of spatial and temporal patterns of mobility. The smallest areal units for which such data is available is the district and since boundaries of districts have changed over time there are problems involved in the comparability of such data recorded at different census periods.

Zachariah made a detailed study of internal migration in India during 1901 to 1931. He found that migration was proceeding at an accelerating rate in certain states.

Vaidyanathan attempted to determine the pattern of net interstate migration during 1951-61 and by comparing his estimates to those of Zachariah for earlier decades to identify the regional shifts. He found that there was high positive relationship between rates of net migration per capita net income levels.

Arun Shewte, the editor of Marathi Deepawali Annual Issue "Ruturang" has published the 22nd edition of Diwali Issue in 2014 on the core theme of migration. The different facets associated with the causes of migration like migration for physical comfort, migration for gaining knowledge, migration for higher employment or migration for fulfilling ambition etc. have been dealt with very vividly through twenty six articles with interesting titles written by renowned writers.

1.5.2: MESO LEVEL STUDIES :

George attempted to analyse the migration between and within Assam and Bengal. He found that migration was highest during 1951-61 and attributed the increase in geographical mobility to general economic development particularly in terms of transport and communication as well as the increase in educational level **(George, 1972).**

Dr. Mrs. Vatsala Narain studied the pattern of rural out-migration in southern Maharashtra. Her finding confirms Ravanstein's hypothesis that females form a high proportion of short distance migrants while males dominate over longer distances. Among the causes of migration the social factor of marriage played an important role in the case of females. While economic factors assume importance for males (*Narain,* **1972).**

1.5.3: MICRO LEVEL STUDIES :

Saxena and Bedi attempted to determine the causes of migration in Western U.P. on the basis of a study of Four sample villages. Their analysis supported their hypothesis that the rural push factor was important and economic ,social and demographic factors contributed to it. (**Saxena and Bedi, 1966**). Migrants of Maharashtra in general and Greater Mumbai in particular, were the topics of study of **Dr. R.B. Bhagat** and **Dr. D.P. Singh** respectively. While describing the flow of migrant movement, **Dr. D.P Singh (2009)** stated that both-Mumbai City as well as Mumbai Suburban district are the best examples of **Peri-urbanization** Not only people have tried to migrate directly from all parts of India as well as interior parts of Maharashtra but also people have tried to migrate from the dense and over congested Mumbai City District to the suburbs located on the **Salsette island.** As this process of suburbanization was mainly due to the influx of migrants, the consequences were mainly responsible for the changing physical, social and cultural landscape of Mumbai Suburban District.
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1.6 :CONSEQUENCES OR EFFECTS OF MIGRATION :

Effects of migration are seen 1) at the place of origin 2) at the place of destination and 3) on the migrant himself.

1.6.1: AT THE PLACE OF ORIGIN:

1)The absolute population, density of population and fertility of population decreases.
2) More older people are seen.
3) Sex ratio increases.
4) More illiterate population
5) Low productivity leads to lower income
6) More homogeneous due to native population
7) Underdeveloped but socially stable.
8)Labour force is dominated by females
9) Many areas become vacant and non occupied
10) Families suffer because of lack of earning youths.
11) Economy flourishes by receiving Remittances
12)Females, children, elderly and sick people remain at place of origin

1.6.2:AT THE PLACE OF DESTINATION :

1) Absolute population and density of population increases making areas crowded.

2) Increasing young workforce leads to problem of unemployment

3) Population pressure increases on limited resources

4) Rate of literacy increases because of educated youth and people

5) More younger males than females

6) More heterogeneous and complex due to migrants

7) Socio- economic , ethnic or racial problems increase

8) Crime rate increases

9) Labour force is dominated by males

10) More income because of higher productivity

1.6.3: IMPACT ON MIGRANTS:

1) Migrants suffer from air pollution, lack of good housing

2) Air pollution leads to various respiratory tract infections

3) Stress and tensions lead to ill health

4) Sometimes migrant feels isolated in the hostile environment

5)Migrant has to learn different local languages for adjustment

6) Increased money is spent on various entertainment items

7) Sensitive migrants send remittances to native places

1.7 : FOCUS OF THE PRESENT STUDY:

It is evident from this review that migration is very interesting phenomenon and that is why has attracted the attention of many researchers in India. The Mumbai city district has already been identified as an area having significance of migration. However, major studies have already been done on the Mumbai city district only, without considering the Mumbai suburban district which has officially come into existence recently in 1990.

 So it was felt that it would be better if the assessment of migrants be done on this Suburban District of Mumbai. So, the focus of present study is on Suburban District of Mumbai.   An attempt is made to study the pattern and process of in-migration and its impact on Suburban District of Mumbai .

1.8 : AIMS AND OBJECTIVES :

1) To study the process of migration and its consequences in the Suburban District of Mumbai.
2) To study how volume of migration decreases with increasing distance.
3) To find out the basic reason for migration is economic.

1.9 : HYPOTHESIS :

Push – Pull factors play important role in the process of migration. So all such Push-Pull factors are being examined to study the process of migration in Mumbai Suburban District.

So the present study aims at the geographical analysis of migration to Mumbai Suburban District and for providing explanations for identified characteristics and causes of the same. For this purpose the geographical variation in terms of the areas from which the migration takes place has been considered in terms of distance of the sending region from the receiving urban centre Mumbai Suburban District. For an appreciation of the nature of 'Pull" factors, all the economic opportunities available in Mumbai Suburban District as the cause of migration are examined. To study all these aspects , the following Hypotheses was formulated.

Migration to the Mumbai Suburban District from different parts of India is mainly due to Pull Factors.

1.10 :DATABASE AND METHODOLOGY :

This study is based on assessment of the 1) Primary data collected through stratified Random Sampling of 1250 households from all 15 Wards and 50 sections from the Suburban District, as well as 2) Secondary data collected through various Govt. Depts. like Census department, District Gazetteer Department and various books and journals published on the topic and various newspaper articles and internet websites etc. Thus census data in the form of Migration tables has been taken as the base for volume of migration from different parts of India to Mumbai Suburban District.

In order to study the relationship between distance and volume of migration regression analysis has been used.

In the present study the information was arranged in tabular form and comparisons were made wherever necessary. The maps and various cartographic methods and diagrams were prepared based on the data collected through various sources to show the

Spatio- temporal variation of different aspects of migration to Mumbai Suburban District The statistical techniques are used in the form of Z TEST to test the hypotheses and find out the results. The result received has been written in the form of acceptance of Hypothesis and mentioned in the last chapters of analysis and conclusion.

All references are alphabetically arranged and given at the end of each chapter and also in the bibliography .

1.11:SAMPLE DESIGN :

For collection and compilation of primary data , a sample of 1250 households of migrants has been taken by selecting 25 samples from each section of Mumbai Suburban District. Out of total 50 sections.(25x 50 = 1250). Formulation of a structured questionnaire was done. It was followed by field survey through interviews and the observation method.

1.12 : LIMITATION TO THE STUDY:

1) As the Mumbai Suburban District came into existence on 1st October 1990, it is not included as a separate district in the 1991 census. It was a part of Greater Mumbai .So separate data on Migrants is not available on Mumbai Suburban District for 1991 census.

2) Similarly the migration tables are not available for the recent census year of 2011 as they have not yet been published. So we have only the authentic records of migration to Mumbai Suburban District for the year 2001 only.

1.12: THE STUDY IS ORGANISED IN SIX CHAPTERS:

The synopsis of the chapters is as follows.

Chapter no. 1 is an introduction with literature survey which places the investigation in its proper perspective. It deals with various aspects of migration with particular reference to 1) rural - urban 2) urban – urban migration in the world as well as in India.

A brief review of existing work helps to highlight both the conceptual aspects as well as some of the empirical findings, particularly in the Indian context. In the light of this the major objectives are outlined. This chapter also includes Hypothesis and Research Methodology.

Chapter no. 2 narrates the historical and geographical background and the cultural set up of Mumbai Suburban District with 15 Municipal wards and the suburbs in six zones for good governance and administration of Mumbai Suburban District. The legacy and process of Migration in the colonial period which is impacting the Mumbai Suburban District till date is also narrated in the brief history of Mumbai city district. Because without this knowledge, it becomes difficult to understand the process of migration to Mumbai Suburban District. The process of Migration got accelerated due to the development of infrastructure facility including the suburban railways, B.E.S.T. buses which go hand in hand with increasing population and housing water supply and electricity.

Chapter no. 3 describes the demographic characters like age, sex, educational qualification, marital status of people in Maharashtra, Mumbai city District and in the Suburban District of Mumbai. The analysis is based on the secondary data obtained from various government departments like the Census and other private organisations like Municipal Corporation, books, articles and websites. One hypothesis is tested here.

Chapter no. 4 deals with the assessment of primary data obtained through field survey and interviews of 1250 households based on a structured questionnaire and testing the hypothesis through statistical techniques.. This chapter includes the demographic variables like age, sex , educational attainment, use of language, marital status, reasons for migration , first job, housing pattern, selection of areas for housing, formation of linguistic enclaves based on native regions or sometimes religion, commuting time from home to work place, mode of transport used by migrants within city, mode of transport for going to native place, the types of remittances, the standard of living, and the degree of satisfaction while living in Mumbai Suburban District and whether the migrant is interested in reverse migration or not. In short this chapter is associated with the factors affecting the volume of migration and composition and characteristics of the migrant population in the Mumbai Suburban District.. .

Chapter no. 5 is associated with the final analysis of the findings. All wards in the eastern Suburbs are analysed. They are compared with the statistics of the Western Suburbs with facts and figures to arrive at a final conclusion for the process of immigration to Mumbai Suburban District.

Chapter no. 6 deals with the final summary and conclusions with the suggestions for general and specific improvement of the condition of migrants at Mumbai Suburban District in this era of globalization and sustainable development.

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 breath 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 Disrtict is declared as Independent Disrict 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 Coddess 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 portuegues 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 october1995** . Since then the Marathi and Gujrati 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

India with States

India

Maharashtra Districts

Maharashtra

Mumbai Mumbai Suburban district

Mumbai

Mumbai Suburban

Map No:2.1

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Map No. 2.1

**INDIA
MAHARASHTRA
DISTRICT MUMBAI (SUBURBAN)**

KILOMETRES
1 0 1 2 3 4

Area in Km.² : 446
Population : 9356962
No. of Tahsils : NIL
No. of Sections : 50
No. of Statutory Towns : 1 (Part)
No. of Census Towns : NIL
No. of Villages : NIL

BOUNDARY, DISTRICT ....
        '' SECTION WITH NAME AND NO. ....   54 Madh
NATIONAL HIGHWAY..... ....   NH 3
STATE HIGHWAY ....   SH
RAILWAY LINE WITH STATION, BROAD GAUGE ....
RIVER AND STREAM ....
WATER FEATURES ....
ROCK, MUD, SAND ....

BUTCHER
ISLAND

Headquarters of Mumbai Suburban District
is at Mumbai.

Map No. 2.2

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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. kms**.(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

Sr. No.	Name	Total Villages	Total Area	Area Under Forest
1	**Andheri**	25	72.17Sq. km	00.00 Sq. kms.
2	**Borivali**	33	179. 39 sq.k	42. 97 Sq. Km.
3	**Kurla**	29	135 sq..km	01. 46 Sq.Km.
4	**Total**	**87**	**386.56SqKm.**	**44.43 Sq. Km.**

  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.
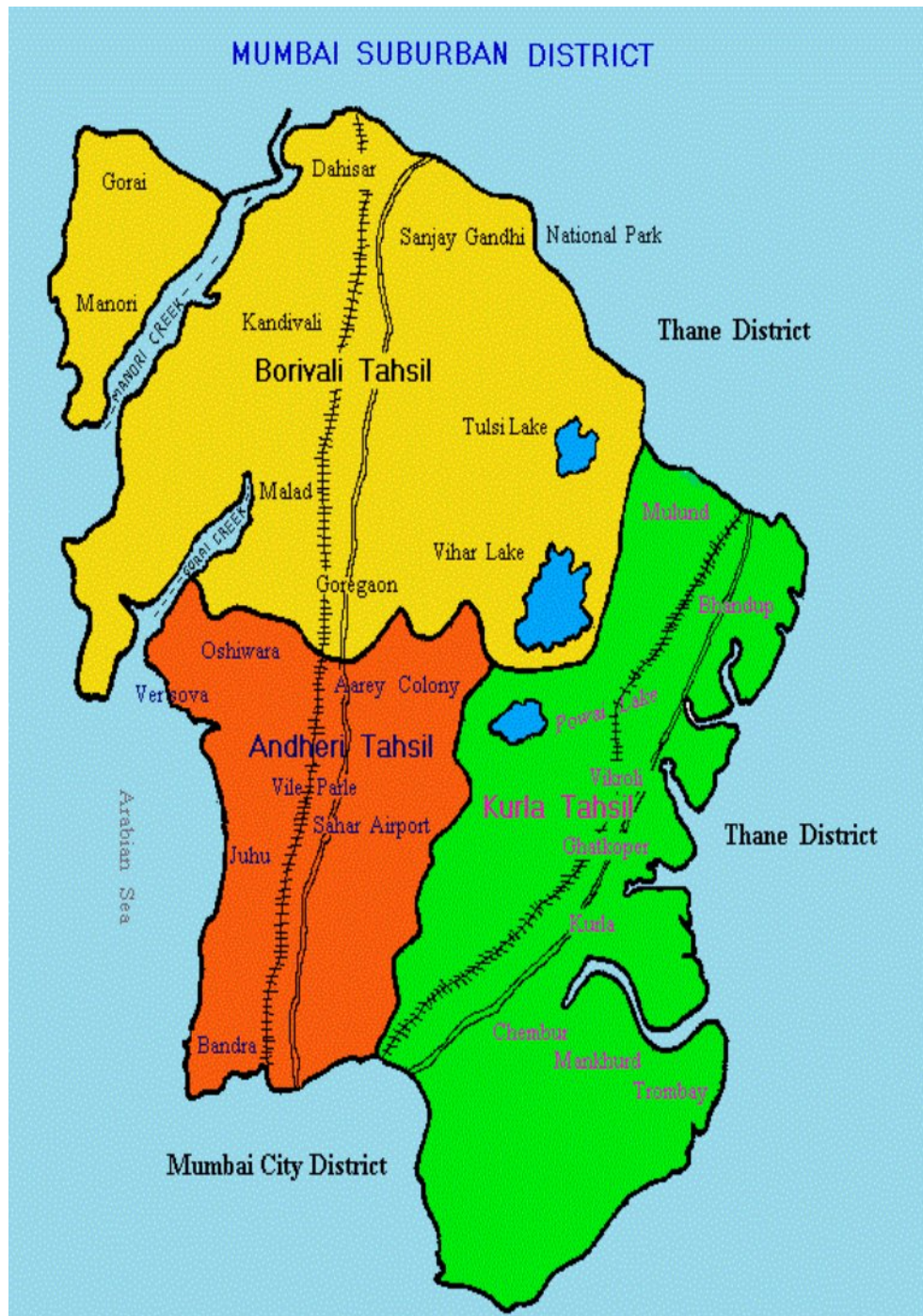
Map No. .2.3

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 smllest 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.eg. 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 k.m. 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 Arabaian 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.
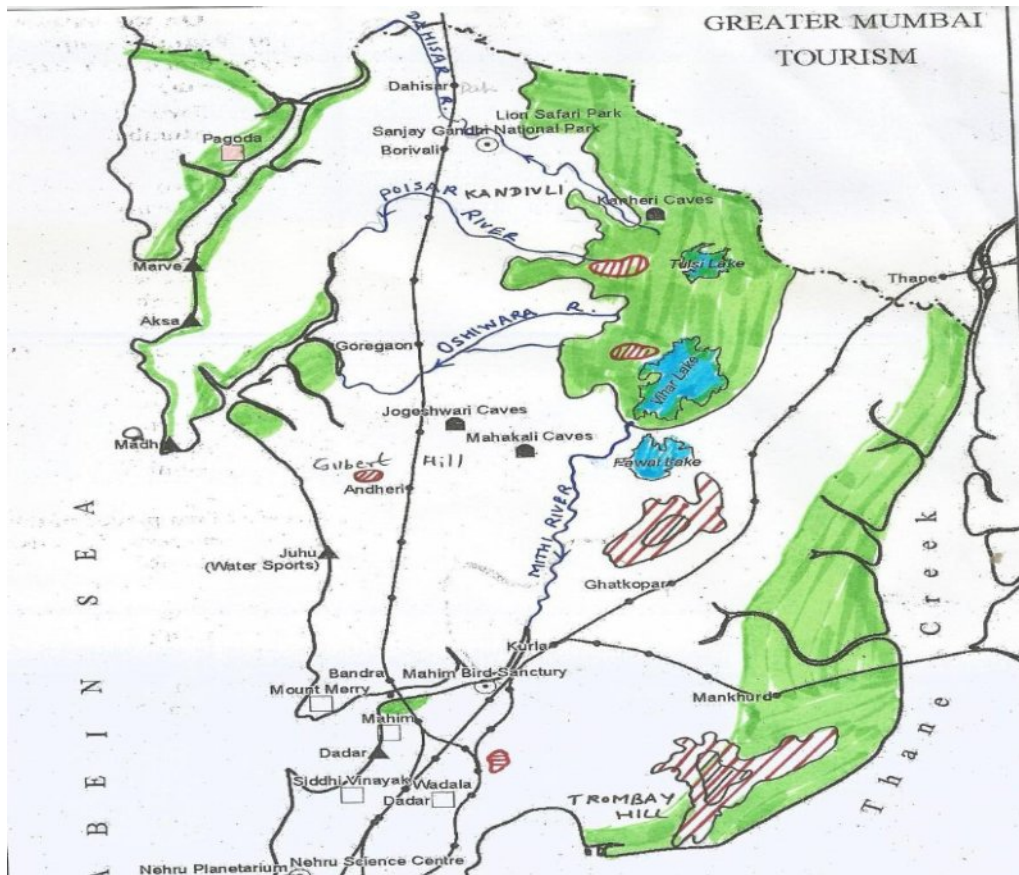
Map No. 2.4

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 to26.2°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 Disrtict 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 Disrict was crearted 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 absense 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 asociated 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

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

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.
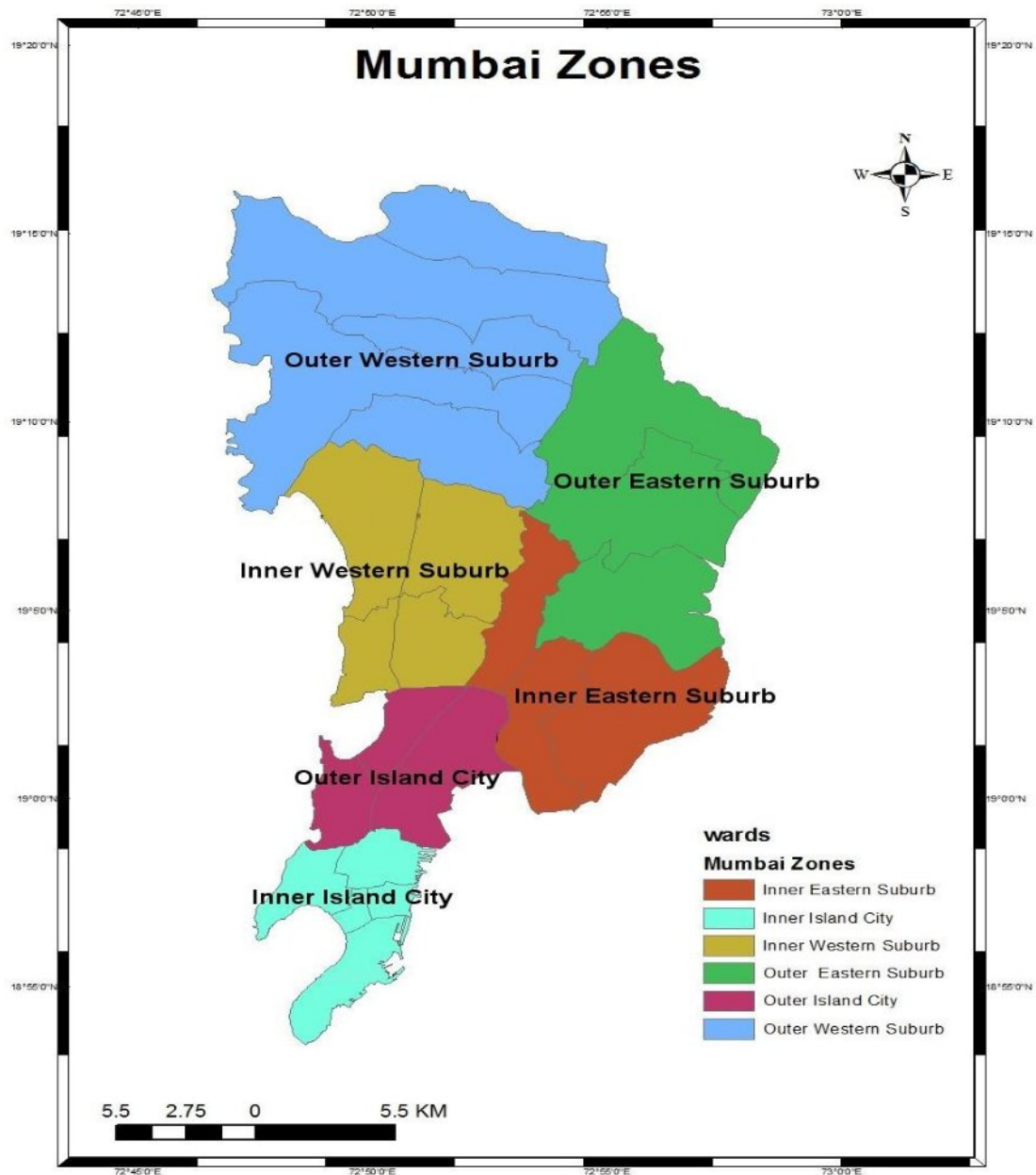
Map No.2.6

2.5: HISTORY OF SUBURBAN GROWTH IN BOMBAY (MUMBAI)

2.5.1 :MEANING OF THE TERM - SUBURB :

The term suburb is traced from theLatin 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.
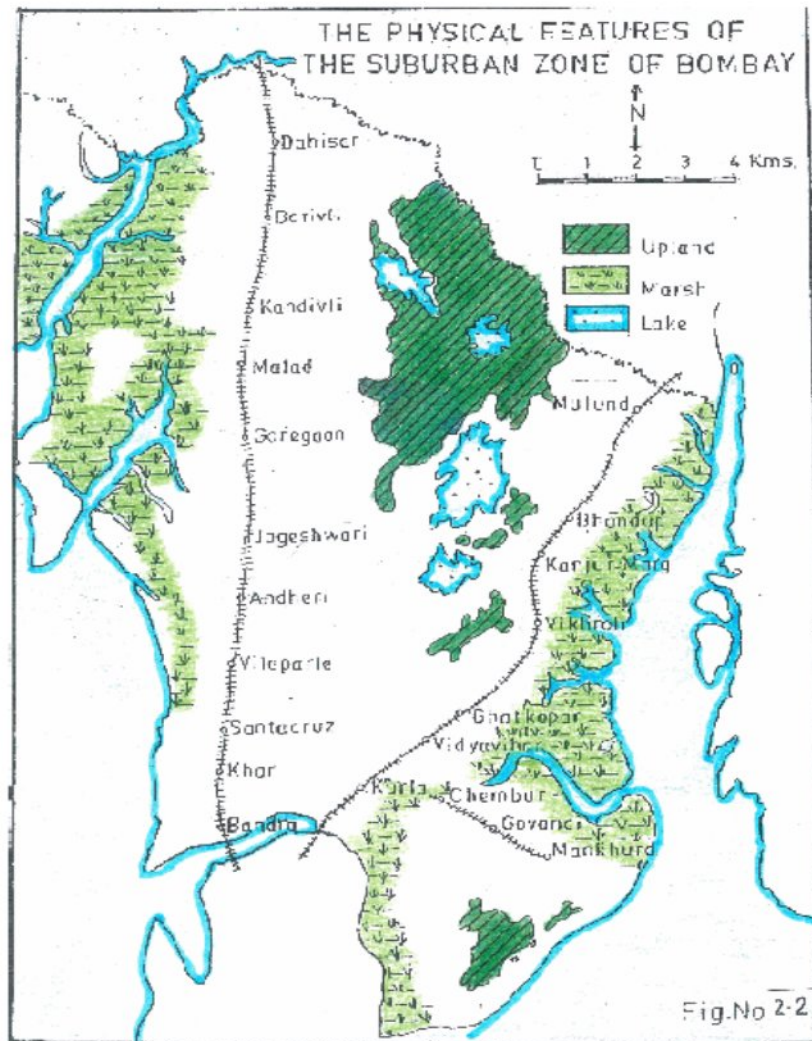
Source : Manjurika Das , The Suburbs of Bombay Map No.2.2

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(includinfg Santacruz), Parle- Andheri , Juhu, Kurla, and Ghatkopar along with the village panchayat of Chembur plus 34 revenue villages from Bombay suburban and Thana Disrtict 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 varius 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 activites 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 the primarily a city of Immigrnts only. So those people, basically the immigrnts, 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 transpot 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 rhe north-east by an embankment across the Mahim marsh and runs norhtwards (parallel to the eastern shore) to Mulund which is the northenmost 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 alongwith 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 Expresss 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 Chatrapati 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 norhtward direction . Following table no.2.6 is showing the details.

2.3: Movement of Suburbs in the northern direction

Sr. No.	YEAR	Development in suburbs
1	1930-40	Rise of Shivaji Park.Matunga & Mahim as outlying Suburbs in the Island City District
2	1960	Inner suburbs in South Salsette & Chembur –Trombay emerged
3	1970	Assimilation of extended suburbs beyond Vile-Parle & Ghatkopar

(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 directiion so that **Mahim** and **Matunga** could develop. Later on the suburbs like **Chembur** and **Tromba**y 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.

2.4: COMPARISON OF GROWTH RATE OF MUMBAI: 1961-1991

Name of Area	1961-71	1971-81	1981-91
Mumbai I. City	10.80 %	7.00 %	(-) 3.4 %
Suburban Area	52. 16 %	38. 27 %	12. 32 %
Extended Suburbs	53. 15 %	58. 32 %	47. 64 %

(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 ie. 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** sububs in the table of classification as per 2011 census.

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

Sr.No.	Western Suburbs (Total 12)		Eastern (08)	Central (04)
1.	Andheri	Juhu	Bhandup	Chembur
2.	Bandra	Kandivli	Ghatkopar	Govandi
3.	Borivali	Khar	Kanjurmarg	Mankhurd
4.	Dahisar	Malad	Kurla	Trombay
5.	Goregaon	Santacruz	Mulund	----------
6.	Jogeshwari	Vile Parle	Powai	-----------
7.	----------	------------	Vidyavihar	-----------
8.	----------	-----------	Vikhroli	----------

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 alphabeticaly 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 reffered to as the **Harbour suburbs** because they are served by the Harbour line of the suburbn railway.and hence there discription 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 coverd in each ward for the administrative purpose.

 Table no. 2.5 gives all such details in the list of 15 wards covering the areas eithin each one ward as per the 2001 cnesus which is given on the next page. It becomes clear that each ward compprises more than one suburb.

2.6 : LIST OF 15 WARDS AND THE AREAS COVERED IN EACH WARD(2011 CENSUS)

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

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 15wards along with 50 sections is provided in the appendix for reference.) With this background , it becomes interesting to know the history and geogrphy 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 reffered to as the **Harbour Suburbs**. Now known as the '**Gas Chamber'**,because of polution, Chembur was prevoiusly 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).** Alngwith 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 burt also of the advertising agencies.

DESCRIPTION OF EACH EASTERN SUBURB :

a) **BHANDUP :**

This is one of the oldest suburb.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 reffered as the 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 filteration 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 tha Asthama 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 strars 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 attaction.

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.Threr are Sindhi Colonies known by various names occupied by Sindhi migrants.Here migrants came for various resons.like some drought affected came to collect the food grains from a doner Mr. Jagdusha who stored food grains in his ware houses and donated to these needy ones in 13th century while some Gujaratis came to avail the healthy climate in the sanatoriums, As population was sparce , people knew each other . The streets are known by the names of geneourous people..Bhatwadi was known as the Horse shoe valley because the surrounding hills were of the shape of horse shoe.The Metro travells 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 wth Mhada colonies constructed for Govt.officilas including the teachres in Mumnicipal school and also other workers in Mumnicipality 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 exellent infrastructure. The area is close to the Sion – Trombay Highway. Many banks have given the ATMfacility 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 Expresss Highways. Coverng 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 Navalgoes to Andheri East and SEEPZ to reach Western Express The Naval Dockyard Civillian Housing Colony is ione 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 upto 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 statring with Portueguese(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 9715.About half of them wre mill workers, restwere fishermen, wokers 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 industrisl 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 Centres

employee coliny 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) <u>MULUND :</u>

Historical records of Mulund dates back to the time of Mauran Empire,ruled by Prathesth Misr.It is one of the planned suburb desigened 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 cossmopolitan mix of a large number of industrial factories maily of the pharmaceutical companies.Towards the 1990's, this suburb aquired 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) <u>POWAI:</u>

 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 <u>Vikhroli</u> Parksite to the south-east, <u>Chandivali</u> 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 <u>airport</u>, located 5 km away; and by the <u>Vikhroli</u> and <u>Kanjur Marg</u> 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, <u>Sanofi</u>, 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 "Turbhe) 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 Colonyarea 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). alongwith 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 famililes 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 77The 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 studentsoffering 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 Shastri 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 Shastri 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.

l) **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, Bndra 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,

BEST buses, this area is served by the Domestic and international airport(located in Sahar village.). Sher-e-Punjab Housing Society is the single largest co-operative residential housing society in Mumbai with 1,251 members

The Andheri railway station is the among the busiest railway stations in the country and also on the Western Line of the Mumbai Suburban Railway and the expansion of the metro in the Versova-Anderi-Ghatkopar corridor is part of the government's master transportation plan.

n) BANDRA:

Bandra is known as the queen of the suburbs.The name is the combinatio 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.

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Bandra became part of English territory.connecting through roads and railways. Starting from one train on12 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 in1780 .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

1983 .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 inthose 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 Septemberto 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 accelarating 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 startd 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 .The 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 hamlete 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 construcvtion of railway in 1867 , brought first migrant +from Sindhudurg. They established the first planned residentisal 1) Maratha colony , in East and 2) Mhatre colony in the west.Railways wanted to name it as Ponisur but the localas 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 1900 aw 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 on e Bhatala mandir which has its origin in the era of pandavas.- the mahabahrat yug.

q) GOREGAON:

 It is a conglomeration of 4 villages namely Pahadi , Goregaon, Aarey and Eskar.Until the late 70's, the suburb was sparsely populated which began to change with residential localities that sprung up such as Unnat Nagar Vibhag 1to 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 alongwith 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 railwaystationsare 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 "Juvem" 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.in1937. 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 Bhelpuri, 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, JuhuHoly Cross Church, Juhu KoliwadaVittal 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.

t) 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 **Condolim.** 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 Pachkalshi(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.

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. 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 m^2) 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 hang outs. 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 Saira 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, Madh 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 streatch 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 refugeesProperty 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 thousan 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 resied 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 <u>Vinay Apte</u> ,<u>Sachin Khedkar</u> ,<u>Vasant Sarwate</u>

Vile Parle has now become major education center financed by the <u>Vile Parle Kelavani Mandal</u> and Parle Tilak Vidyalaya Association. The leading Indian confectionery and biscuit manufacturers, <u>Parle Products</u> 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 Sabhagrugha, 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 Disrtict , 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 of 1) Mumbai City District and 2) Mumbai Suburban District for the purpose of Mumnicipal 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-migrtion 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 Portueguese started ruling Mumbai City District. So the Portueguese 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, Portueguese gifted the Mumbai Island City to the British people.In this phase of colonial period , the Britishers brought many Europens to this land as immigrnats for working in the British East India Company .They included young unmarried sailers,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 momemtum 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 accelarated. 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 Portueguese 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 Disrtict 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,ironsmiths, 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 . The

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 Gate way 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).**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 extention 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.ie. 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.(1181mi) 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 date th

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 31[st]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:

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

Source: The Best Story: S.N.Pendsay, 1997, 2nd Edition.

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)

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

(Source: The Best Story:S.N.Pendsay,1997, 2nd Edition,Page no.72.)

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 28November 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 diastance 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

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

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 operatioanal 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. From15th 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   :

Mumbai Metro

Line 1
Versova - Ghatkopar

Line 2
Charkop - Mankhurd

www.mumbaimetromap.in

MUMBAI MONORAIL MAP

Legend
Major Road
Railway
Monorail Proposed
Monorail Existing

Map not to Scale

Copyright © 2014 www.mapsofindia.com
(Updated on 31st Janaury 2014)
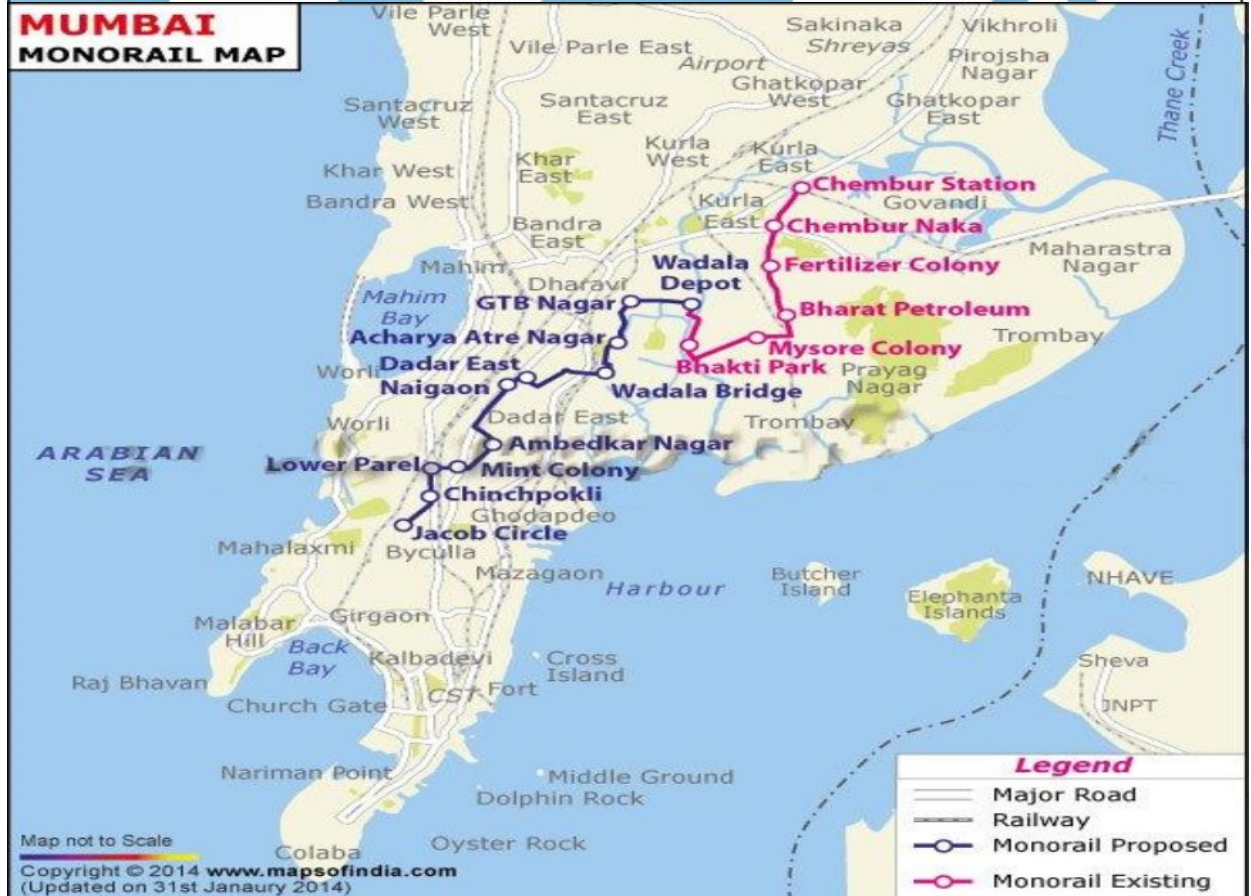
1) **Chembur, Wadala, Jacob Circle**.

2) **Mulund, Goregaon, Borivali**

3) **Lokhandwala, Seepz, Kanjurmarg.**

4) **Chembur, Ghatkopar, Koparkhirane**

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 :

Names	Operational since	No. Of Services	Daily Passengers	
			Year 2013	**Year 2014**
Mono Rail	**2.2.2014**	**130**	**Not started**	**18,000**
Metro	**8.6.2014**	**390**	**Not started**	**2.75lakh avg.**
Central	**1853**	**Innumerable**	**38.8 lakh/day**	**39.03lakh/day**
Western	**1928**	**Innumerable**	**35.5lakh**	**36.03lakhs/day**
Eastern Freeway	**16.6.2013**	**Not Applicable**	**Every day it carries 30,000 to 35,ooo vehicles per day**	
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 Free Way.

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-existant. 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

Ward	Tourist place
H/W	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 & linking road,Bandra- Worli sea link
K	Andheri Juhu BEACH, Mahakali & Jogeshwari caves, world heritage site –Gilibert HILL,Hare rama hare Krishna temple., Juhu beach
P /N	Infinity mall, Malad aarey colony , Mahanand dairy, Film city,
R/ C	Borivali national park,Kanheri caves,
R/N	Biggest slum Ganapat Patil nagar,193 open spaces of various sizes
R/S	Shivaji talao, Powai lake, IIT Campus, Asia's biggest water filteration tank, Vihar & Tulsi lake,
H/E	University of Mumbai, B.K.C. Diamond bourse,MMRDA Complex, Business Hub on par with Hongkong , Santacruz – Chembur Link road
N	GHATKOPAR- Metro Station,
T	S.G.N.P., Borivali, Kanheri and Magathane Caves
P/S	M alad, Aarey colony.
L	Kurla ; Industrial workshop , Monorail

(Source: Compiled through information of NGO Praja, newspaper articles, MMRDA Website)   Table No. 2.9

Gillbert   ihill: Monolith 66 million year old /   Sachin's bat at BANDRA

Images 2.10
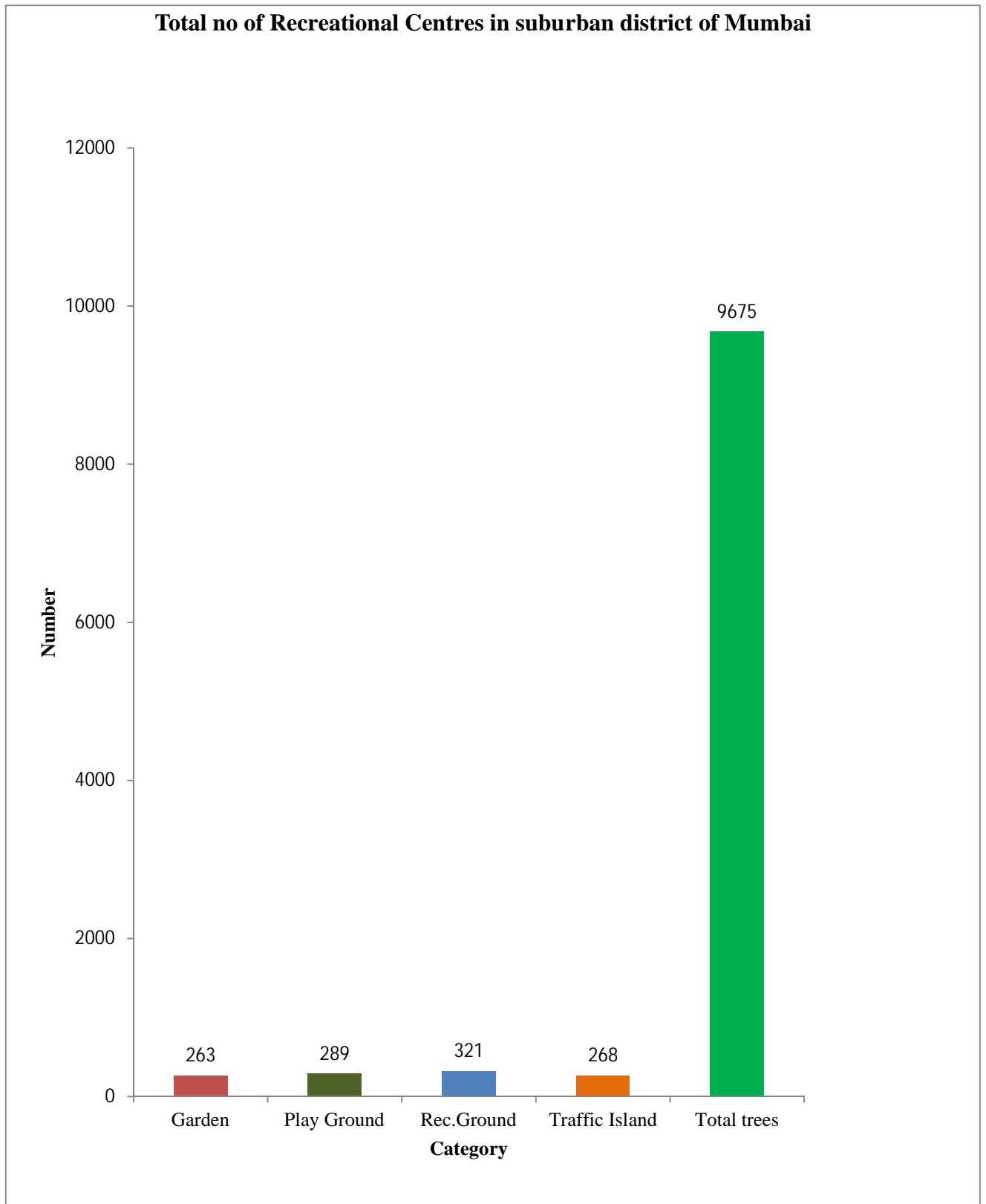
Fig. No. 2.11

Table no. 2.12: Recreational Facilities in Suburbs

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

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
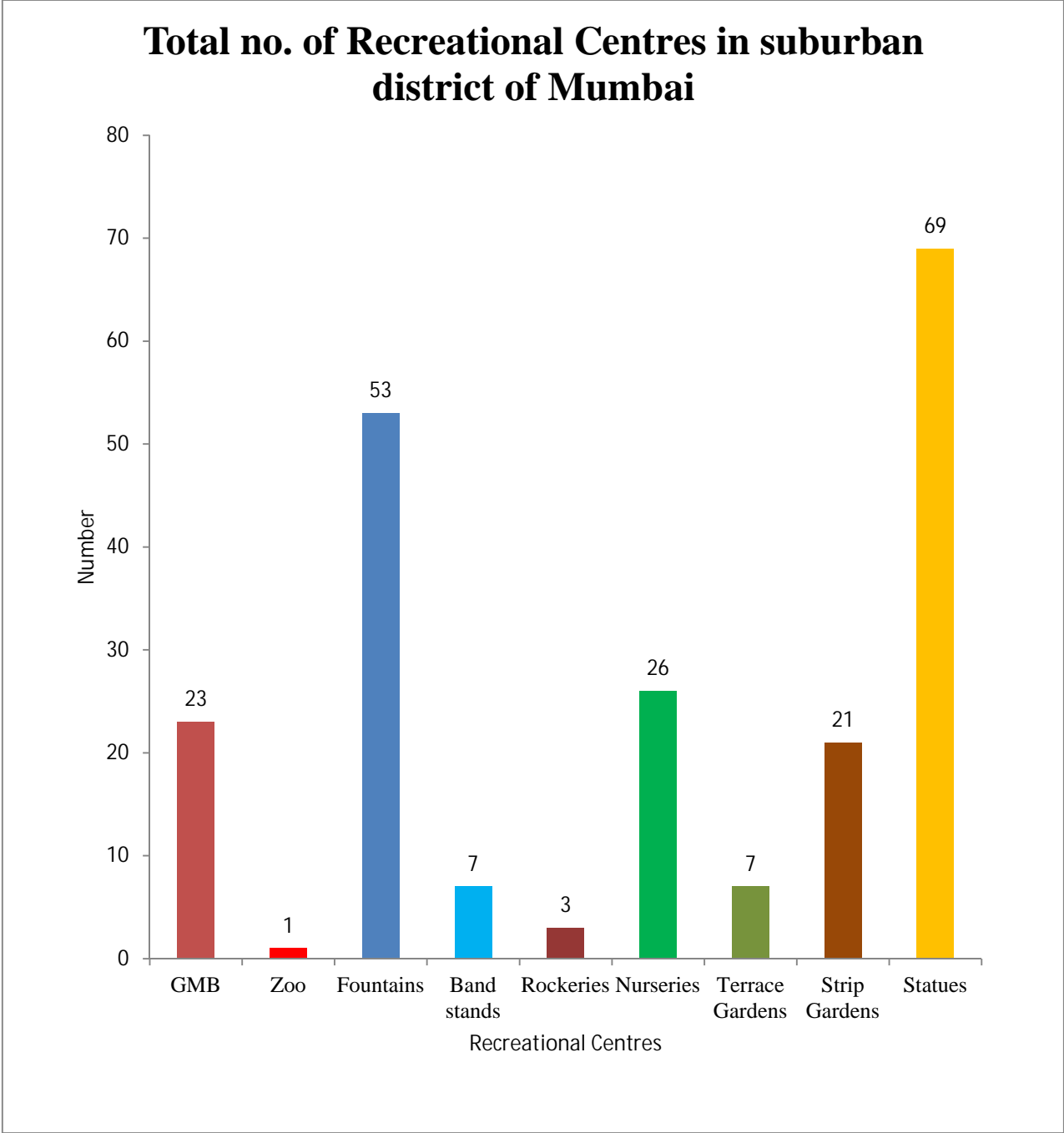
Fig . No. 2.13

Table no.2.11 :Ward wise distribution of open spaces.

WARDS	gardens	play ground	recreation ground	parks	open spaces	plots	private organization
H/E	06	05	03	-	-	03	na
H/W	13	08	21	02	02	31	na
K/E	13	19	23	06	-	14	na
K/W	21	19	23	03	05	13	na
P/S	20	09	22	-	-	16	na
P/N	12	27	21	01	-	61	na
R/S	14	26	07	04	04	30	na
R/C	11	24	26	-	09	34	na
R/N	04	32	13	-	-	25	na
L	15	13	10	02	-	na	5
M/E	11	05	14	-	-	na	01
M/W	14	19	12	-	-	na	13
N	15	11	09	-	-	na	04
S	15	13	10	-	02	na	12
T	11	20	12	01	-	na	03

Table: 2.11

Wardwise Distribution of Open Space

Legend:
- Gardens
- Play Grounds
- Recreation
- Parks
- Open space
- Plots

Data by ward:

Ward	Gardens	Play Grounds	Recreation	Parks	Open space	Plots
T	11	20	12			13
S	15	13	10	0		12
N	15	11	9	0		4
MW	14	19	12	0		13
ME	11	5	14	0		
L	15	13	10	2		5
RN	4	32	13	0		25
RC	11	24	26	0	9	34
RS	14	26	7	4	4	30
PN	12	27	21	0		61
PS	20	9	22	0		16
KW	21	19	23	3	5	13
KE	13	19	23	6	0	14
HW	13	8	21	2		31
HE	6	5	0	3		
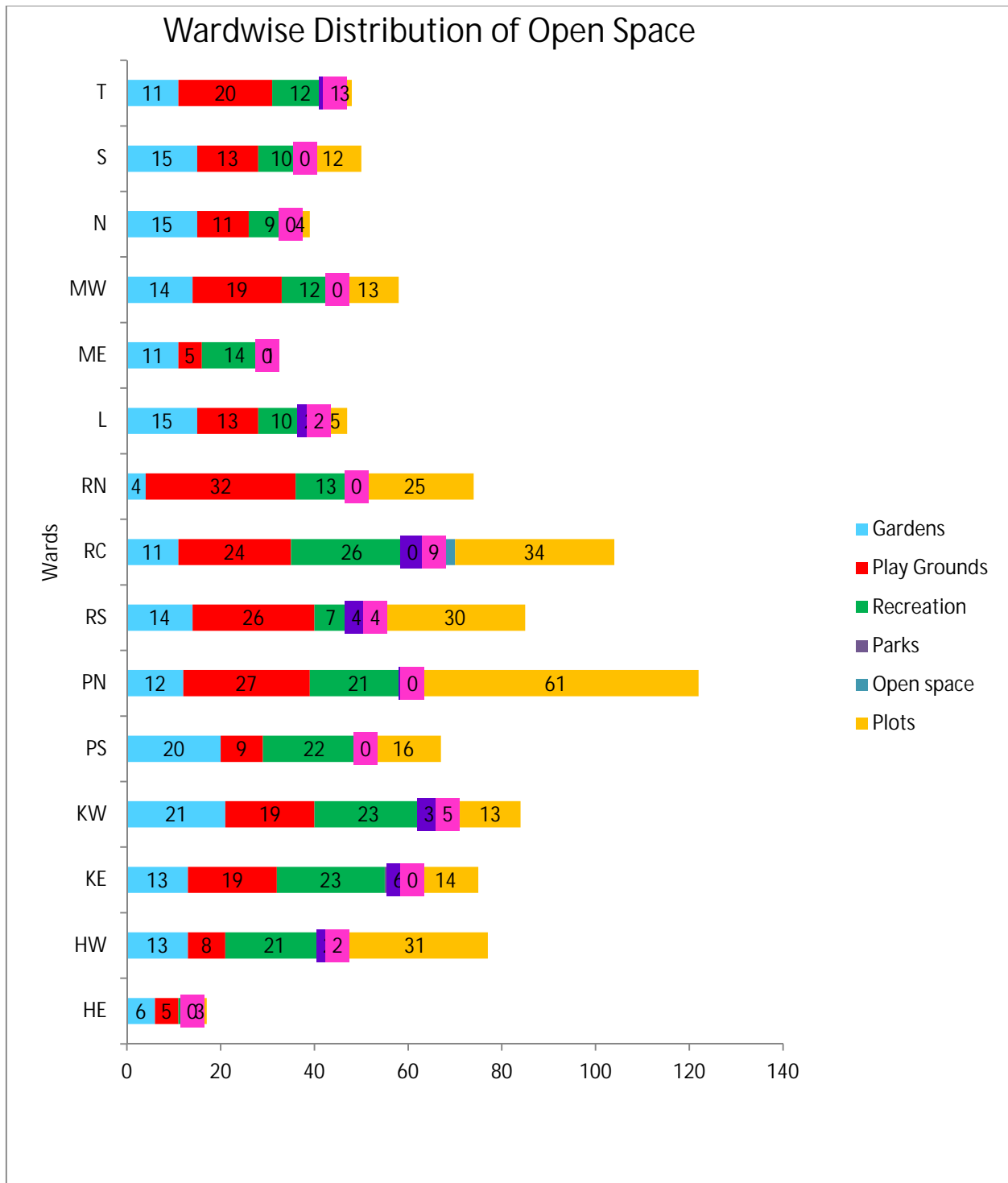
Fig. No. 2. 12

MUMBAI
MONORAIL MAP

Vile Parle West
Vile Parle East
Sakinaka
Shreyas
Vikhroli
Pirojsha Nagar
Airport
Ghatkopar West
Ghatkopar East
Santacruz West
Santacruz East
Kurla West
Khar West
Khar East
Kurla East
Bandra West
Bandra East
Kurla East
Chembur Station
Govandi
Chembur Naka
Maharastra Nagar
Mahim
Dharavi
Wadala Depot
Fertilizer Colony
Mahim Bay
GTB Nagar
Bharat Petroleum
Trombay
Acharya Atre Nagar
Worli
Dadar East
Mysore Colony
Naigaon
Wadala Bridge
Bhakti Park
Prayag Nagar
Worli
Dadar East
Trombay
ARABIAN SEA
Ambedkar Nagar
Lower Parel
Mint Colony
Chinchpokli
Ghodapdeo
Mahalaxmi
Jacob Circle
Byculla
Malabar Hill
Girgaon
Mazagaon
Butcher Island
NHAVE
Back Bay
Kalbadevi
Harbour
Elephanta Islands
Raj Bhavan
Cross Island
Sheva
Church Gate
CST Fort
JNPT
Narman Point
Middle Ground
Dolphin Rock
Colaba
Oyster Rock
Thane Creek

Map not to Scale

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(Updated on 20th June, 2012)

Legend
Major Road
Railway
Monorail Existing
Monorail Proposed

Mumbai Monorail

Mumbai Metro

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

CHAPTER 3

DEMOGRAPHIC CHARACTERISTIC OF MUMBAI SUBURBAN DISTRICT

Introduction: Mumbai Suburban .District is the 31st district formed in 1990 in the state of Maharashtra followed by the formation of other four districts after 1991. Area wise it is the 2nd smallest district but population wise it ranks 1st in Maharashtra as per the 2001 and 2011 census..As per 2011 census of India the population of Mumbai Suburban District is 93, 32,481 including 50, 25,165 males and 43, 07,306   are females. Mumbai Suburban District is located on the Salsette Island.

Table no. 3.1 shows the population growth of Salsette from 1941 to 2011.

3.1: Population of Salsette from 1941-2011

Year	Males	Females	Total	Growth Rate (%)
1941	173,756	132,470	306,226	---------
1951	338,751	276,673	665,424	+ 50 %
1961	791,268	588,855	1,380,123	+ 107 %
1971	1,639,535	1,260,661	2,900,196	+ 110 %
1981	2,752,635	2,205,730	4,958,365	+ 70 %
1991	3,673,016	3,077,986	6,751,002	+ 68 %
2001	4,741,720	3,898,699	8,640, 419	+72.5 %
2011	5,025,165	4,307,306	9,332,481	+74.8 %

Source : Census Data   : 1941 to 2011

Table No. 3.1

During 1951-61 decade, the growth rate was 107 % which increased (3%) in 1961-71. However, during 1971-1981 the growth rate had decreased rather sharply from 110% to 70%. Again it went down up to 68 % in 1991. But from 2001 the growth rate once again went up to 72. 5% and again in 2011 it went up o 74. 8%.
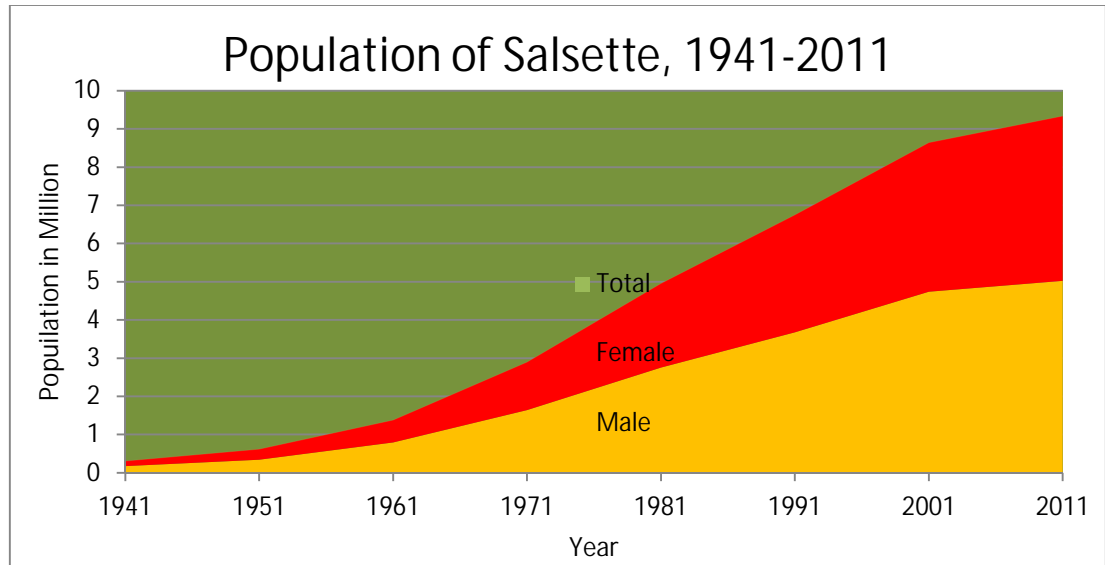
Fig no. 3.1

Till 1991 , the Mumbai Island City District and Mumbai Suburban were included in the Greater Bombay with the same name as ' MUMBAI'. Table no. 3.2 would show the same.

3.2 : The growth of population in Both the district since 1961 till 2011

Name	1961	1971	1981	1991	2001	2011
Mumbai City	41.5 lakhs	59.7 lakhs	82.4 lakhs	31.2 lakhs	33.2 lakhs	31.45 lakhs
Mumbai Suburbs	--------	-----------	--------------	67. 5 lakhs	85.9	93.32lakhs

 Source: Census of India 1961, 1971, 1981 , 1991, 2001, 2011.

Table No. 3.2
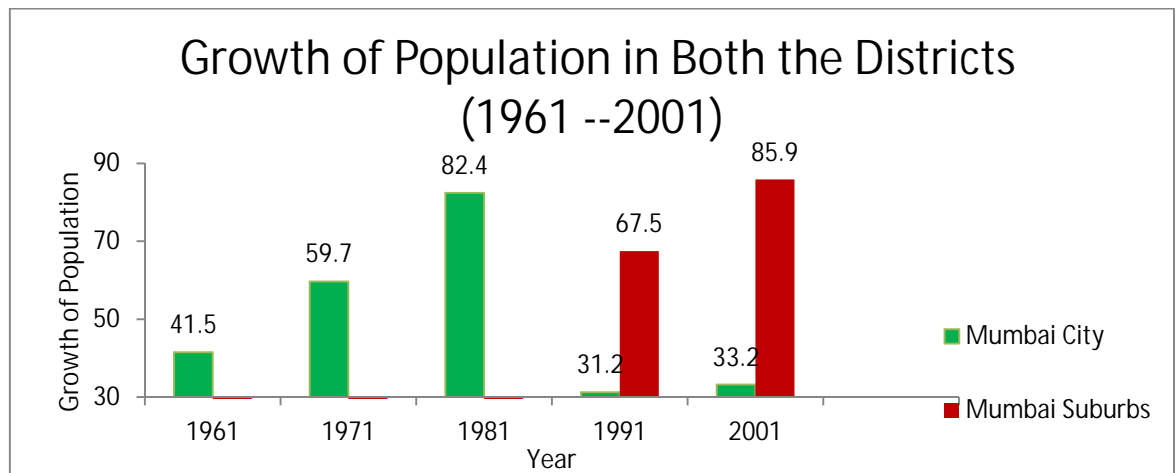
Fig. No. 3.2

From the above table it is seen that the population of Mumbai City district was increasing from 1961 till 1981. In each decade it increased near about 20 lakhs . So in 1981 it was exactly double the population of the 1961. But later on it declined by 50 lakhs in 1991. Again it increased by 2 lakhs in 2001 and again decreased by 2 lakhs in 2011. Simultaneously the population in the Suburban District started increasing from 67 lakhs in 1991 to 86 lakhs in 2001 and 93 lakhs in 2011. This may be not only because of natural increase but also because of the migration as there was ample space to accommodate people. It is better to see the density of population in the following Table. No. 3.3.

3.3: District wise density of population (1971 to 2011)

Name	Area	Density of Population				
		1971	**1981**	**1991**	**2001**	**2011**
Mumbai City	**69 sq. km.**	**9901**	**13,671**	**46,012**	**48, 215**	**19,652**
Mumbai Suburbs	**430.99sq. km.**	-----------	-----------	**12,642**	**16, 082**	**20,980**

Source : (compiled from reports on provisional tables for 2011 issued by registrar General & Census Commissioner)

Table No. 3.3
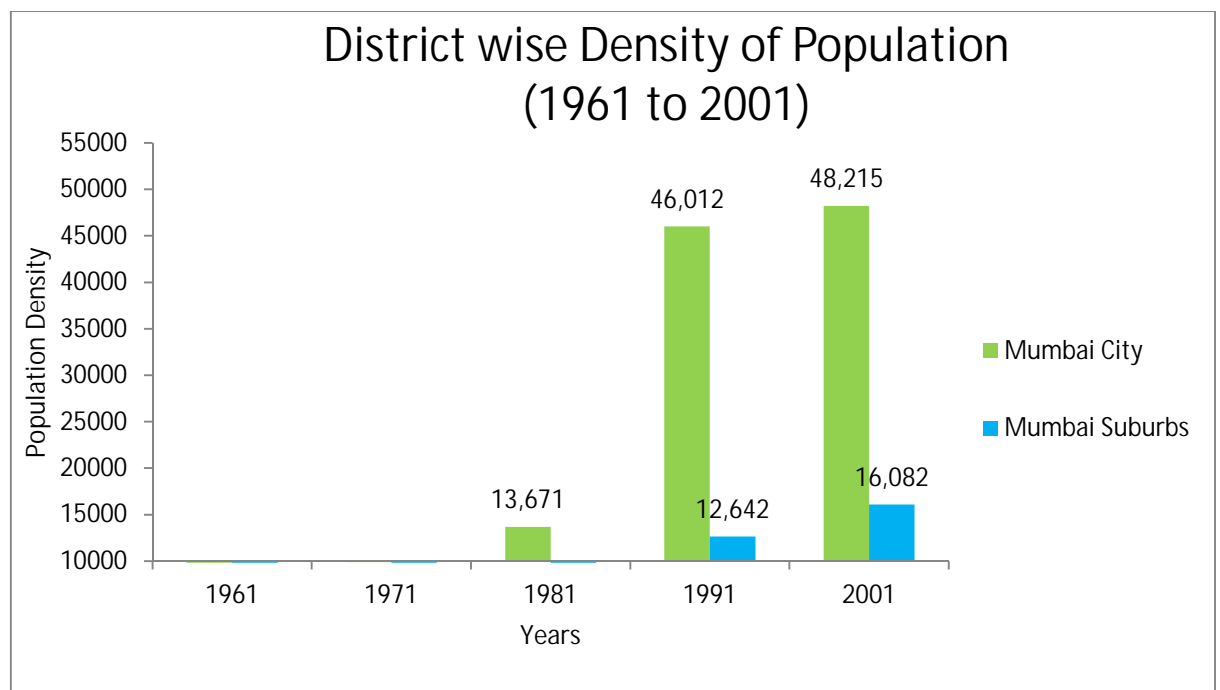
Fig. No. 3.3

It is observed that there is an increase in density by 2203 persons per sq. km in the last decade 1991-2001 in the Mumbai Island City District; and an increase of 3440 persons/ sq. km. in the Mumbai Suburban District.

The classification of data of migrants is given in table no.**3.4**

3.4: Classification of Migrants in Mumbai Suburban District (2001)

Sr. No.	Description	Total Population	Males	Females	Percentage
1	**Total Population**	8,640,419	4,741, 720	3,898,,699	100.00 %
2	**Born in India**	8,584,503	4,710,309	3 ,,874194	99.35 %
3	**Within the state of enumeration**	6,175,101	3,236,589	2,938,512	71.47 %
4	**Born in other states**	2, 409, 402	1,473,720	9,35,682	27.86 %
5	**Born Abroad**	55,911	31,409	24,502	00. 64%

Source: Migration tables, Census of India, 1961 to 2001.

Table No. 3.4
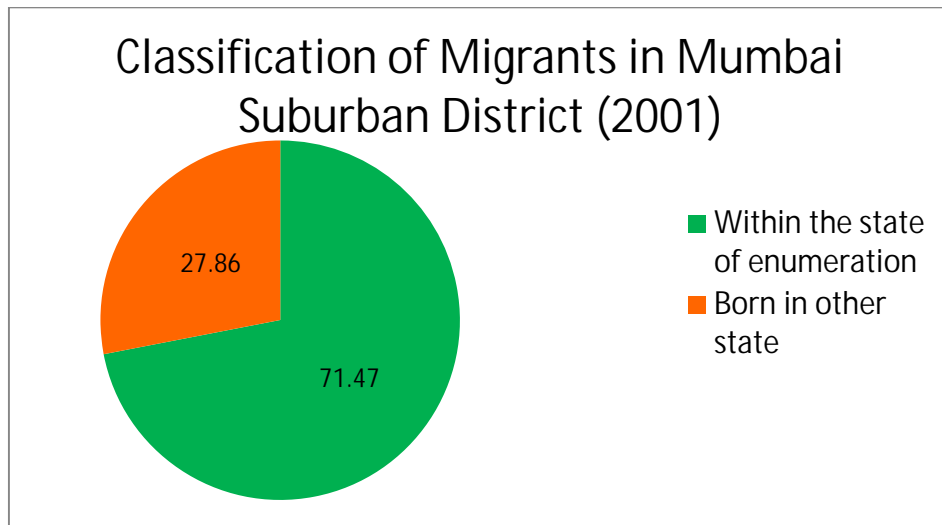
Fig. No. 3.4

From table no**. 3.4 ,** it becomes clear that the total migrants in the Mumbai Suburban District who are born in India are 99.35 % while foreign immigrants are very negligible accounting for only 0. 65 % in the year 2001. There is huge volume of migrants from the state of Maharashtra accounting for 71.47 % while only 27.86 % migrants have come from other states to Mumbai Suburban District in the year 2001.

The details of volume of migrants from abroad is very less i.e. only 0.64 % in Mumbai Suburban District. The details are as follows given in Table no. 3.5.

3. 5: Classification of Immigrants from Abroad (2001 Census)

Sr. No.	Name of continent	Name of Country	Total Population	Males	Females
1.	Asia	------------	52,039	29,686	22,353
		Pakistan	29,615	14822	14793
		Nepal	16,096	11,653	4445
		Bangladesh	1,059	634	425
		United Arab Emirates	1,101	549	552
		Other Asian Nations	4168	2946	1222
2.	Europe	-------------	672	290	382
		United Kingdom	344	142	202
		Germany	43	18	25
		Other Nations	285	141	144
3.	Africa	------------------	2394	1021	1373
		Kenya	251	111	140
		Others	2143		
4.	North and South America	------------	672	334	338
		Canada	78	42	36
		U.S.A	91	47	44
		Elsewhere	503	245	258
5.	Oceania		134	78	56
		Australia	44	24	20
		Fiji	10	3	7
		Elsewhere	85	53	32
Total non –Asian migrants			3872	1723	2149

Source: Migration Tables: D -1: Population Classified by place of birth and sex (2001).

Table No. 3.5

Fig. No. 3.5

97
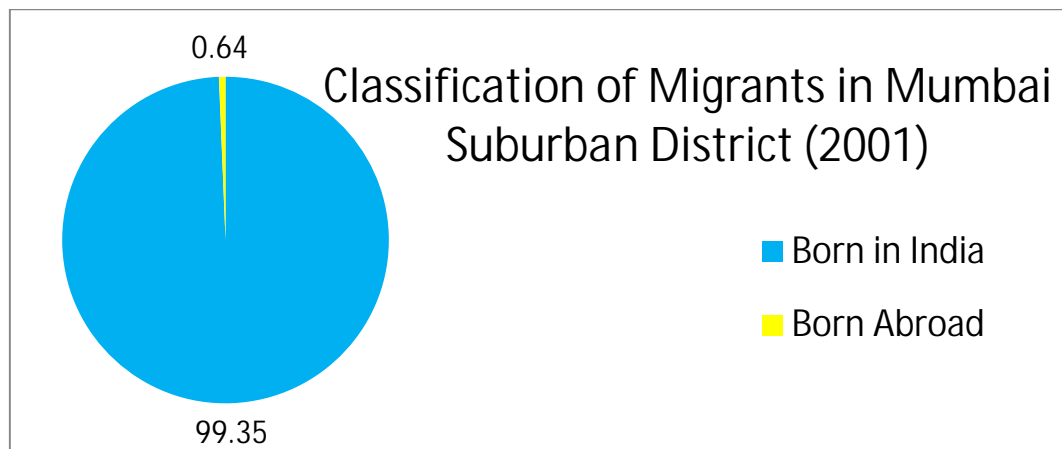
From this table no. 3.5, it becomes clear that out of all immigrants from abroad, the Asian migrants are 93.07 % while other migrants constitute only 6.93%. Amongst the Asian Migrants the share of Pakistani migrants is more than50 % than the migrants from Nepal, Bangladesh and United Arab Emirates. On the global scenario, the migrants from all the continents like Europe, America, and Africa along with Oceania are coming here, but the percentage is very low. Following table no. 3.6 shows the interstate migration to Mumbai Suburban District.

3.6: Migrants from other states to Mumbai Suburban District (2001)

Sr. no.	Description	Total Population	Males	Females
1	Punjab	24022	12,723	11299
2	Chandigarh (U.Territory)	1138	567	571
3	Uttaranchal	15,395	5965	5830
4	Haryana	12,616	6966	5650
5	Delhi (Union Territory)	20,665	10,253	10412
6	Rajasthan	144,820	88,807	56,013
7	Uttar Pradesh	951,290	652,514	298,776
8	Bihar	115,739	86,348	29391
9	West .Bengal	66568	43,728	22,840
10	Jharkhand	13,948	9875	4073
11	Orissa	29,944	21080	8864
12	Madhya Pradesh	36,028	19116	16912
13	Gujarat	3,98,025	198,708	199,316
14	Chhattisgarh	4283	2358	1925
15	Andhra Pradesh	87,459	47,923	39,536
16	Karnataka	239,904	127,764	112,140
17	Goa	22,889	10,000	12,889
18	Kerala	97,266	55,853	41,913
19	Tamil Nadu	113,126	61,905	51,221
20	Andaman –Nicobar islands & Pondicherry(U.T)	811	430	381
21	North –East States	1344	753	591
22	Assam	3307	1944	1363

Source: Migration Tables, 2001 Census of India.

Table No. 3.6

It becomes clear from the above table that there are total **18** states and **4** Union Territories from where the migrants have come to Mumbai Suburban District. The highest volume of migrants is from the 5 states like Uttar Pradesh, Gujarat, Karnataka, Rajasthan, and Tamil Nadu .Similarly the least number of migrants have come from the farthest states like North east seven states, Andaman – Nicobar

Islands, Chandigarh (Union Territory) and Assam .It is observed clearly if the volume of migrants from Northern, Southern and Eastern states are seen graphically from the following three graphs namely Fig. No. 3.6 A, 3. 6 B and 3.6 C.
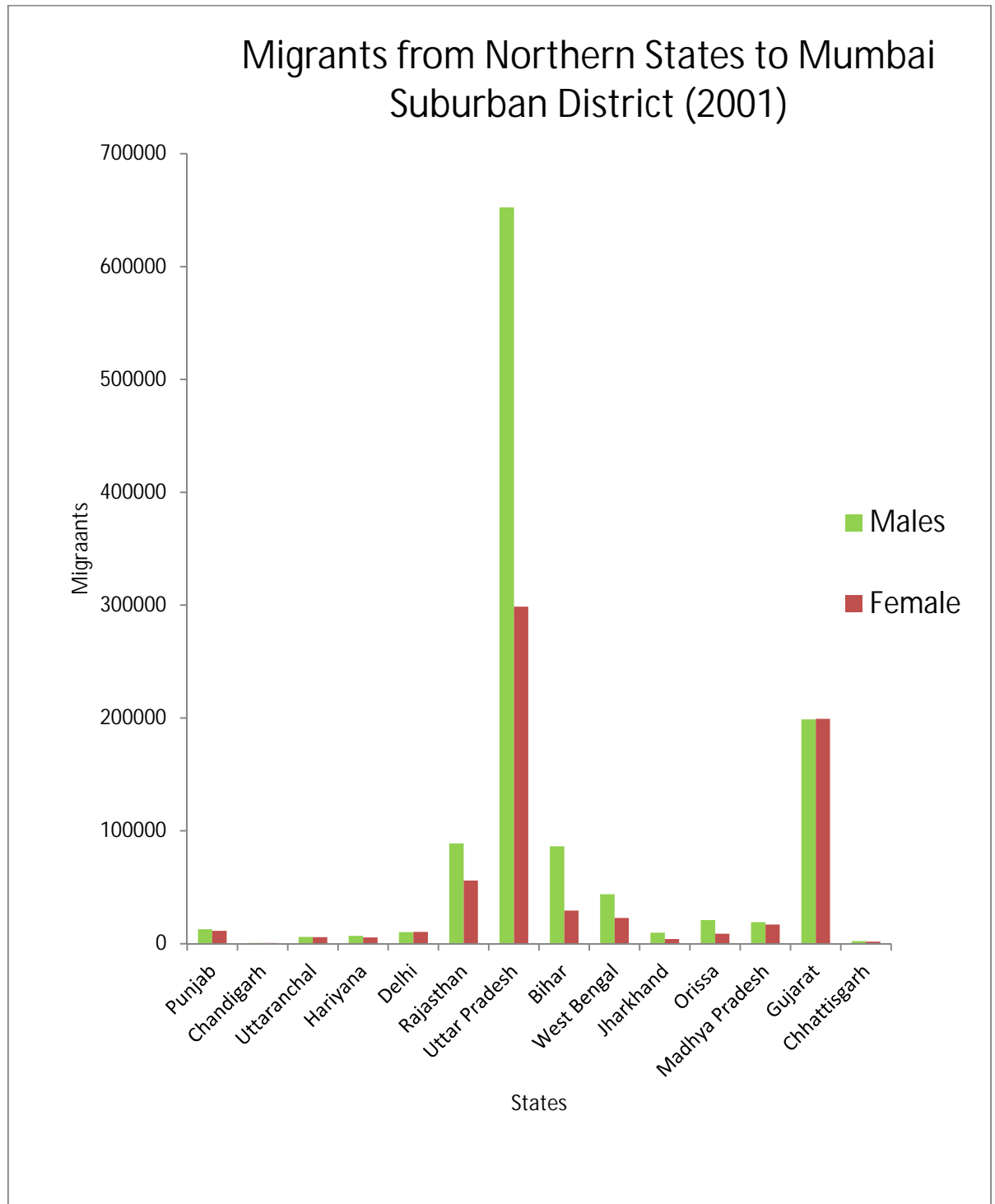
Fig No. 3.6 A
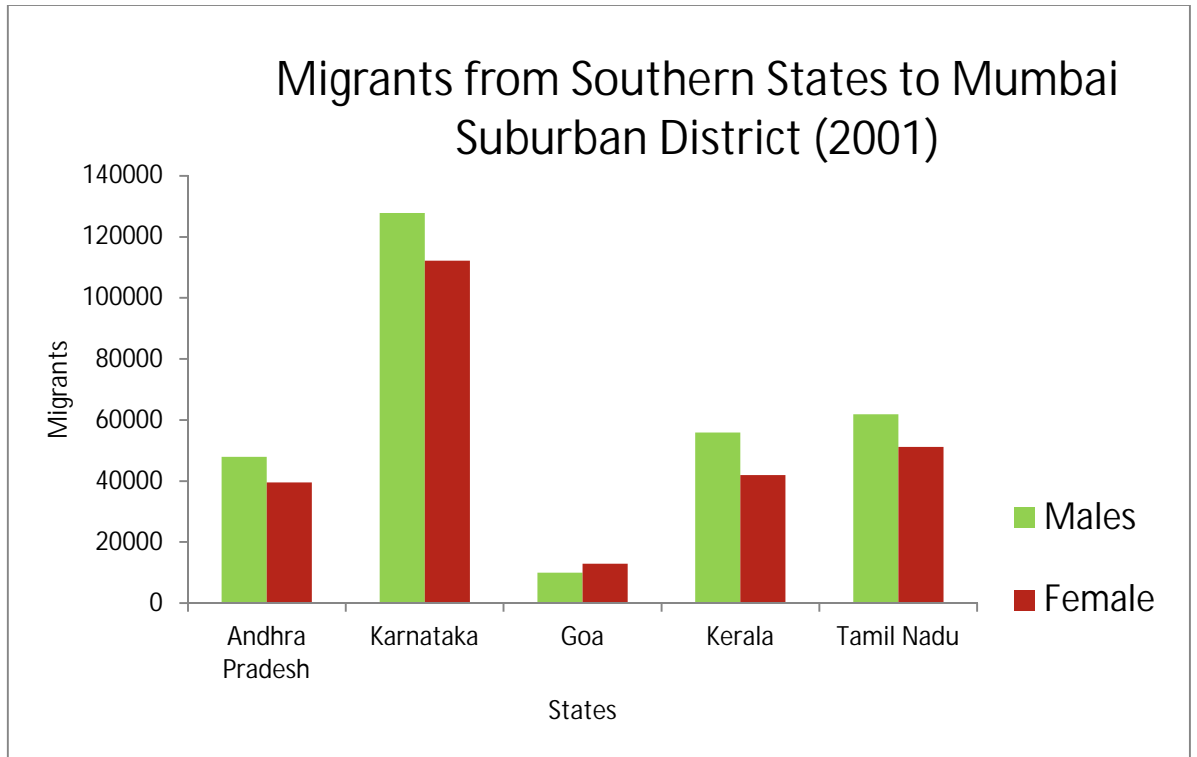
Fig. No. 3.6 B
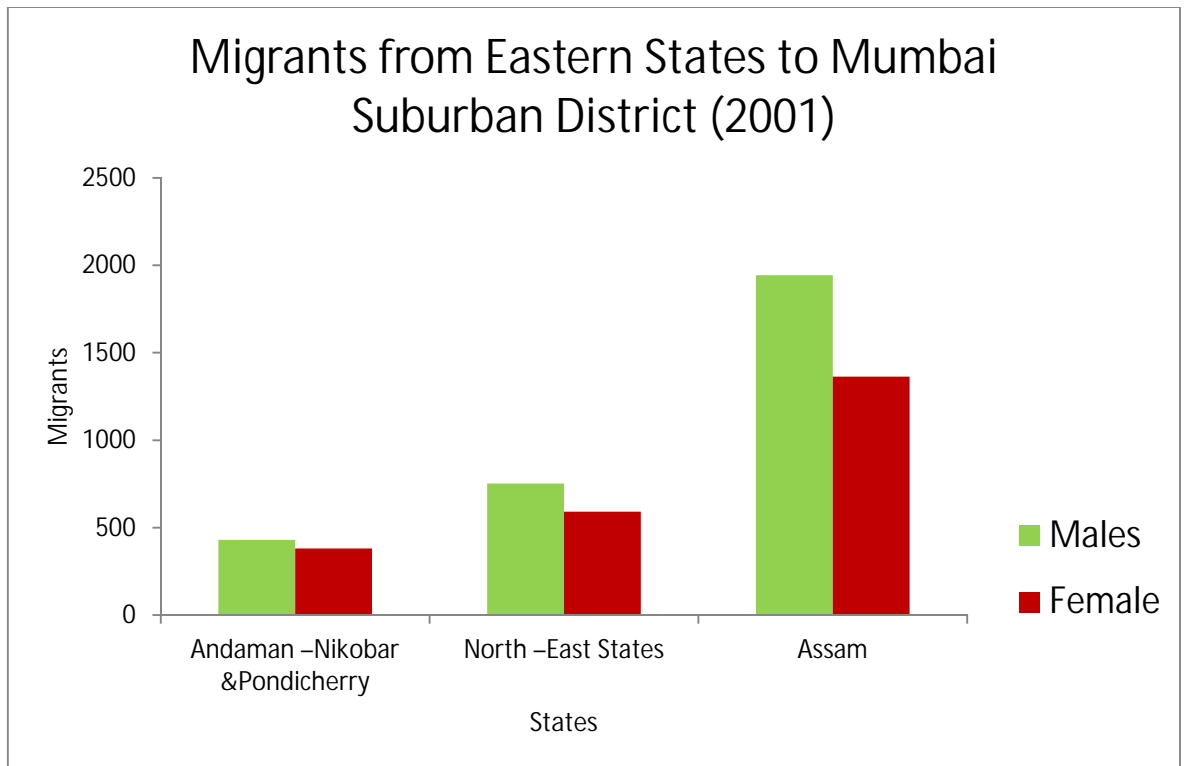
Fig. No. 3.6 C

From the above graphs it becomes clear that the migrants from Uttar Pradesh, Gujarat and Rajasthan are dominating the migrant flow from the Northern states while from the southern states the highest no. of migrants are from the neighboring Andhra Pradesh and Karnataka, while there are very less number of migrants from the farthest Eastern States.

Indirectly it suggests that the distance is affecting the volume of migration. It can be seen in more details in the next few tables.

If the individual share of each state in migration to Mumbai Suburban district for the year 2001, is considered, it is as per the following table no. 3.7.

3.7 : Percentage share in migration to Mumbai Suburban District

Sr.No.	Description	Total Migrants	Percentages
1	Punjab	24022	0.29
2	Chandigarh (U.Territory)	1138	0.01
3	Uttaranchal	15,395	0.18
4	Haryana	12,616	0.15
5	Delhi (Union Territory)	20,665	0.24
6	Rajasthan	**144,820**	**1.68**
7	Uttar Pradesh	**951,290**	**11.01**
8	Bihar	115,739	1.34
9	W .Bengal union	66568	0.77
10	Jharkhand	13,948	0.16
11	Orissa	29,944	0.35
12	Madhya Pradesh	36,028	0.42
13	Gujarat	**3,98,025**	**4.61**
14	Chhattisgarh	4283	0.05
15	Andhra Pradesh	87,459	1.01
16	Karnataka	**239,904**	**2.78**
17	Goa	22,889	0.26
18	Kerala	**97,266**	**1.13**
19	Tamil Nadu	**113,126**	**1.31**
20	Andaman –Nicobar islands & Pondicherry	811	0.01
21	North –East States	1344	0.02
22	Assam	3307	0.04
	Total	**2,409,402**	**27.89 %**

Source: Percentage calculated by researcher from Migration Tables

Table No. 3.7
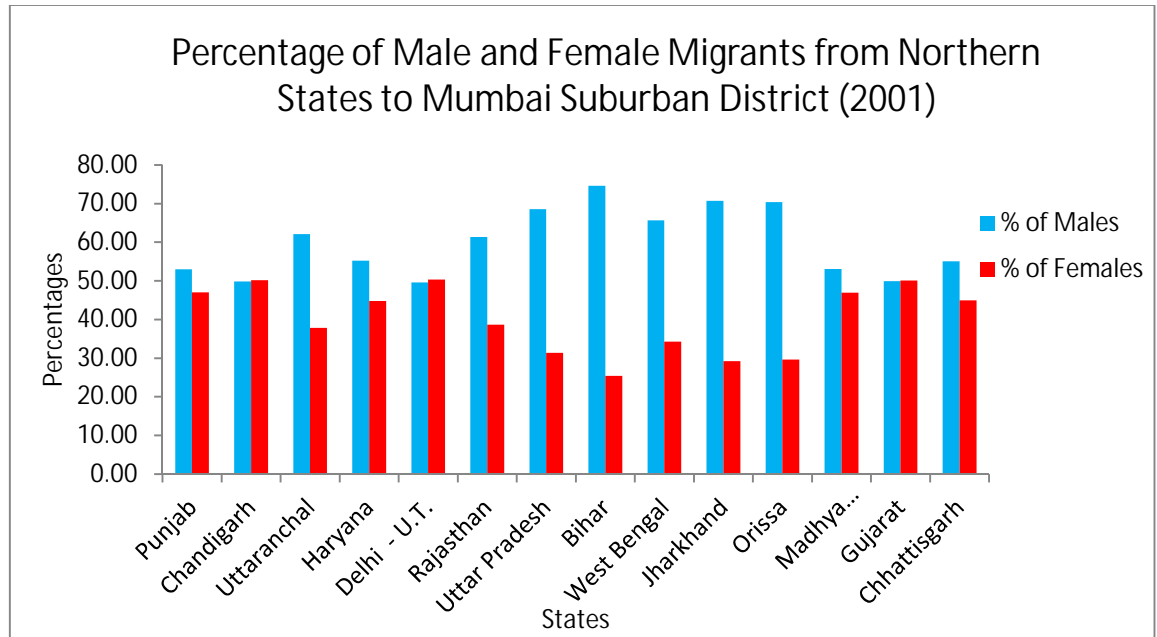
Fig No. 3.7 A
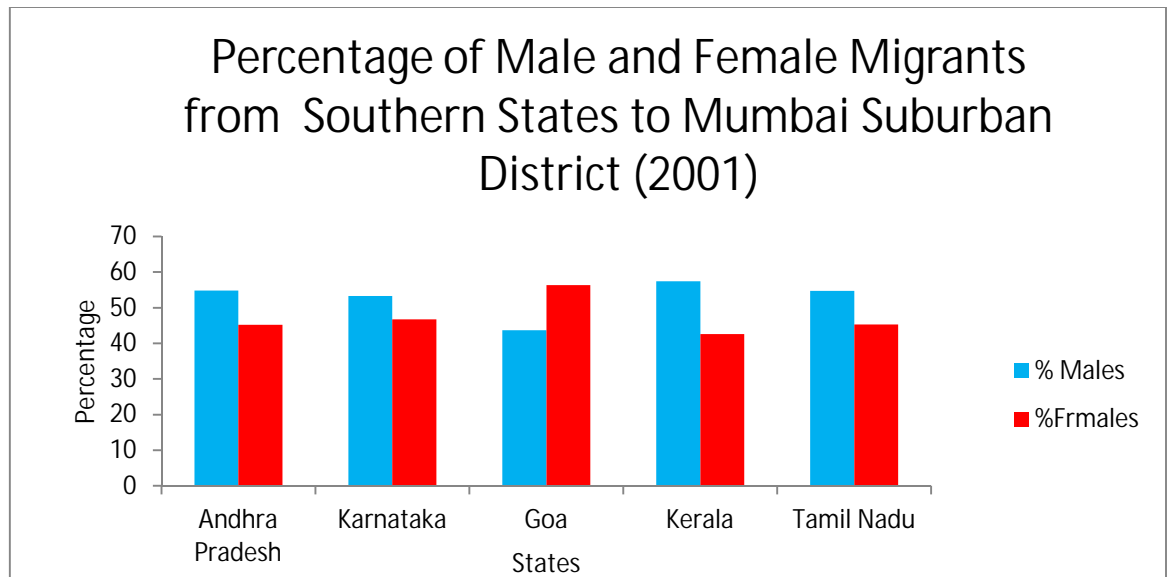
Fig. No. 3.7 B

From table no. **3.7**, it becomes clear that, the highest percentage of in- migration is from the 5 states of Uttar Pradesh (11.01%), Gujarat (4.61%), Karnataka (2.78%), Rajasthan (1.68%) and Tamil Nadu (1.31%). It is again seen that there are very few migrants who have come from far off states like the North- Eastern seven states, Assam, Andaman –Nicobar Islands, Punjab, Chandigarh, Haryana, Uttaranchal, West Bengal etc. (Ref. Fig. 3.7 A, B and C)
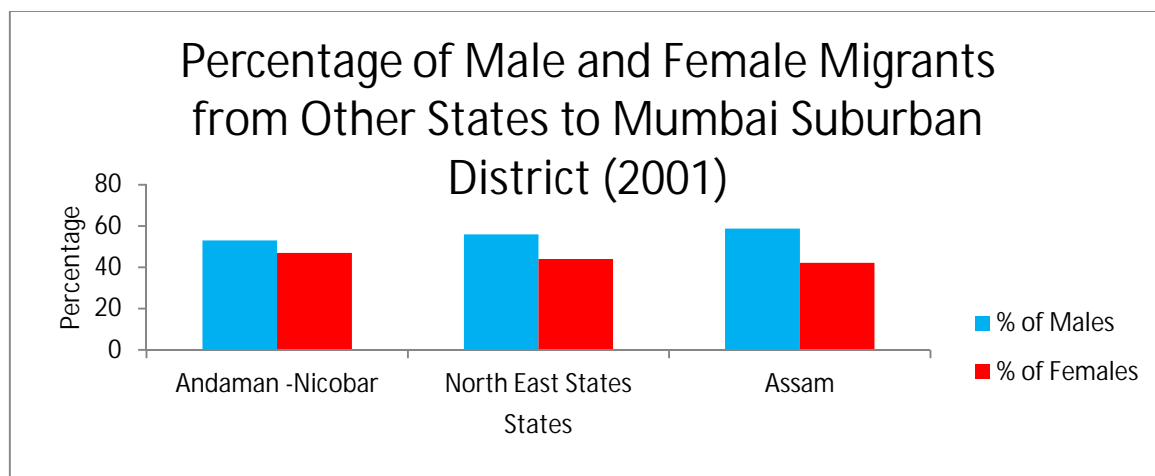
Fig No. 3.7 C

After analyzing the share of male and the female migrants for each state in percentages, interesting facts have come forward. Table **no. 3.8** provides all the details regarding the sex selectivity of migrants.

3.8: Percentage of Males and female Migrants from other States and Union Territories to Mumbai Suburban District (2001 census)

Sr . No.	Name of State	% of Males	% of Females	Total %
1	Punjab	52.96 %	47.04	100 %
2	**Chandigarh (U.T.)**	49.82	**50.18**	100 %
3	Uttaranchal	62.13	37.87	100 %
4	Haryana	55.21	44.78	100 %
5	**Delhi (U.T.)**	49.62	**50.38**	100 %
6	Rajasthan	61.32	38.68	100 %
7	Uttar Pradesh	68.59	31.41	100%
8	Bihar	74.61	25.39	100%
9	West Bengal	65.69	34.31	100 %
10	Jharkhand	70.70	29.20	100 %
11	Orissa	70. 40	29.60	100 %
12	Madhya Pradesh	53.06	46.94	100%
13	**Gujarat**	49.92	**50.08**	100 %
14	Chhattisgarh	55.05	44.95	100 %
15	Andhra Pradesh	54. 79	45.21	100 %
16	Karnataka	53.26	46.74	100 %
17	**Goa**	43.69	**56.31**	100 %
18	Kerala	57.42	42.58	100 %
19	Tamil Nadu	54. 72	45.28	100 %
20	Andaman Nicobar (U.T).	53.02	46.98	100%
21	North East States	56.03	43.97	100 %
22	Assam	58.79	42.21	100%

Source :The percentages are calculated by the researcher from the data available in Migration tables.   Table No. 3.8

From the table no. 3.8, it is evident that mainly the process of migration is sex selective. So as per the available data, there are almost all states from where the males have dominated in the process of migration. But there are at least four states where the equal sharing of females is seen in the process of migration. These states are Goa, Union Territory of Delhi, and Chandigarh; and Gujarat .This indirectly means that the females are also equally interested in migrating to Mumbai Suburban District. Here one reason may be that Mumbai is safe for ladies and hence ladies can work for more hours in the evening without having tension.   This indirectly means that females are also given importance for education leading to their freedom where they can take decision of migration. Table No. 3.9 gives the General Classification of migrants in Mumbai Suburban District.

3.9: Persons born & enumerated in the districts of the state (2001)

Sr. No.	Description & Name of District	Total Population	Males	%	Females	%
1.	Total Population	61,75,101	32,36,589	52.41	29,38,512	47.59
2.	In the district of Enumeration	47,67,607	24,88,606	52	22,79,001	48
3.	Outside the district of enumeration	14,07,494	7,47,983	53.14	6,59,511	46.86

Source : Migration Tables, D – 1 series, Mumbai Suburban District, 2001
Table No. 3.9
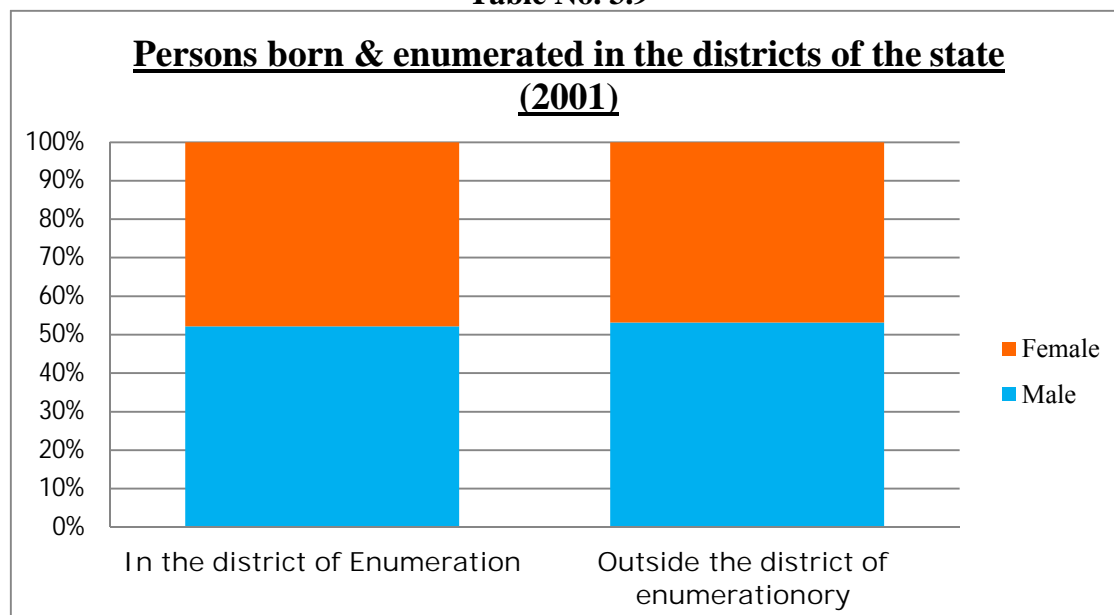
Fig. No. 3.9

From previous table no. 3.4 it becomes clear that there are total 77.20 % migrants who are coming from the same Mumbai Suburban District through the process of peri- urbanization. And other 22.8 % are coming from other districts of Maharashtra through the process of Intra- district migration. Out of that percentage share of male migrants is 52 % and females is 48% are from the same district and from other districts of Maharashtra, there are nearly 53% male migrants and nearly 47 % female migrants. This in general points out the male domination in the process of migration

3.10: Migrants from other districts of Maharashtra (2001 census)

Sr. No.	Name of District	Total Population	Males	%	Females	%
1	Ratnagiri	2,61,228	1,45,452	55.68	1,15,776	44.32
2	Satara	1,48,001	84,612	57.17	63,389	42.83
3	Sindhudurg	1,68,473	92,061	54.64	76,412	45.36
4	Pune	1,45,084	72,869	50.23	72,215	49.77
5	Raigad	1,09,027	57,581	52.81	51,446	47.19
6	Sangli	62,121	34,058	54.83	28,063	45.17
7	Kolhapur	49,666	27,488	55.35	22,178	44.65
8	Ahmednagar	52,073	26,528	50.94	25,545	49.06
9	Thane	47,247	20,542	43.48	26,705	**56.52**
10	Nasik	45,115	20,837	46.19	24,278	**53.81**
11	Jalna	20,099	10,348	51.49	9751	48.51
12	Jalgaon	31,908	16,587	51.98	15,321	48.02
13	Buldana	15,697	8,390	53.45	7,307	46.55
14	Aurangabad	18,363	8947,	48.72	9416	51.28
15	Nagpur	14,230	7126	50.07	7104	49.93
16	Akola	10,765	5573	51.77	5192	48.23

Source: Migration Tables for Mumbai Suburban District (2001)

Table No. 3.10

It becomes clear from tale no. **3.10** that there are total 16 districts of Maharashtra (out of 36 including Palghar) from where more than 10,000 migrants have come to the Mumbai Suburban District. The migrants in the range of 5000 to 10,000 are only from 4 districts namely Dhule, Parbhani, Amravati and Nanded. All far away districts have sent less than 5000 migrants to Mumbai Suburban District. They include Nandurbar , Hingoli, Washim, Wardha, Bhandara, Gondia, Gadchiroli, Chandrapur, and Yawatmal. Thus it may be stated that people generally prefer to migrate to places which are nearer to their own native places rather than going to the places which are far away from their native places. . The percentage of female migrants is more from Nashik and Thane District. In other words it can be stated that the volume of migration directly depends on the distance between the native place and the place of destination. For proving this, the following hypothesis is being tested.

Hypothesis 1: Null hypothesis (Ho): Volume of migration to Mumbai Suburban District from different parts of India is independent on the distance of place from Mumbai.

Alternative hypothesis (H$_1$): Volume of migration to Mumbai Suburban District from different parts of India is dependent on the distance of place from Mumbai, based on following data.

3.11: Relation between Volume of Migration and Distance

Sr. No.	Name of native place	Distance from Mumbai Suburban District in Kms.	Volume of migration
1	Thane	27	47,247
2	Raigad	103	1,09,027
3	Pune	118	1,45,084
4	Nasik	165	45,115
5	Satara	286	1,48,001
7	Jalna	323	20,099
8	Aurangabad	326	18,363
9	Dhule	330	9544
10	Osmanabad	343	21096
11	Ratnagiri	347	2,61,228
12	Sangli	375	62,121
13	Kolhapur	376	49,666
14	Beed	400	21242
15	Solapur	470	60191
16	Prabharmani ,	491	3,356
17	Latur	491	20170
18	Buldana	499	15,697
19	Jalagaon	527	31,908
20	Hingoli	558	762
21	Akola	604	10,765
22	Amaravati	667	9,437
23	Yavatmal	674	4,712
24	Wardha	723	2,548
25	Gadchiroli	777	401
26	Nagpur	825	1,423
27	Chandrapur	832	1,378
28	Bhandara	905.7	1,116
29	Gondiya	985.5	476
30	Sindhudurg	467	1,68,473
31	Nandurbar	360.6	1,987
32	Washim	549.5	1,567
33	Ahmednagar	310	52,073

Table No. 3.11

From table no. 3.11, it becomes clear that the places which are nearer to Mumbai Suburban District are having more no. of migrants than the far away places. Similarly the areas in Konkan like Thane, Raigad, Ratnagiri, and Sindhudurg have also sent more number of migrants to Mumbai Suburban District in comparison with the district in Marathwada or Vidarbha.

Before proceeding for regression analysis to resolve issue of muti-colinearity we find correlation between three independent variables. Following table gives correlation details

Correlation Matrix:

		VOLUME_MIGRATION	DISTANCE
Pearson Correlation	VOLUME_MIGRATION	1.000	-0.481
	DISTANCE	-0.481	1.000
Sig. (1-tailed)	VOLUME_MIGRATION	-	0.003
	DISTANCE	0.003	-
N	VOLUME_MIGRATION	32	32
	DISTANCE	32	32

From the above table it is observed that

There is negative (-0.481) significant correlation between Volume of migration to Mumbai Suburban District from different parts of India *and* the distance of place from Mumbai.

Multiple Regression Model:

Dependent and Independent Variables under Study:

In this case,

Volume of migration to Mumbai Suburban District from different parts of India is considered as the *dependent variable* (y)

The *independent variables* selected for the study is the distance of place from Mumbai.

The model details are given below.

Equation for Multiple Regression Model for each group is as follows:

$$y = a + bx$$

Model details:

Model Description:		
Variable	**Category**	**Description**
y	Dependent	Volume of migration to Mumbai Suburban District from different parts of India.
a		Constant
x	Independent	The distance of place from Mumbai.

Results for Multiple Regression Model:

1. The regression statistics explaining the accuracy of the estimating equation or *goodness of fit* shows the following:

Model Summary		
R	R^2	Adjusted R^2
-0.481	0.231	0.205

R^2 (i.e. coefficient of determination) of 0.231means that 23.1 % of variation in dependent variable 'y '(Volume of migration to Mumbai Suburban District from different parts of India) is explained by x(The distance of place from Mumbai).

It means that changes in the Volume of migration to Mumbai Suburban District from different parts of India brought about by The distance of place from Mumbai can be explained to the extent of 23.1 %.

2. To test the significance of independent variables, the F value was computed. It was:

F	Sig.
9.011	0.005[a]

F value was found to be statistically significant at 1% level of significance.

3. Further, the statistical significance of estimated values of α (constant) and β (regression) coefficients along with significant 'p' values at 5% is given in the following coefficient table:

Regression Coefficients

Model	Unstandardized Coefficients		Standardized Coefficients	t (df=136)	Sig. P value
	B	Std. Error	Beta(β)		
(Constant)	101232.925	21929.443	-	4.616	0.000
DISTANCE	-124.320	41.416	-0.481	-3.002	0.005

Observations and interpretations:

From above table it is observed that

The β coefficient b of x is -0.481, indicates x contributes almost 48.1% negative effect on y. The 'p' value corresponding to coefficient b of x_1 is 0.005 which is < 0.01; therefore it is statistically significant. Hence null hypothesis is rejected at 1% level of significance.

Finding:

Volume of migration to Mumbai Suburban District from different parts of India is dependent on the distance of place from Mumbai.

As the Hypothesis is accepted, we can see the diagrammatic representation from the following fig. No,.3.11.
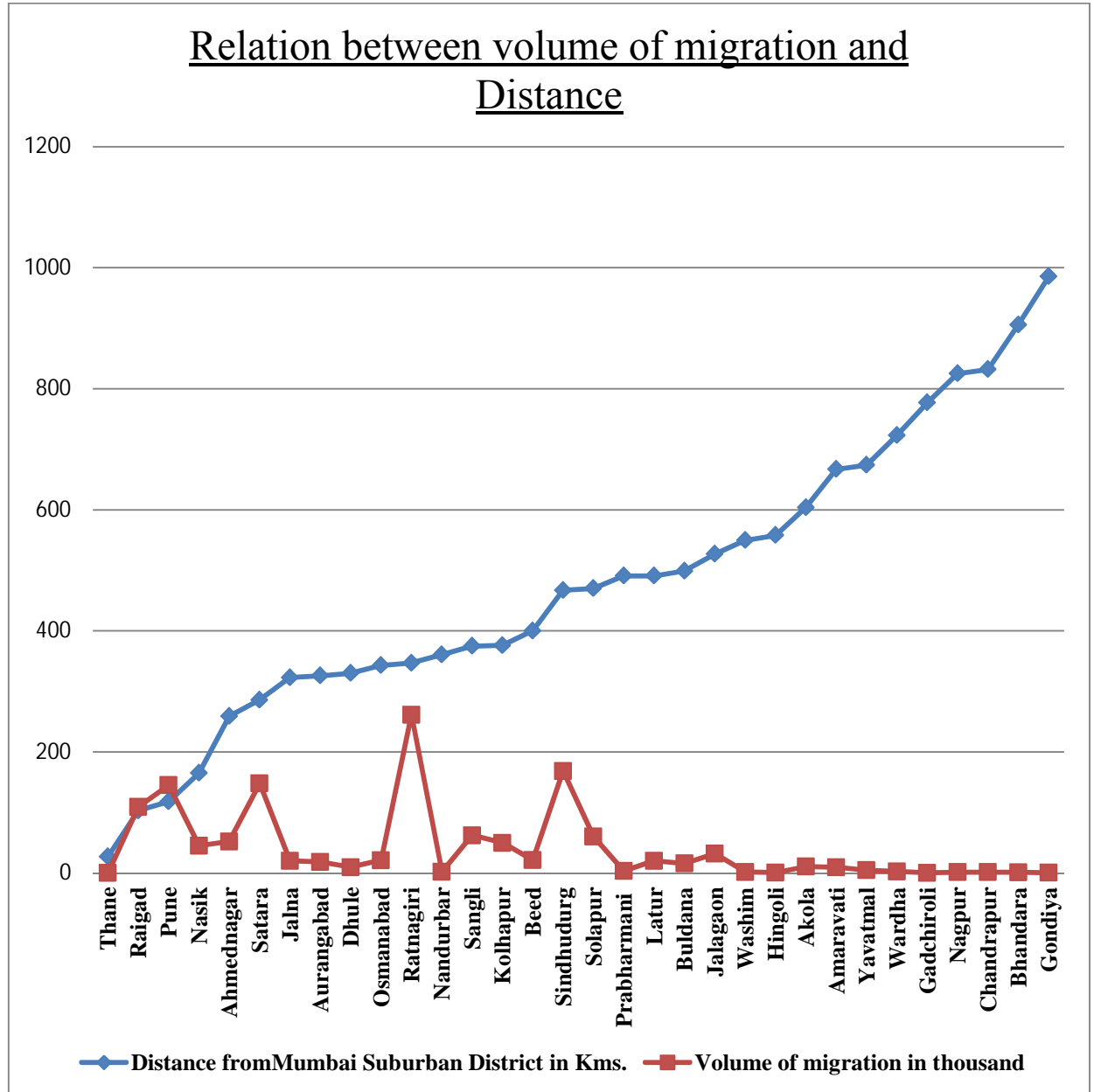
Fig. No. 3.11

It is also important to see the age wise migration because age plays very important role in migration. Generally young people in the age group of 15 to 45 migrate more. Following 3 tables show the age wise migrants to Mumbai Suburban District.

3.12 A: Population classified by place of birth, age & sex (15 to 24 years)

Age Groups	Description	Total persons	Males	Females
15 to 24 years	**Total Population**	7,30,063	4,41,200	2,88,863
	Born in India	7,27,837	4,39,625	2,88,212
	Within the state of enumeration	5,58,723	3,11,340	2,37,383
	Born in the place of enumeration	4,67,577	2,54,470	2,13,107
	Born in other districts of state	91,146	56,870	34,276
	Born in other states	1,69,114	1,28,285	40,829
	Born Abroad	2,226	1575	651

Source: D-1 Appendix : Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.12 A
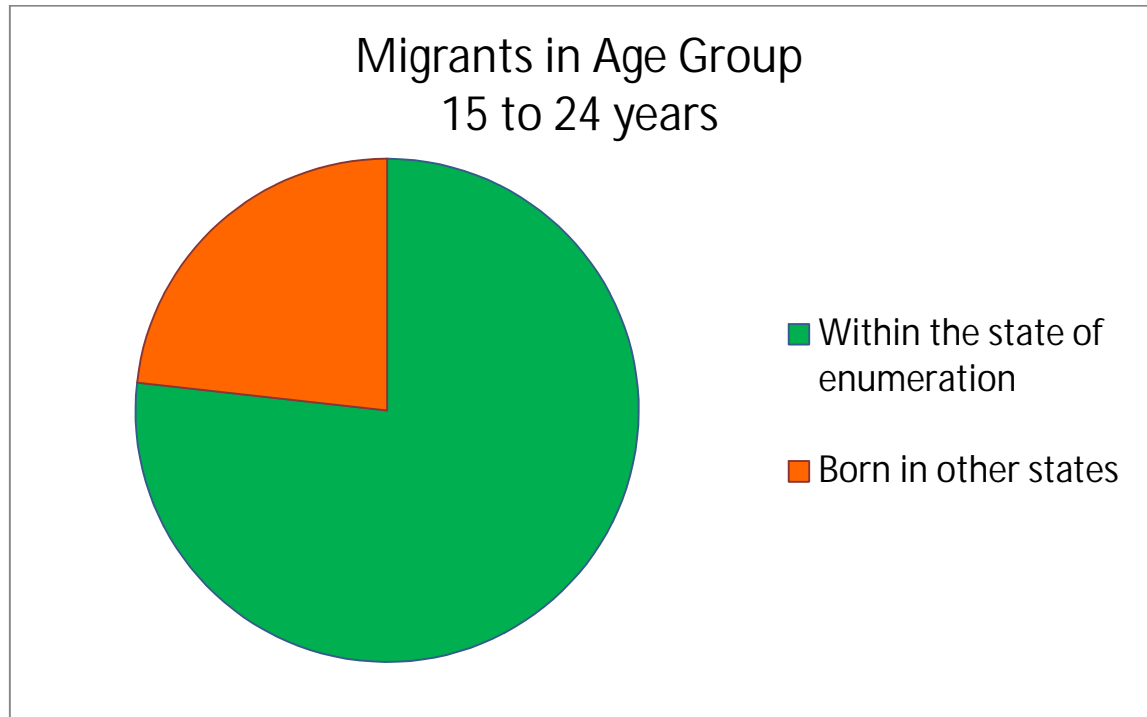
Fig. No. 3.12 A

It becomes clear that in the age group of 15 to 254 years, there are more than 75 % migrants from the state of enumeration i.e. Maharashtra than other states.

3.12 B: Population classified by place of birth, age & sex (25-34 years)

Age Groups	Description	Total persons	Males	Females
	Total Population	**6,43,616**	**3,79,006**	**2,64,610**
	Born in India	**6,41,264**	**3,77,639**	**2,63,625**
	Within the state of enumeration	**459,023**	**257,258**	**2,01,765**
25 to 34 years	**Born in the place of enumeration**	**3,49,983**	**2,57,258**	**2,01,765**
	Born in other districts of state	**1,09,040**	**63,138**	**45,902**
	Born in other states	**1,82,241**	**1,20,381**	**61,860**
	Born Abroad	**2,352**	**1,367**	**985**

Source: D-1 APPENDIX : Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.12 B

From table no. 3.12 B, it is clearly seen that, the migrants in the age group of 25 to 34 years are more no. from the state of enumeration rather than from other states. Even the migrants from abroad are also very negligible in number. It is also seen in fig.no.. 3. 12 B.
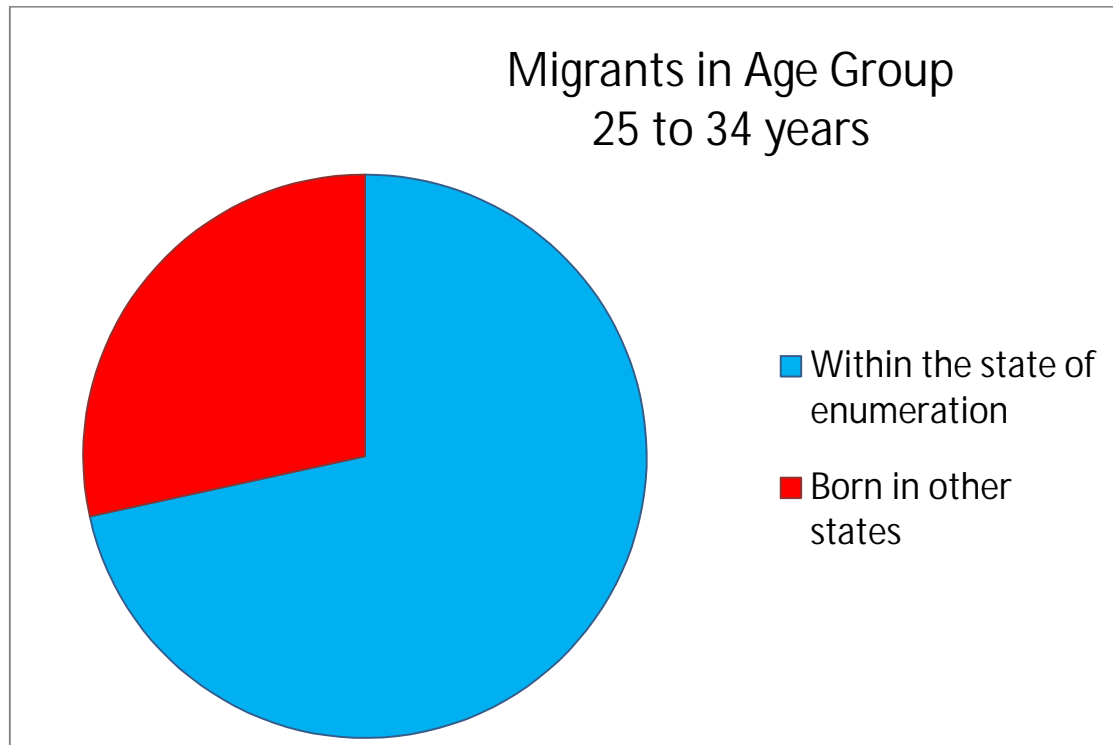
Fig No. 3.12 B

3.12 C: Population classified by place of birth, age & sex

Age Groups	Description	Total persons	Males	Females
	Total Population	**9,17,044**	**5,19,176**	**3,97,868**
	Born in India	**9,11,298**	**5,16,219**	**3,95,079**
	Within the state of enumeration	**6,52,746**	**3,56,308**	**2,96,438**
35 to 59 years	**Born in the place of enumeration**	**4,41,261**	**2,38,541**	**2.02,720**
	Born in other districts of state	**2,11,485**	**1,17,767**	**93,718**
	Born in other states	**2,58,552**	**1,59,911**	**98,641**
	Born Abroad	**5,746**	**2,957**	**2,789**

Source: D-1 Appendix : Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.12 C
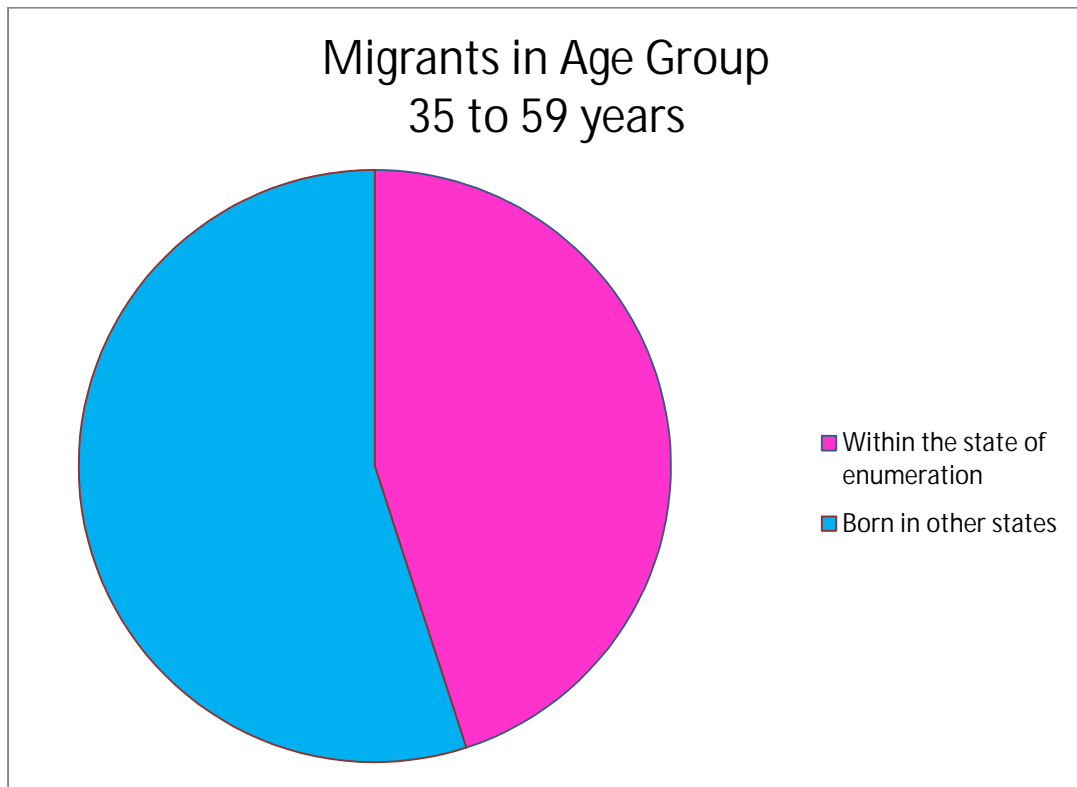
Fig. No. 3.12 C

But in the age group of 35 to 59 years, there are more migrants from other states rather than the migrants from the same state of Maharashtra.Fig. No. 3.12 c shows it very clearly.

3.12 D: Population classified by place of birth, age & sex

Age Groups	Description	Total persons	Males	Females
60 + years	Total Population	2, 57.136	1,23,155	1,33,981
	Born in India	2,50,255	1,19,887	1,30,368
	Within the state of enumeration	1,75,632	81,398	94,234
	Born in the place of enumeration	1,11,826	51,896	59,930
	Born in other districts of state	63,806	29,502	34,304
	Born in other states	74,623	38,489	36,134
	Born Abroad	6,881	3,268	3,613

Source: D-1 APPENDIX : Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.12 D
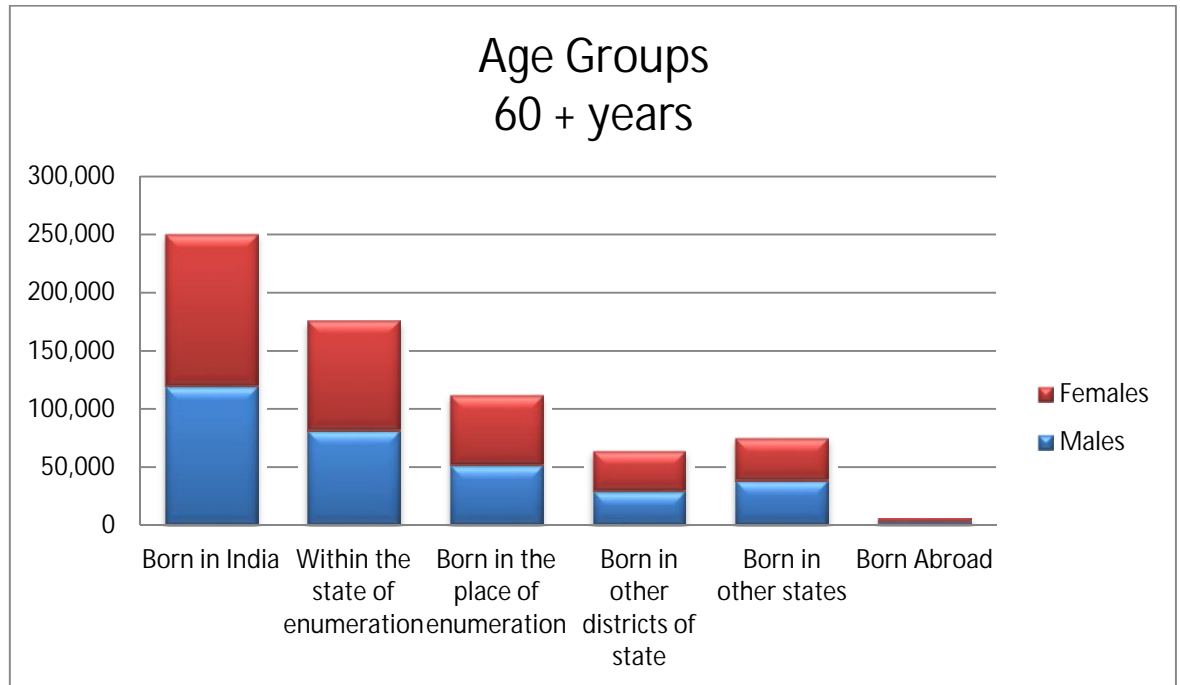
Fig No. 3.12 D

From all the above figures it becomes clear that the percentage of migrants in the working age group (15 yrs to 59 years) is more in number from the state of Maharashtra than the percentage of migrants from other states except the age group of

35 to 59 years. But in the dependant age group of above 60+ years, the percentage of females is more in the process of migration than the males. It may be because of various reasons like 1) as a support to the newly married person or may be dependent or they must be looking after the small children of the migrant couple.

3.13: Scheduled Caste persons born and enumerated in Mumbai Suburban District

Sr. No.	Description	Total persons	%	Males	Females
1.	**Total Population**	**3,48,520**	**100 %**	**1,80,205**	**1,68,315**
2.	**Born within the district of enumeration**	**2,40,782**	**69.09 %**	**1,25,865**	**1,14,917**
3.	**Born Outside the district of enumeration**	**1,07,738**	**30..91 %**	**54,340**	**53,398**

Source: D-11 Appendix : Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.13
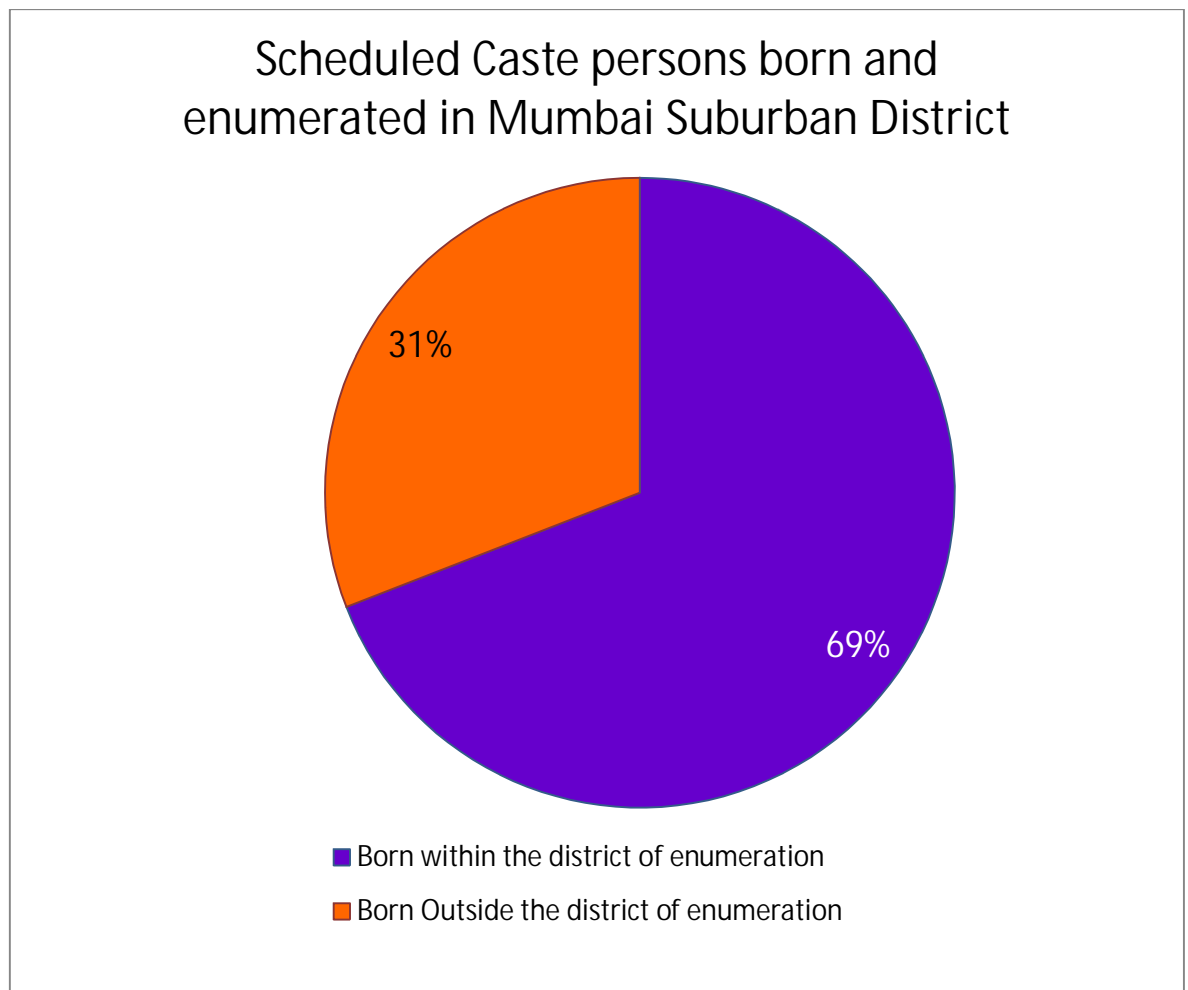
Fig. No. 3.13

In the case of Scheduled castes also male domination is seen from the district of enumeration.

3.14: Migration of S.C population to Mumbai Suburban District

Sr. No.	Names of District	Total persons	Males	Females
1.	Satara	11,253	5963	5290
2.	Solapur	8889	4428	4461
3.	Sangli	8764	4681	4083
4.	Pune	8651	3904	4747
5.	Ahmednagar	8184	3993	4191
6.	Nasik	7597	3514	4083
7.	Jalna	5509	2799	2710
8.	Osmanabad	5274	2704	2570
9.	Latur	5120	2671	2449
10.	Beed	5114	2616	2498
11.	TOTAL	1,07,738	54,340	53,398

Source: D-11 Appendix: Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.14
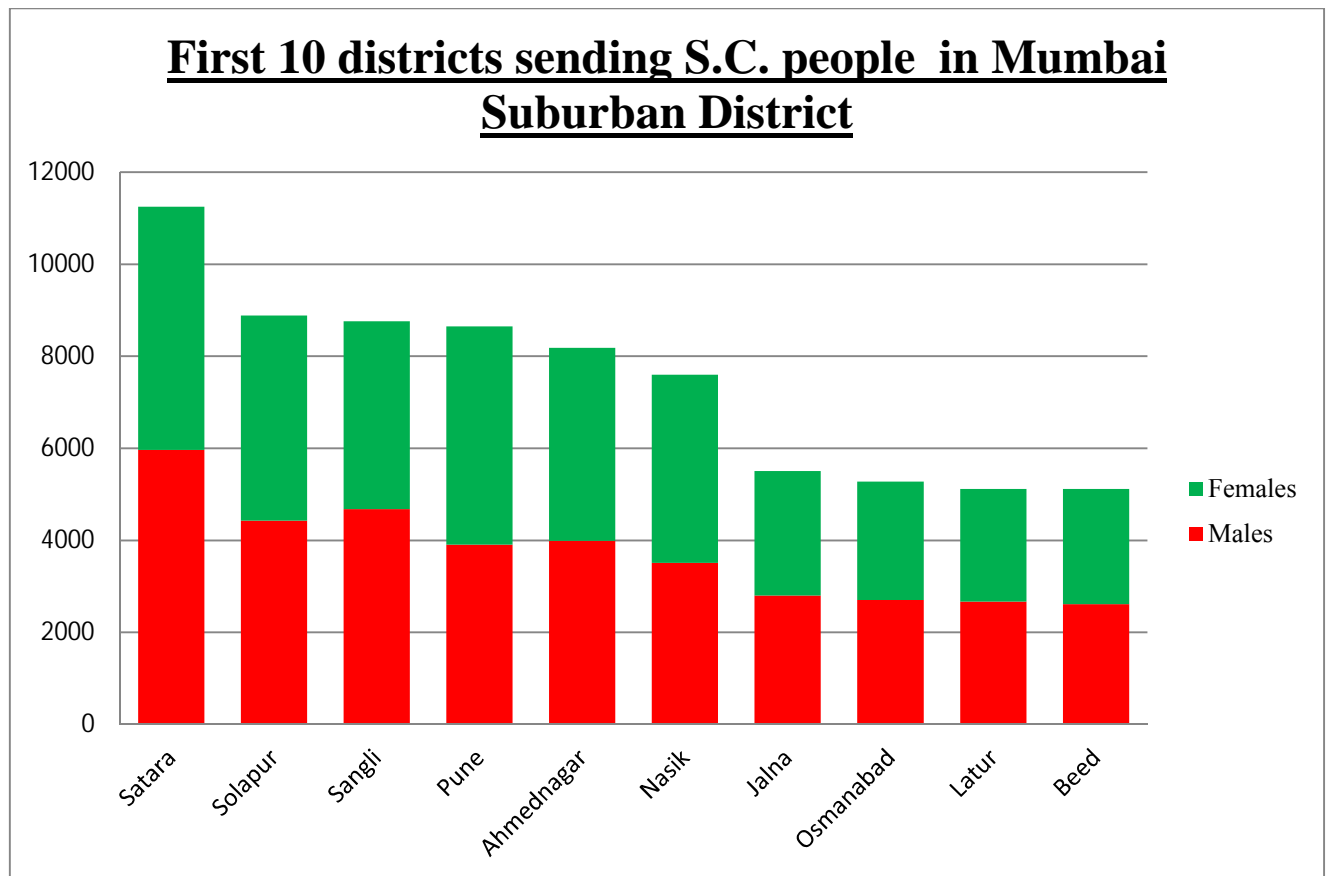
Fig No. 3.14

3.15: Scheduled Tribe persons born and enumerated in Mumbai Suburban District

Sr. No.	Description	Total persons	Males	Females
1.	Total Population	60,565	31,141	29,145
2.	Born within the district of enumeration	45,817	23,546	22,271
3.	Born Outside the district of enumeration	14,748	7,595	7513

Source: D-11 Appendix: Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.15
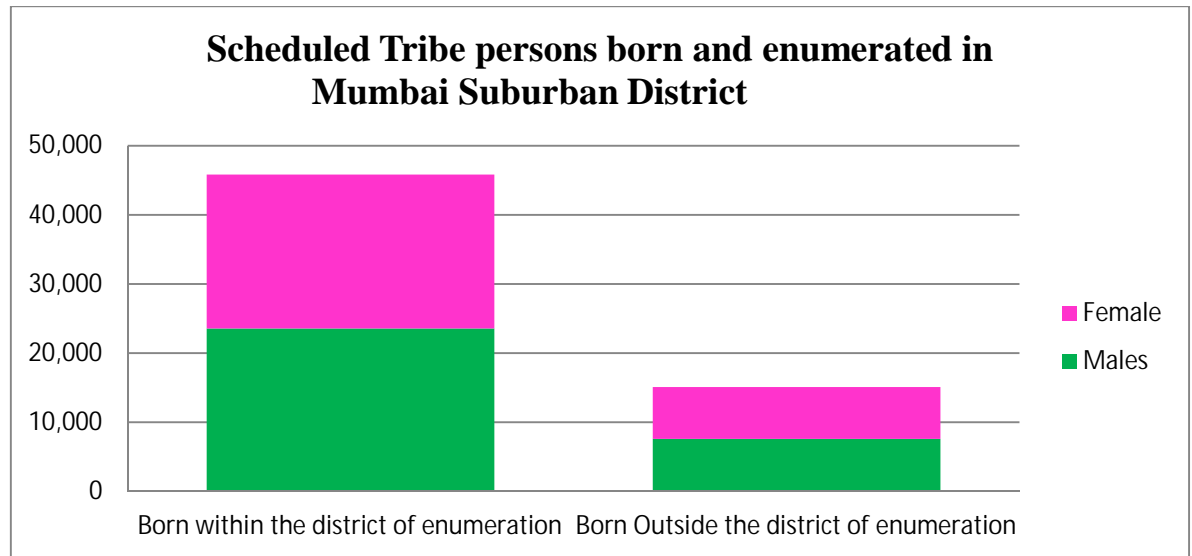
Fig. No. 3.15

3.16: First 10 districts sending S.T. people in Mumbai Suburban District

Sr. No.	Names of District	Total persons	Males	Females
1.	Pune	2937	1572	1365
2.	Thane	1782	775	1007
3.	Ahmednagar	1618	853	765
4.	Raigad	1535	788	747
5.	Nasik	953	464	489
6.	Ratnagiri	811	464	347
7.	Sindhudurg	720	386	334
8.	Solapur	676	337	339
9.	Bhandara	553	285	268
10.	Jalgaon	304	166	138
11.	TOTAL	14,748	7595	7513

Source: D-11 Appendix: Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.16

First 10 districts sending S.T. people in Mumbai Suburban District
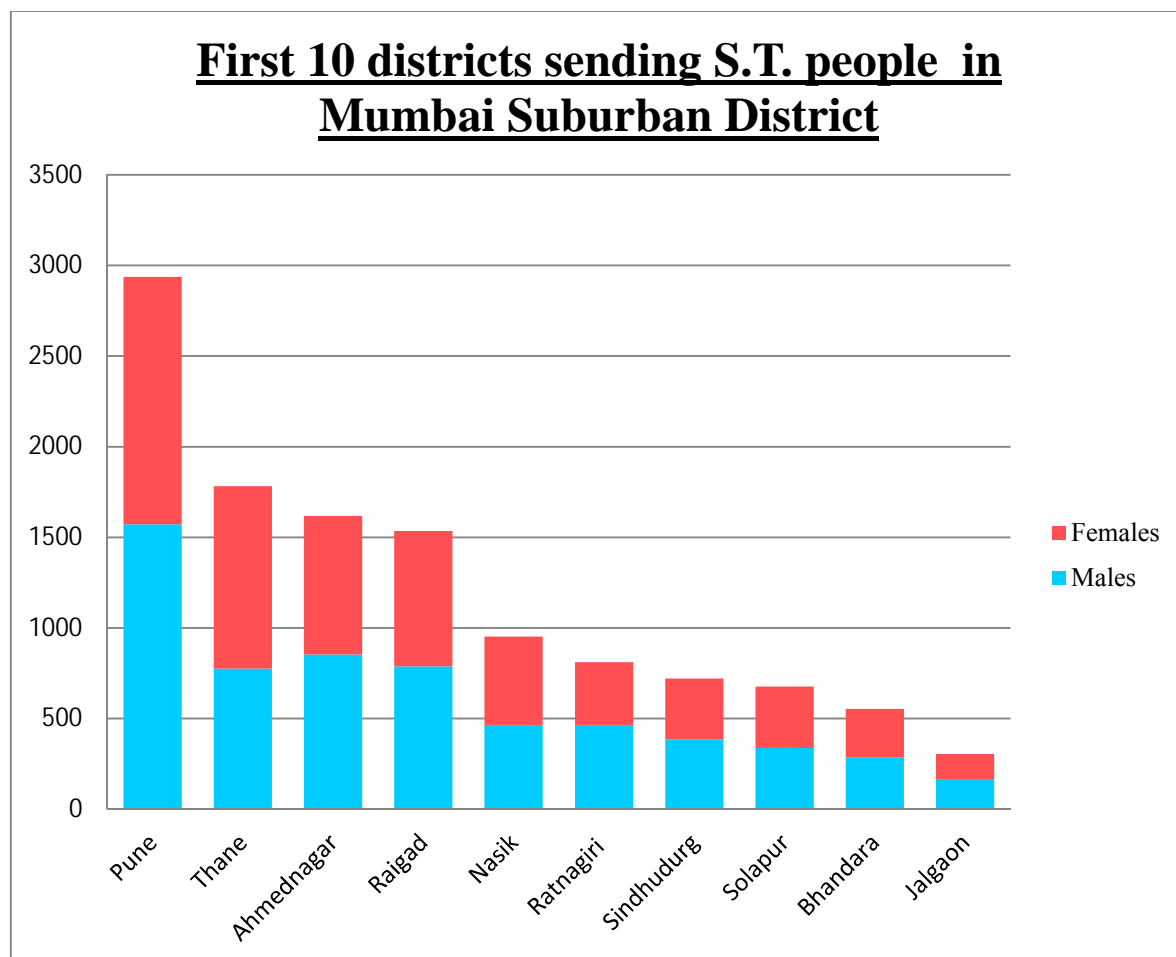
Fig. No. 3.16

3.17 : OCCUPATIONS OF MIGRANTS IN MUMBAI SUBURBAN DISTRICT

Sr. No.	Descriptions	Total Persons	Males	Females
1.	Total Workers	18,16,378	16,09,956	2,06,422
2.	Managers/ Officials	85,752	79,166	6586
3.	Professionals	90,622	71,740	18,882
4.	Technicians	98,544	75,216	23,328
5.	Clerks	87,058	70,624	16,434
6.	Service Workers	3,28,824	3,05,736	23,088
7.	Agri. & Fishery worker	13,862	12,690	1,172
8.	Crafts, Trade & Assembly	10,69,534	9,63,828	1,05,706
9.	Not classified	24,640	19,554	5086
10.	Un-specified	17,542	11,402	6140

Source: D-9, Migrant Workers from place of last residence, 2001.

Table No. 3.17

OCCUPATIONS OF MIGRANTS IN MUMBAI SUBURBAN DISTRICT
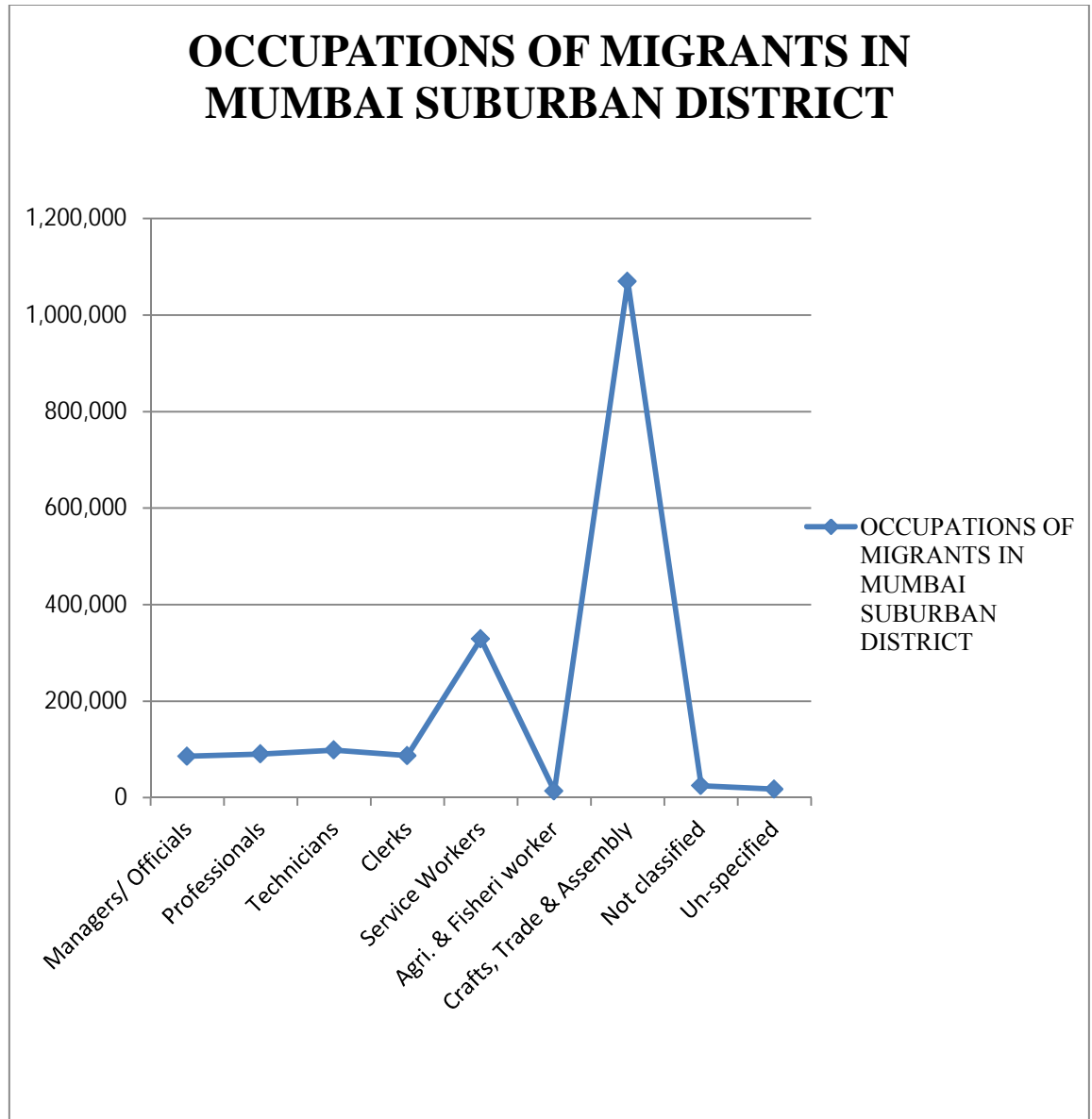
Fig. No. 3.17

From the table no. 3.17, it is seen that there are total eight type of occupational activities in which migrants are engaged. The occupations are managers, professionals, technicians , clerks, employees in service sectors , agriculture farmers, fishermen, crafts men and tradesmen etc. The highest no. of them are found working as tradesmen followed by employees in service sector followed by the people engaged technicians , professionals etc.

3.18 : Marital status of Migrants

Sr. No.	Description	Total persons	Males	Females
1.	Total Population	11,99,730	7,00,715	4,99,015
2.	Never Married	5,66,740	4,01,222	1,65,518
3.	Married	6,32,990	2,99,493	3,33,497

Source: D-11 Appendix: Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.18
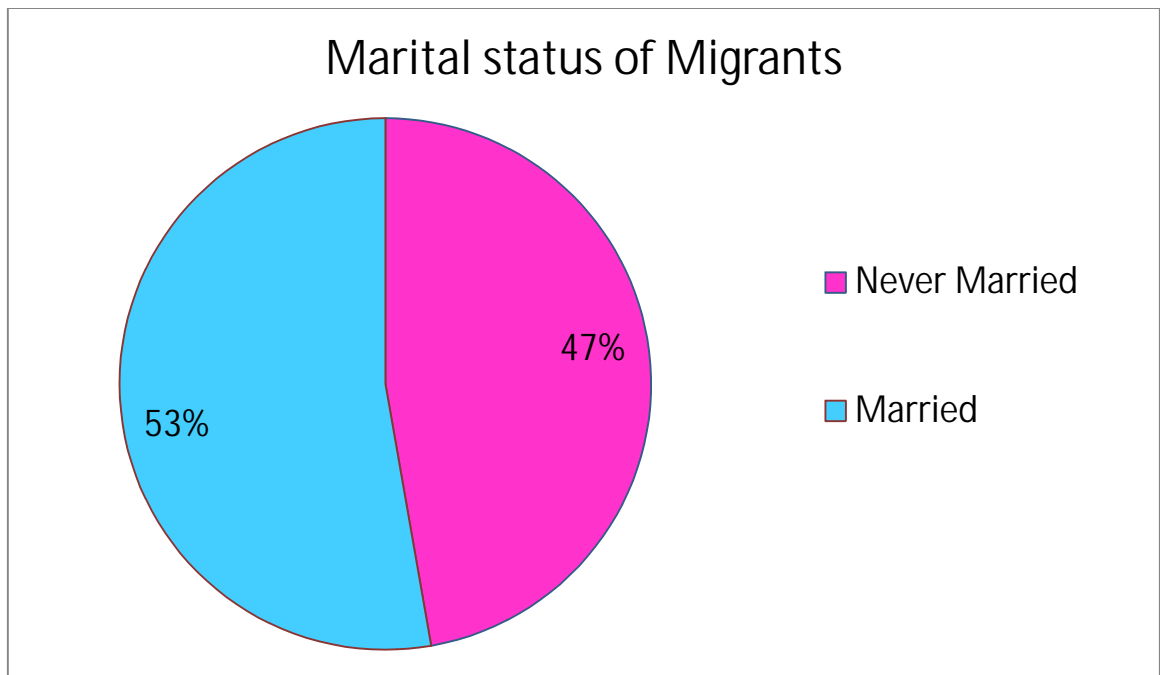
Fig. No. 3.18

3.19: Classification of Married Migrants

Sr. No.	Description	Total persons	Males	Females
1.	Total Married	632, 990	2,99,493	3,33,497
2.	Currently Married	6,12,033	295,935	3,16,098
3.	Widowed	19,323	2900	16,423
4.	Divorced and separated	1634	658	976

Source: D-10 Appendix: Migration Tables of Mumbai Suburban District, 2001.

Table No. 3.19

Above table no. 3.19 shows that married male migrants are less than the female migrants, the currently married men are high in comparison with the divorced and the

widowed migrants.The population of any place increases because of the migration flow. So it becomes interesting to see the total population in Mumbai Suburban District. Table 3.20 shows all the details of each ward .

3.20 : Ward wise population in Mumbai Suburban District.

Population below 3 Lakhs	Names of wards	% of population	No. of wards
Below 3 Lakhs	--------	----------------	-----------------
3-4 Lakhs	H(W), R(N), T	11.9 %	3
4-5 Lakhs	P(S), M (W)	9.9	2
5-6 Lakhs	H (E),R(S), R(C)	19.5	3
6-7 Lakhs	M(E),N,S	23.0	3
Above 7 Lakhs	K(W), K(E), P(N), L	35.7 %	4

Source: District census handbook

Table no. 3.20
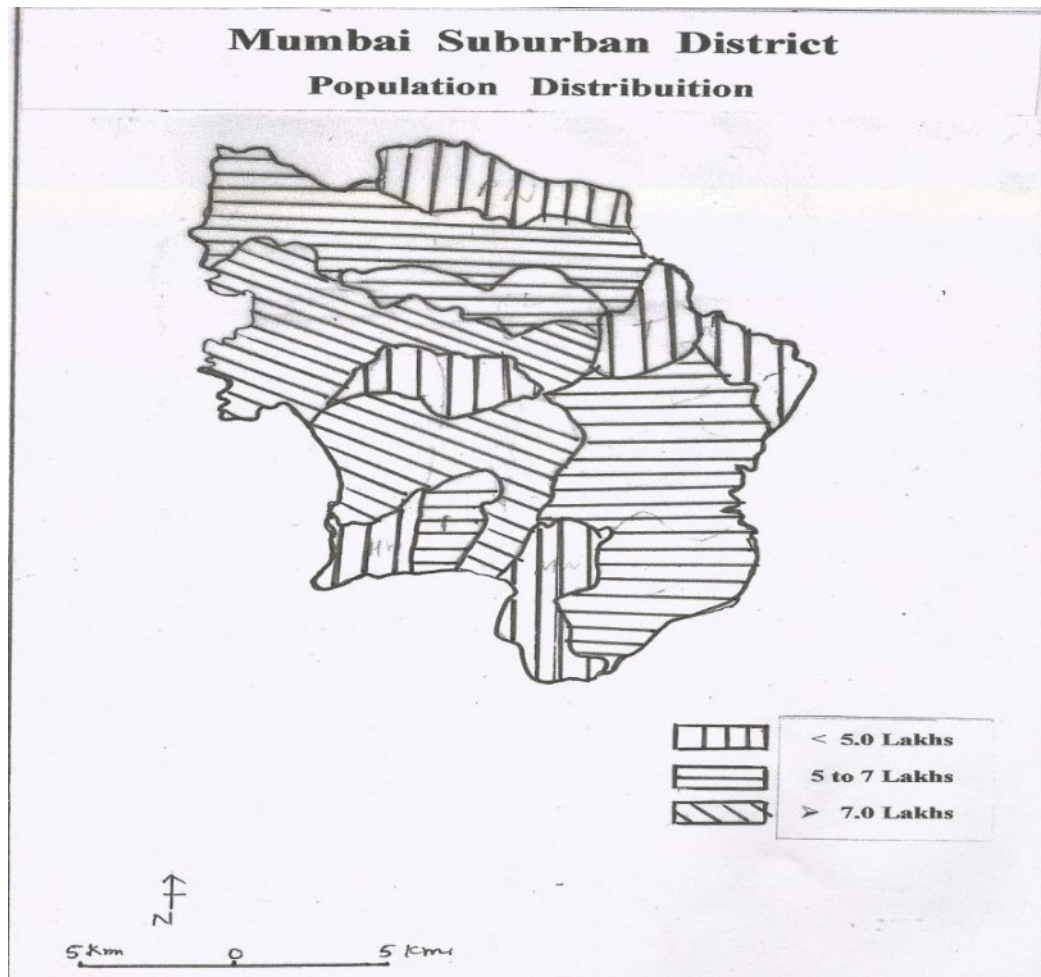
Map.No.3.20

From this it becomes clear that the most crowded wards having the highest population of more than seven lakhs are K/E, K/W P/N and L.They include the suburbs like Malad east,, Malad west, Chembur, Vile- parle, Jogeshwari, Andheri.. population range to get a clear cut idea of the overall suburban district

From the table No. 3.20, it is clear that out of the 15 wards of the Mumbai Suburban District, in3 wards namely H/W,R/N, and T; the population ranges between 3-4 lakhs, in 2 wards i.e. P/S and M/W population ranges between 4-5 lakhs ; in 3 Wards namely H/E,R/S and R/C the population ranges between 5-6 lakhs, in 3 wards namely M/E,N and S , the population ranges between 6-7 lakhs and in 4 wards namely K/W, K/E, P/N and L ,the population is above 7 lakhs. About 36.0 percent of Mumbai Suburbans' population is concentrated in 4 wards (K/W,K/E,P/N, L) each having population above 7 lakhs. It may be due to the influx of migrants particularly in the informal sector where the slum population is more in these wards. None of the wards has less than 3 lakhs population (Ref. fig 3.20)

3.21 : Absolute Population in Eastern and Western Suburbs (2001)

Name	1971	1981	1991	2001
Western suburbs	1,705,494	2,858,252	394,79 79	5,132,323
Eastern Suburbs	1,194,703	2,100,213	2803023	3,508,096

Source: District Census Handbook. 2009

Table No. 3.21
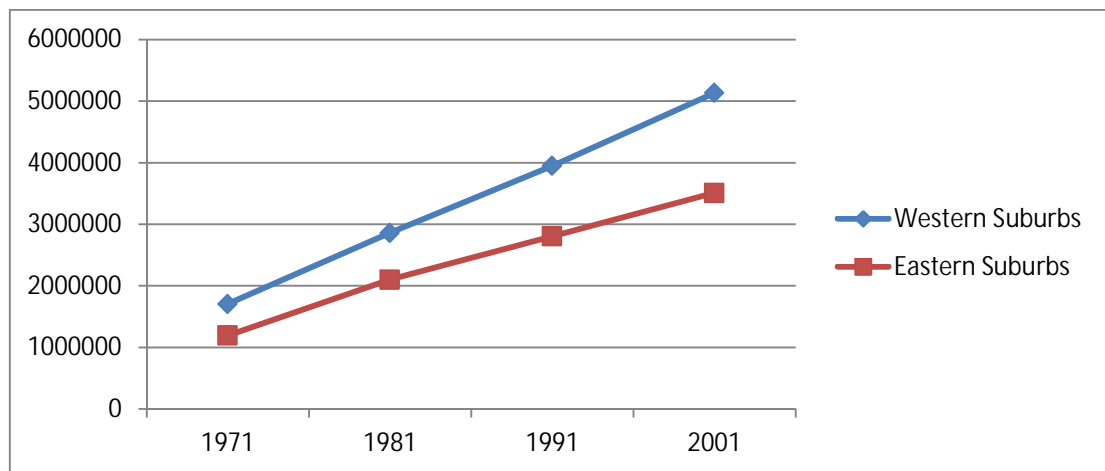
Fig No. 3.21

3.22 : Comparison of Eastern and Western Suburbs:

If we see the decadal comparison of the eastern and the western suburbs we get the following picture shown in table No. 3.22..

3.22 Decadal Growth rates in two suburbs

AREA	1961-71	1971-81	1981-91	1991-2001
Western Suburbs	94.2%	67.6%	38.1%	30.0 %
Eastern Suburb	138.1%	75.8 %	33.5 %	25.2 %

Source: District census Handbook, 2001.

Table No. 3.22
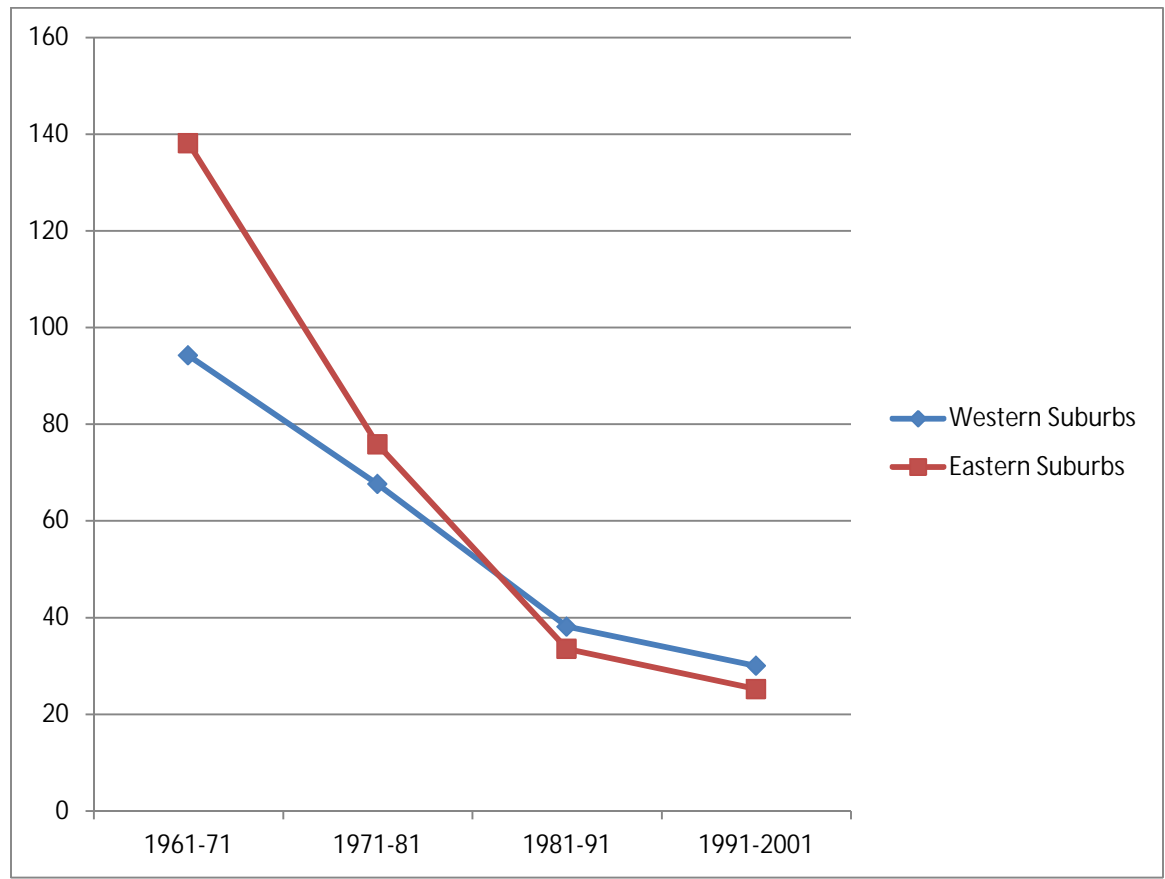
Fig No. 3.22

From the above table it may be seen that decadal growth is diminishing decade by decade in both the suburbs. During 1961-71 and 1971-81 decade eastern suburbs had a faster growth rate than the western Suburb. But from 1981-91 and 1991-2001 decades western Suburb had a faster growth rate than the eastern Suburb.

3.23: Decadal variation of population in Wards (Mumbai Suburban-1971-2001)

Mumbai Suburban District is divided into 9 Western Suburbs and 6 Eastern Suburbs. Western Suburb consists of H/West, H/East, K/East, K/West, P/ North, P/ South, and R/ North, R/ South and R/ Central. The Eastern Suburb comprises, L, M/East, M/West, N, S AND T Ward. They cover the area from Bandra to Dahisar in western Suburb and Kurla to Mulund on the eastern suburb. Table no 3.08 shows the ward wise population since 1971 to 2001.(Ref.fig3.23)

3.24 : Ward wise Absolute Population in Mumbai Suburban District (1971-2001)

| Sr. No.	WARD	1971	1981	1991	2001
Total of Mumbai Suburban		**2900,197**	**4,958,365**	**6751, 002**	**8640, 419**
1.	H	523,633	706,838	769,823	918,226
2.	H/W	-------	-------	317,661	337,391
3.	H/E	------	------	452,162	580,835
4.	K	573,693	925,682	1,268,580	1,510,682
5	K/W	-----	396,438	575,994	700,680
6.	K/E	----	529,244	692,586	810,002
7.	P	372,335	663,716	954,825	1,236,624
8.	P/S	-----	296,075	350,948	437,849
9	P/N	-----	367,641	603,877	798,775
10.	R	235,833	561,916	954,751	1,466,791
11.	R/S	------	172,835	335,317	589,887
12.	R/C	-------	-------	---------	513,077
13.	R/N	----	389,081	619,434	363,827
Total of WESTERN SUBURB		**1,705,494**	**2,858,152**	**3,947,979**	**5,132,323**
14..	L	273,507	434,007	616,592	778,218
15.	M	316,371	565,770	822,916	1,088,900
16	M/W	-----	-----	352,254	414,050
17.	M/E	-----	-----	470,662	674,850
18.	N	479,660	877,881	507,329	619,556
19.	S	------	--------	567,004	691,227
20	T	125,165	222,555	289,182	330,195
Total of	**Eastern Suburb**	**1,194,703**	**2,100,213**	**2,803,023**	**3,508,096**

Source: Mumbai Suburban District, Census Handbook, 2001. Wards' boundaries of 2001 are used. In 1991 and 2001 some of the sections were divided across wards such as M/E and M/W. Ward S was created from N & T wards.

Table No. 3.24

3.25: Ward wise Decadal variation of Population in Percentages (1971-2001)

Sr. No.	WARDs	1961-71	1971-81	1981-91	1991-2001
Mumbai Suburban Total		110.1%	71%	36.2%	28.0%
1.	H	80.3%	35.0%	8.9%	19.3%
2.	H/W	-------	-------	-------	6.2%
3.	H/E	------	------	-------	28.5%
4.	K	89.4%	61.4%	37.0%	19.1%
5	K/W	-----	-------	45.3%	21.6%
6.	K/E	----	--------	30.9%	17.0%
7.	P	122.1%	78.3%	43.9%	29.5%
8.	P/S	-----	-------	18.5%	24.8%
9	P/N	-----	-------	64.3%	32.3%
10.	R	100.9%	138.3%	69.9%	53.6%
11.	R/S	------	------	94.0%	75.9%
12.	R/C	-------	-------	---------	-------
13.	R/N	----	-------	59.2%	-41.3%
Western suburb		94.2%	67.6%	38.1%	30.0%
14..	L	92.5%	58.7%	42.1%	26.2%
15.	M	133.1%	78.8%	45.5%	32.3%
16	M/W	-----	-----	------	17.5%
17.	M/E	-----	-----	-----	43.4%
18.	N	189.8%	83.0%	-42.2%	22.1%
19.	S	------	--------	-------	21.9%
20	T	113.8%	77.8%	29.9%	14.2%
	Eastern Suburb	138.1%	75.8%	33.5%	25.2%

Source : Mumbai Suburban District, census Handbook,2001.

Table No. 3.25

The decadal growth of Mumbai Suburban District for 1961-71 was 110 % and that of 1971-81 was 71. % The corresponding absolute growth is 15.2 lakhs, 20,6 lakhs,17.9 lakhs, and 18.9 lakhs persons during 1961-71,1971-81, 1981-91 and 1991-2001 decades respectively.

The highest growth rate in 1991-2001 decade is registered in R/S ward (75.9%), but it is less than the growth rate for 1981-91 decade(94.0%). The lowest decadal growth rate is recorded in H/West ward for 1991-2001 period(6.2%).Ward N had shown a negative growth rate (-42.2%) in 1981-91, it has increased by 22.1% in 1991-2001 decade.

R/North has registered a negative growth for 1991-2001 with -41.3% decline in population percentage. The negative growth rate may be because of the creation of a new ward called R/Central from the existing wards.

The 15 wards of Mumbai (Suburban) district have been divided into 50 sections from 39 to 88 for administrative purposes. The three most populated sections are 80 (Mahul, Trombay etc.) 85 (Bhandup)and 78(Bazar, Churc Hal, Naupada and seven villages). The three least populated sections are 66(Manori island), 71 (Gorai and Kuvlem) and 54 (Madh) as per 2001 Census. It would be clearer from table no.3.26

3.26: Ward wise Area & Density in 1991 and 2001

Serial No.	Wards	Area in Sq. Km.	DENSITY	
			1991	2001
1.	H/W	21.1	36,571	43,621
2.	H/E			
3.	K/W	47.5	26,729	31,831
4.	K/E			
5.	P/S	64.3	14,856	19,241
6.	P/N			
7.	R/S	77.6	12,310	18,912
8.	R/C			
9.	R/N			
10.	L	13.5	45,809	57,817
11.	M/W	54.9	14, 984	19,827
12.	M/E			
13.	N	55.4	9,151	11,175
14	S *	-----	-----	-----
15.	T	34.8	8,300	9,477

Source: District Census Handbook, 2001,. Page No. 33.

Table no. 3.26

Mumbai Suburban Wardwise Population Density comaparision for 1991 & 2001

Legend

Greater Mumbai

29,000

DENSITY 1991
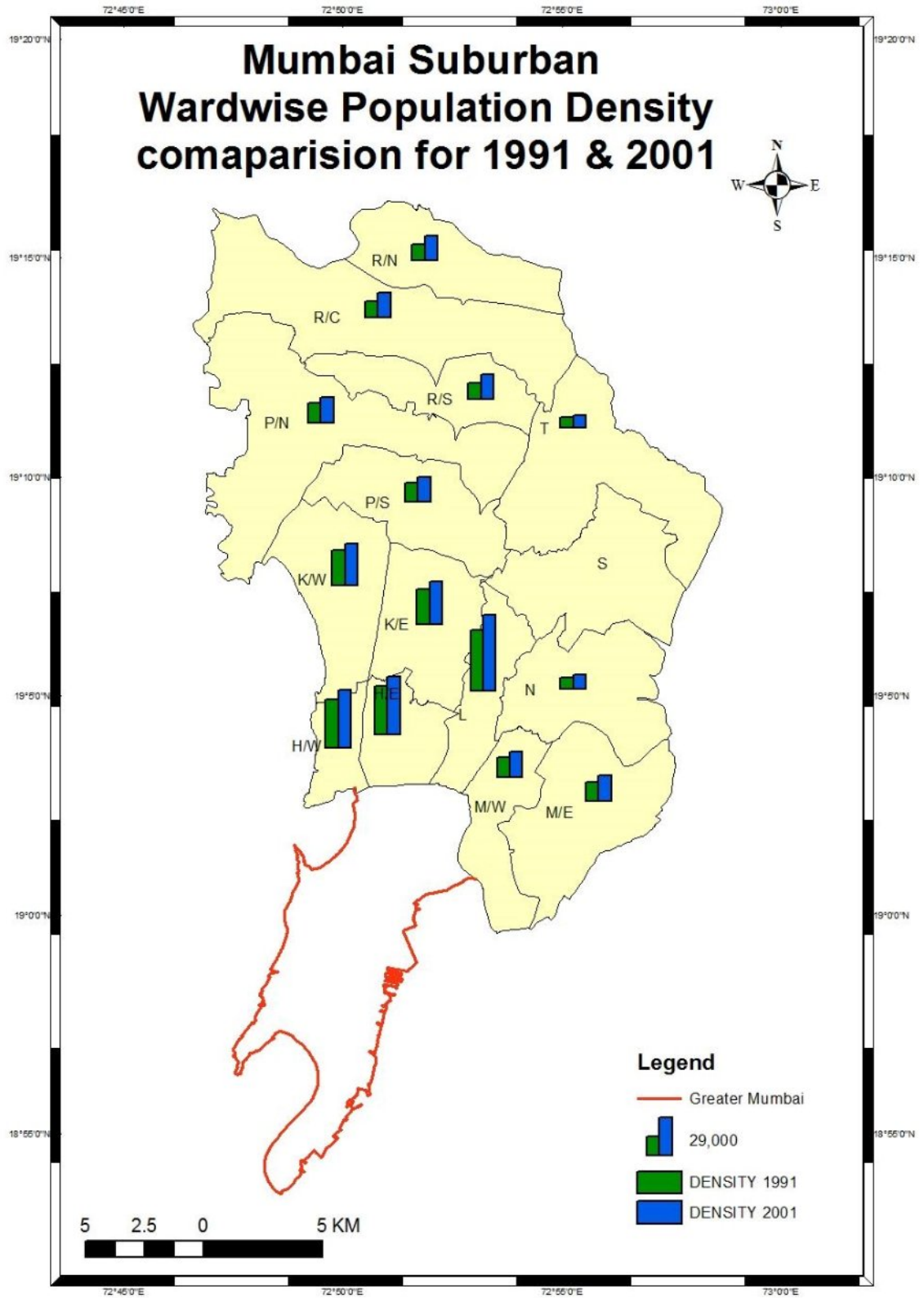
DENSITY 2001

Map No.3.26

From the above table it is clear that the density in the district has been increased during the decade 1991 -2001 from 18,259 to 23,416. In Mumbai (Suburban) district the density varies from ward to ward. L' ward which had the highest density in 1991(45,809) retain the same position in 2001 Census (57,817).T Ward Registered the lowest density i.e. 9,477 persons per sq. Km.

 If we arrange the wards in the density ranges, we get the following table no. 3.30 as

3.27:Ward wise variation in Density of Mumbai (Suburban) District,1991-2001

Wards	Area in SQ. km,	Density		Variation in Density 1991-2001
		1991	2001	
H/W	21.1	36,571	43,621	7,050
H/E				
K/W	47.5	26,729	31,831	5,102
K/E				
P/S	64.3	14,856	19,241	4,385
P/N				
R/S	77.6	12,310	18,912	6,602
R/C				
R/N				
L	13.5	45,809	57,817	12,008
M/W	54.9	14,984	19,827	4,843
M/E				
N	55.4	9,151	11,175	2,024
S #	-----	-------	-------	-------
T	34.8	8,300	9,477	1,177
All Wards	**369.0**	**18,295**	**23,416**	**5121**

Source: District Census Handbook, 2001, Mumbai suburban District, page 33

 # - Area of S ward is not available, so density is not calculated.

Table No. 3.27

Table 3.27 gives the distribution of density and variation in density by wards of Mumbai (Suburban) district during 1991 and 2001 Census. From the table it can be seen that the density has increased in all wards. The density has increased by 1,177 in 'T" Ward where as   it has increased substantially in L Ward (12,008).

Mumbai Suburban Wardwise Population Density variation in 1991 to 2001
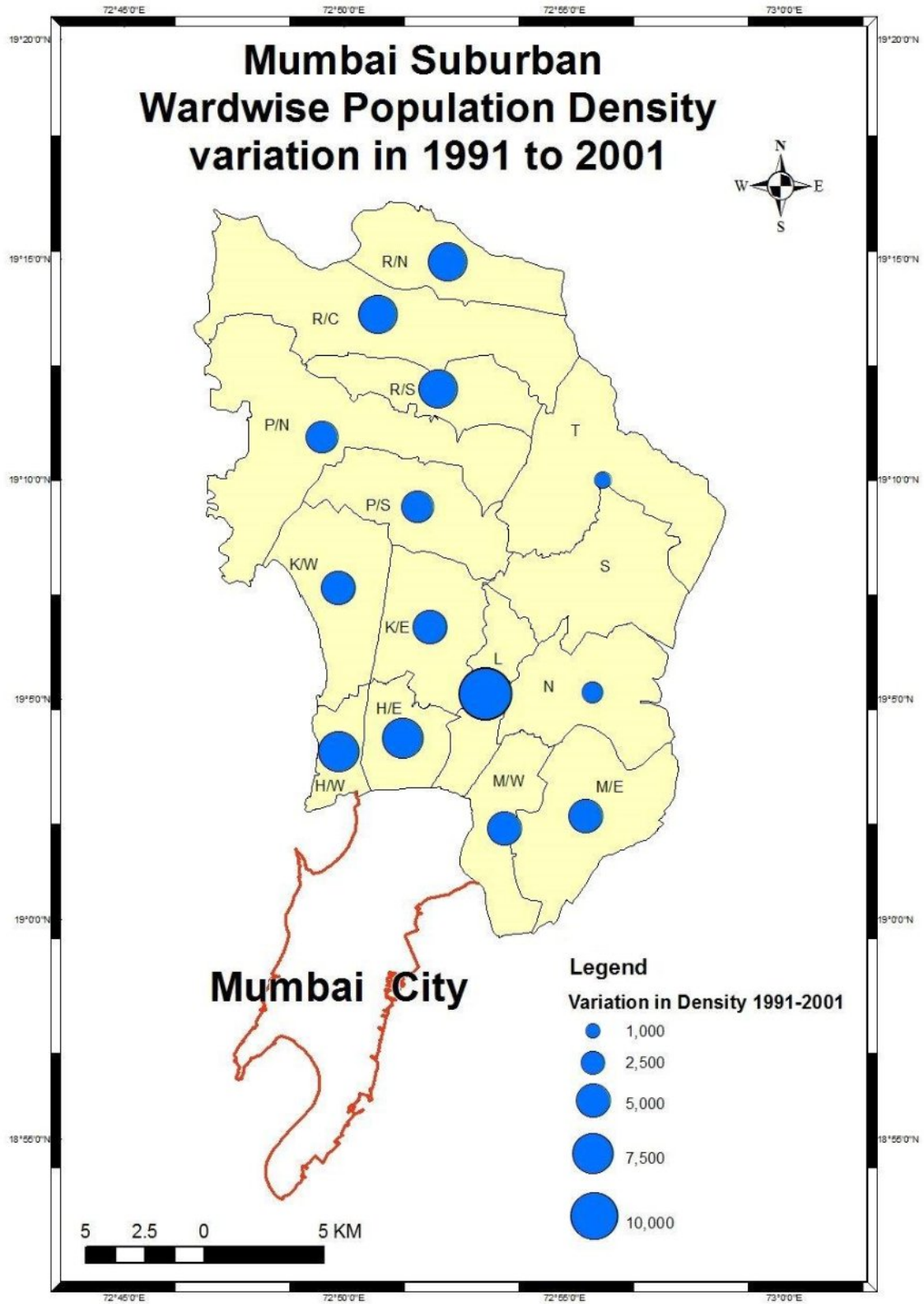
Map No. 3.27

3.28: SEX   RATIO: Comparison: Maharashtra and Mumbai Suburban

Census Year	Mumbai suburban	Maharashtra
1901	441	862
1911	342	796
1921	388	776
1931	432	790
1941	523	810
1951	711	807
1961	744	801
1971	769	820
1981	801	850
1991	831	875
2001	822	873
Difference in (1991-2001)	381	11

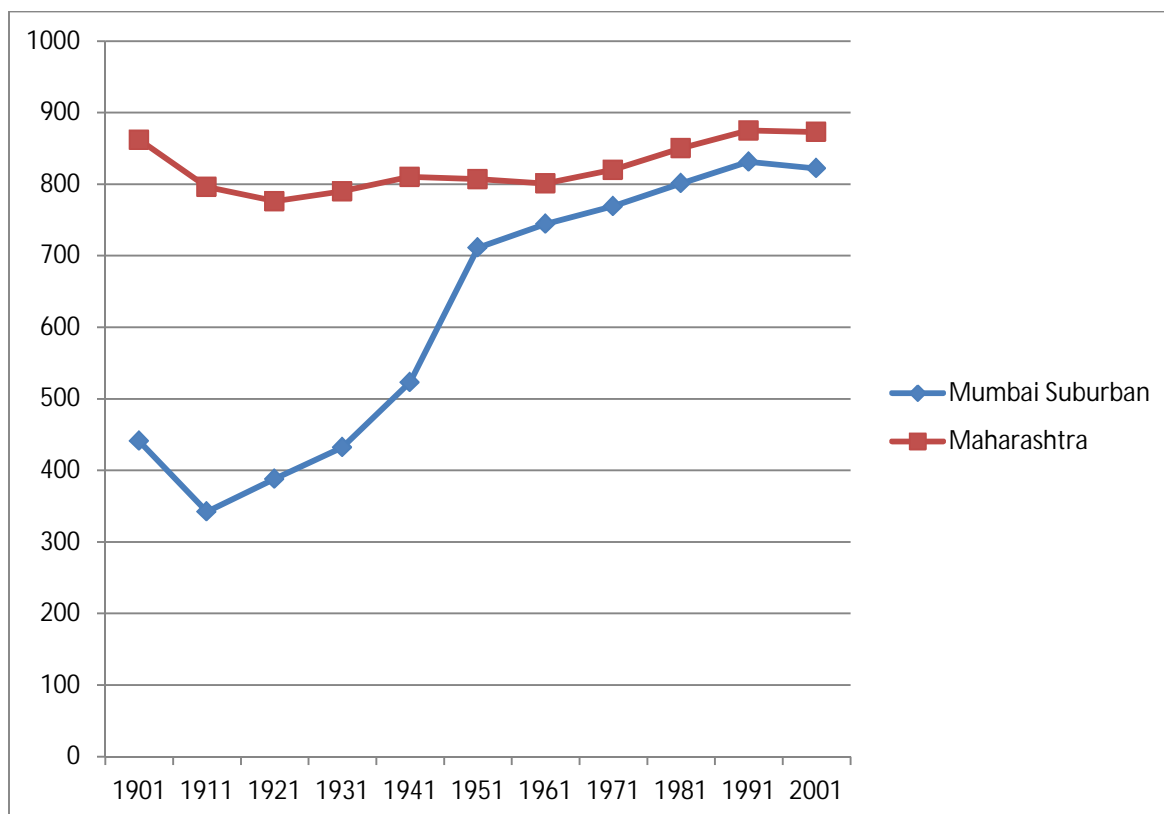Source: District Census Handbook, 2001. Page 34

Table No. 3.28

Fig No. 3.28

In Mumbai (Suburban) District as a whole there are 822 females per 1000 males. The sex ratio of the district is lower than state urban average of 837 in 2001 and that of 1991 census (831) of the district. It can be concluded that the sex ratio in Mumbai (Suburban) district has always remained lower than that of the state average during 1901-2001. The number of females against males was deplorably low at the beginning f the present Century 441 females per 1000 males. The situation still worsened till 1921 when the females were little above one half of their male counter parts 388 females per 1000males. The two decades of 1931-41 registered improvements in the female-male ratio. However, there after the gap between the two sexes has been narrowing down. During 100 years the ratio has increased by 381 points.(Ref: Fig

3.29 :Sex Ratio By Wards.

Sr. No.	Name of ward	Census Year	
		1991	**2001**
1.	H/W	915	894
2.	H/E	817	800
3.	K/E	832	837
4.	K/W	872	847
5.	P/S	815	791
6.	P/N	818	819
7.	R/S	783	760
8.	R/N	859	821
9.	R/C	-	892
10.	L	767	760
11	M/E	812	801
12.	M/W	840	829
13.	N	849	855
14	S	813	822
15	T	888	894
16	**All Wards**	**831**	**822**

Source: District Census Handbook, 2001 , page 35

Table No. 3.29

The sex ratio for the district has declined to 822 in 2001 from 831 in 1991 Census. In Census 2001, the sex ratio has declined in all wards except K/E, P/N, N, S, and T wards as compared to 1991 Census. S ward has maintained the district average of 822 females. The highest sex ratio is equally shared by H/W and T ward with 894 females and the lowest by L and R/S wards with 760 females.

Mumbai Suburban 1991-2001 Sex Ratio Comparison

Legend

460

0

Census Year 1991

Census Year 2001

Map No. 3.29

132
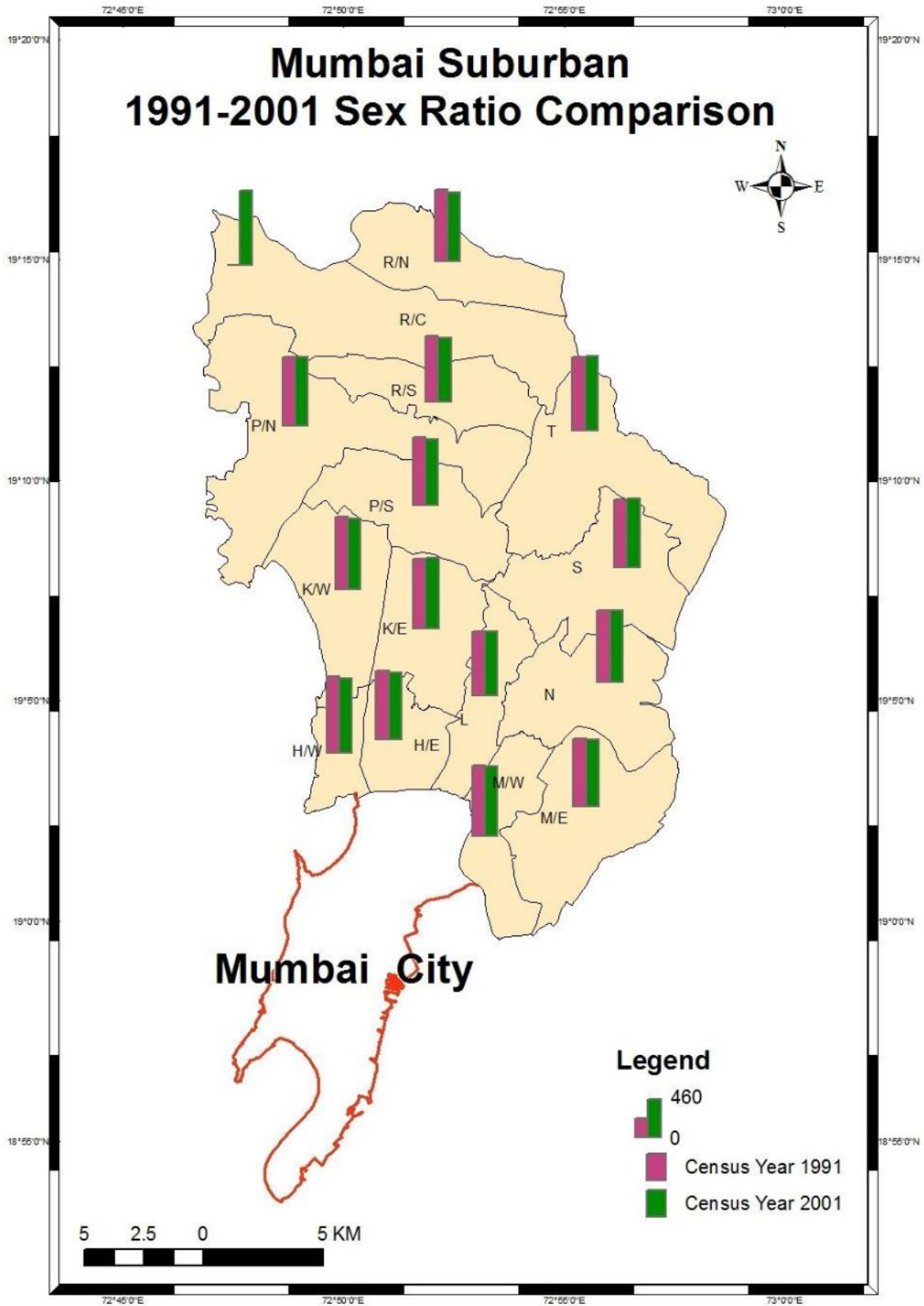
The most balanced sex ratio is found in Section No. 44 (Khar and Pali) with 1012 females per thousand males. There are 13 sections whose sex ratio is more than 900. While comparing with the 1991 Census data, the most adverse sex ratio is found in section 42 (Danda) followed by section 54 (Madh). In general, the sex ratio has been consistently higher in the outer suburbs as compared to inner suburbs (Table no. 3.29) . It suggests a large percentage of family migration, probably due to more recent development and lower rates of accommodation. There was a gradual increase in sex ratio in the six decades in both the areas, accompanied by a reduction in the disparities.

3.30: Literacy rates:

Maharashtra is one of the most literate states of India and Mumbai Suburban District is the most literate District having male literacy as high as 90.9% followed by Nagpur having 89.32% literates., as per 2011 census.

3.31.Progress of Literacy in Mumbai District

YEAR	1971	1981	1991	2001	2011
%of Literacy	63.84%	68.84%	82.46%	86.34%	90.90%

Source: District Census Handbook, 1971, 1981, 1991, 2001, 2011.

Table No. 3.31

The literacy rates are quite satisfactory in Greater Mumbai District and since 1971 till 2011 they are showing the progress in literacy rates by nearly 27.06%.
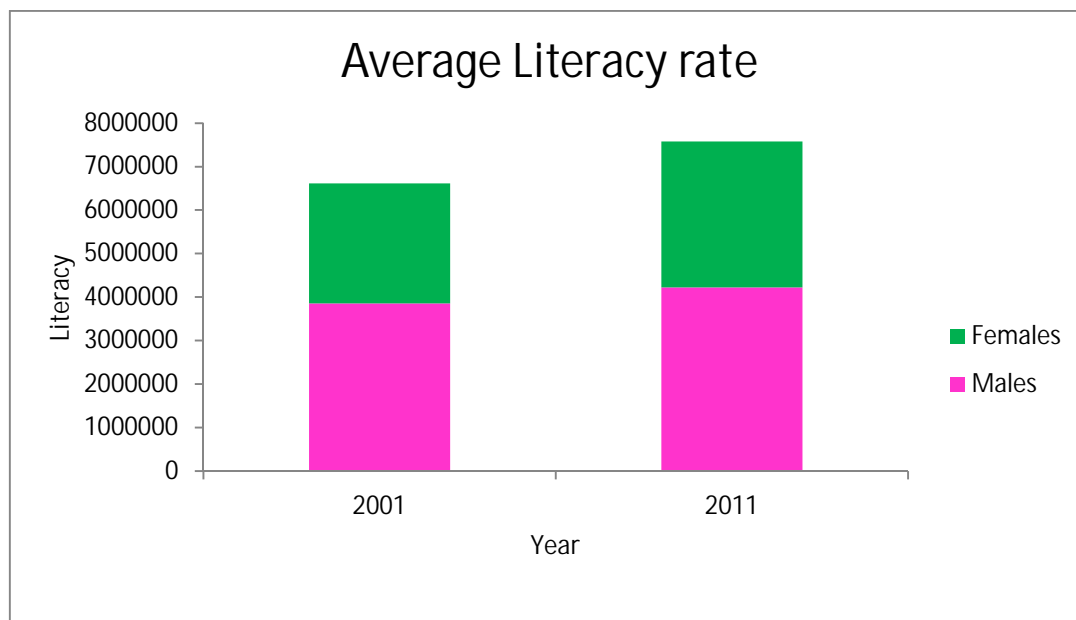

Fig.No.3.31

3.32: Ward wise male-female share in literacy (2001)

Name of ward	Total Literates	Males (%)	Females (%)
H/E	327,155	59.59	40.41
H/W	242,169	54.91	45.09
K/E	512,587	58.42	41.58
K/W	419,925	56.59	43.41
L	406,274	61.41	38.59
M/E	267,516	62.90	37.10
M/W	242,162	59.50	40.50
N	362,469	57.98	42.02
P/N	424,522	59.70	40.30
P/S	256,323	58.84	41.16
R/N	461,773	57.03	42.97
R/S	222,891	62.39	37.61
S	413, 209	59.58	40.42
T	212,625	56.50	43.50

SOURCE: District Census Handbook, 2001. (above 0-6 years of age)

Table No. 3.32

From table no. 3.32 it is very clear that, almost all wards are having more than 50 % male literates in Mumbai Suburban District. Total 3 wards namely M/E, R/S AND L are showing more than 60 % male literates while the lowest literate wards for male literacy appear to be H/W where male literacy rates are near about 55 % but the female literacy is highest i.e. up to 45%.

Being a cosmopolitan District, Mumbai Suburban has a combination of all people belonging to different religions, as shown in table no. 3.32.

3.33: Ranks of wards showing human development index (2009)

Wardwise Human Development Index Mumbai

wards
HDI
- 0.05
- 0.29
- 0.33
- 0.41
- 0.47
- 0.49
- 0.51
- 0.52
- 0.54
- 0.58
- 0.59
- 0.66
- 0.67
- 0.68
- 0.69
- 0.71
- 0.76
- 0.84
- 0.89
- 0.96
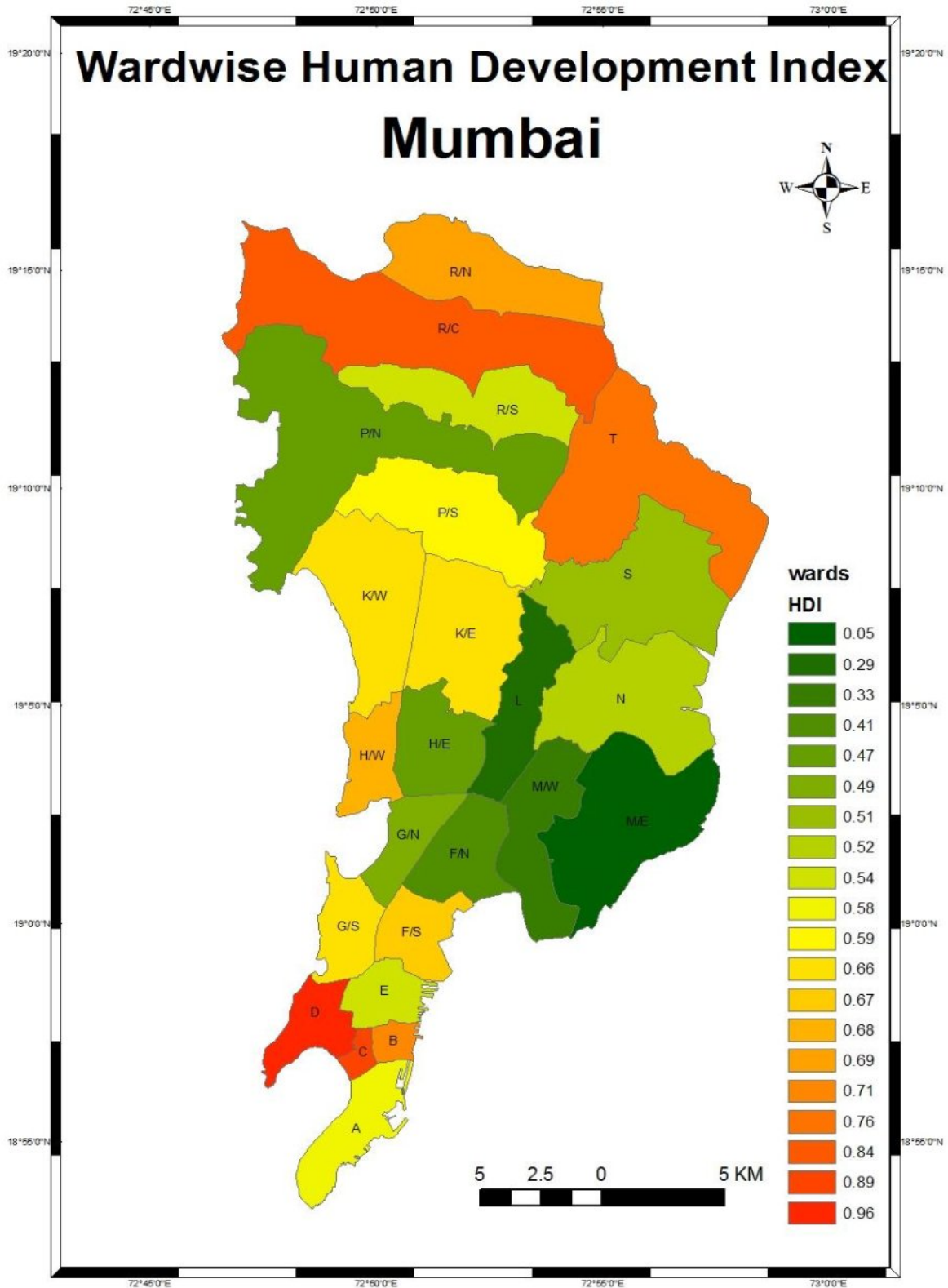
Map No. 3.33

Chapter 4

Demographic and Social Characteristics of Migrant Population in the Suburban District of Mumbai.

4.1 : <u>INTRODUCTION</u> :

Being declared officially as a separate revenue district on 1st October 1990, Mumbai Suburban District is having a very short history of 25 years only. As of today, there are total 36 districts in Maharashtra,(recently formed district is Palghar on 1st August 2014) amongst them it is the 31st District of Maharashtra. It was having the highest population as per 2001 census, but as per 2011 census it ranks second in population. Area wise it is the 2nd smallest district in the whole of Maharashtra. The highest population is not only because of the natural increase but also because of the influx of migrants who come in large number. So along with Mumbai City District, Mumbai Suburban District is also known as the Magnet of Migrants because of various reasons. Basically there are many pull factors than the push factors which are attracting so many people to Mumbai Suburban District. So the density of population is highest There is one district collector who looks after the administration of this district. Together with Bombay City District and some area of Raigad and Thane District, it is forming the Greater Bombay Agglomeration which is one of the densest region in the world.

As migration is an interdisciplinary and multidisciplinary subject, it becomes interesting to study migration. As many researches have been done on the Mumbai City district, it was felt to study migration for the adjoining Mumbai Suburban District. So all 15 wards were surveyed through the stratified sample method where the sample size was 1250 migrants. Questions were asked to these migrants through a structured questionnaire and the results were tabulated and analyzed and final conclusion was drawn. For this, the following Hypotheses was taken into consideration.

4.1.1: <u>HYPOTHESIS:</u>

Migration to the Mumbai Suburban District from different parts of India is mainly due to Pull Factors.

4.1.2: <u>SAMPLE DESIGN</u>:

The research work is based on both- primary and secondary data. Primary data was gathered through a structured questionnaire based on the stratified Random sampling and observation technique. The personal interview technique is used to collect the data from the households.

There are total fifteen wards and fifty sections in Suburban District of Mumbai. So it was decided to select 25 households from each section of Mumbai Suburban District. So total 1250 (25 x 50) households were personally contacted. The secondary data was collected from various reports of Govt. of India, Migration tables of Census Department for Mumbai Suburban District.; various reports of the Municipal Corporation of Greater Mumbai, the District Gazetteer, the District Statistical abstract for Mumbai Suburban District; Newspapers, Research articles, Journals and information collected from various websites and books on migration.

4.2: DEMOGRAPHIC CHARACTERISTIC OF MIGRANTS:

A survey of 1250 migrant households with the help of structured questionnaire covered through field work, highlights the salient features of the migrants like the age structure, sex ratio, occupational structure, literacy rates , marital status ,their standard of living etc.

4.2.1: SEX COMPOSITION OF MIGRANTS IN THE SUBURBS:

Out of 1250 households, the total population surveyed was 4934 people including 2604 males and 2330 females. This means there are total 52.78 % males and nearly 47 % females. This clearly indicates that the migration is male dominated as males are more mobile than females. Here sex selectivity of migrants is seen as per stated by E. S. Lee.

Mostly migration pattern tends to be particularly sex selective with the males dominating the migration. Generally the males are more mobile than the females; here also the same trend is being seen.

Sex Composition of Migrants

Total Houses	Total Population	percentage	Males	Percentage	Females	percentage
1250	4934	100 %	2604	52.78 %	2330	47. 22 %

Source : primary survey

Table No. 4.1

From table no. 4.1, it becomes clear that there are nearly 53 % males and 47 % female migrants.
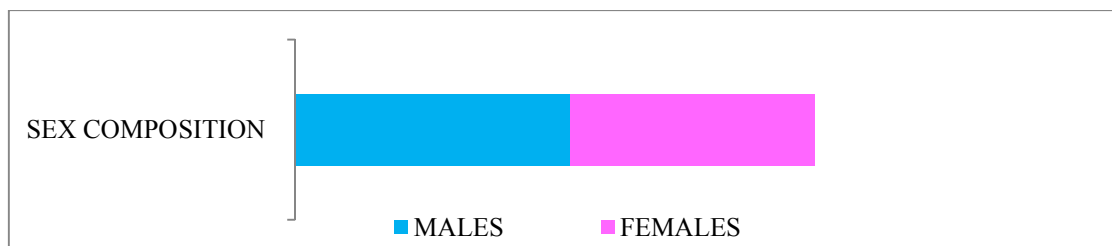
Sex Composition of Migrants

Fig. 4.1

4.2.2 : <u>AGE GROUP OF THE MIGRANTS</u> :

Migration can occur at any age, but numerous studies throughout the world have shown dominance of young adults. (**Newman,**1990:178). Studies conducted in India also confirm to the above generalization. For instance, in a study of Greater Bombay, **Mettagi** found that majority of the migrants were in the age group of 25-49 years.**(Mettagi,**1987:400).

Migration is age selective. A universal finding of research is that the migrants are mostly people from the age group of 15 to 59 yrs.(**Gosal** and **Krishnan 1974,198; Parsuraman and Mukerjee** ,1981:477 and **Mehta** 1990:23).This age group is working age group and children and elder senior citizens are dependent on this age group for the financial assistance. This makes sense for the economic purpose also, as the value of future earnings would be higher for the younger generation, (**Shultz** 1971, 157-63).

Age of the Migrants in Mumbai Suburban District

AGE GROUPS	PERCENTAGES	TOTAL
Below 15 years	4.20%	213
15-30 Yrs.	47.30%	2333
31-45 Yrs	40.60%	2003
46-60 Yrs	7.30%	360
60Yrs +	0.50%	25
Total	100.00%	4934

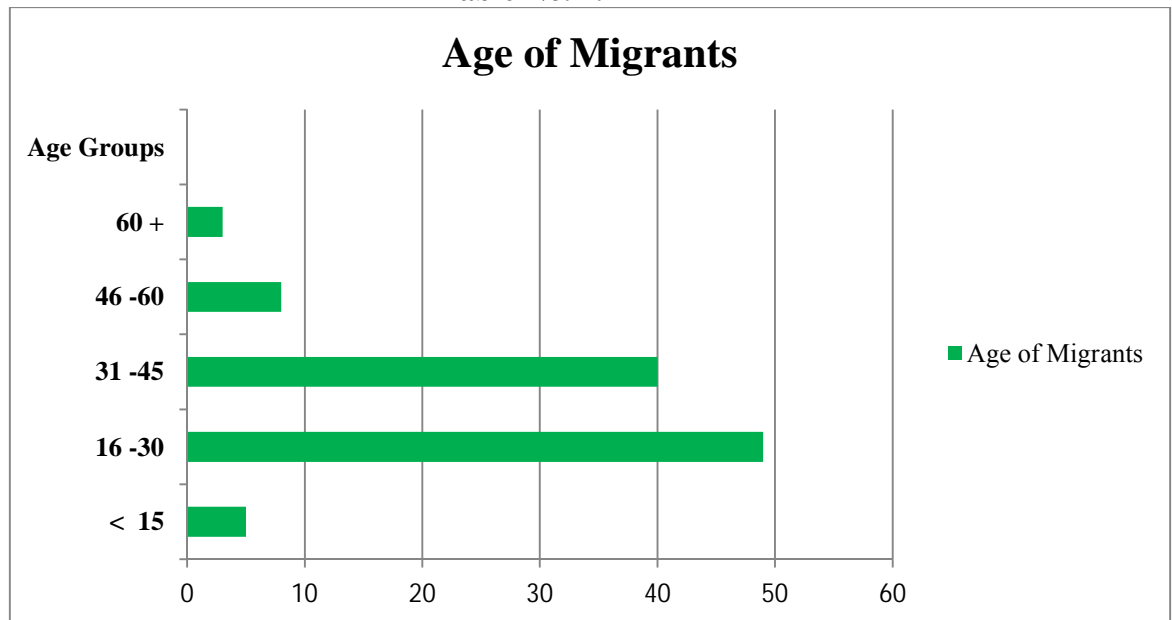**Source: Primary Survey, 2012.**

Table No. 4.2

Fig. No. 4.2

The analysis of migrants according to their age indicates that nearly 4.20 % migrants are in the age group below 15 yrs. The second age group, that is 15-30 years, accounts for 47.30 % migrants. The third category of 31-45 years age group includes nearly 40.60 % migrants and above 45 years age group has 7.30% migrants. This clearly indicates that, the population which belongs to the working age group dominates the entire flow of migration, which accounts for nearly 89% of the surveyed migrant population.

It has been found in industrialized countries like U.S.A. and France that migration rate is also relatively high at very young ages. (**Tabah** and **Casio** 1970:339).

4.3: <u>EDUCATION OF MIGRANTS</u>:

Generally on an average, the individual migrant is much more educated than the people at his native place. On the contrary, a large no. of poor and uneducated people leave the village due to the natural and economic calamities and a background of unemployment and poverty. The findings reveal that more than 96% migrants are literate. This leads us to the conclusion that the migration process mostly pushes out the more educated people from the sending region. Generally the migrants are skilled people, they migrate mainly for economic opportunities.

Here it is but natural that the urban economy provides more employment opportunities for the educated migrants. Skilled labour has more dominance in migration, many of them being semi–skilled or skilled workers; most of such migrants have low grade education.As illiterate cannot succeed in getting better opportunities, they are generally involved in manual jobs, which require neither skill nor education but only physical energy.

Education of migrants :

Education Status	Total	Percentages
Literates	4782	96.92 %
Illiterates	152	3.08 %
Total	4934	100 %

Sources: Primary Survey, 2012.

Table No. 4.3

From the above table it is evident that because of awareness about Education, nearly 97 % people are literate and only 3% are illiterate. Following table no 4.4 shows the Educational attainment of the migrants in detail

Education of Migrants
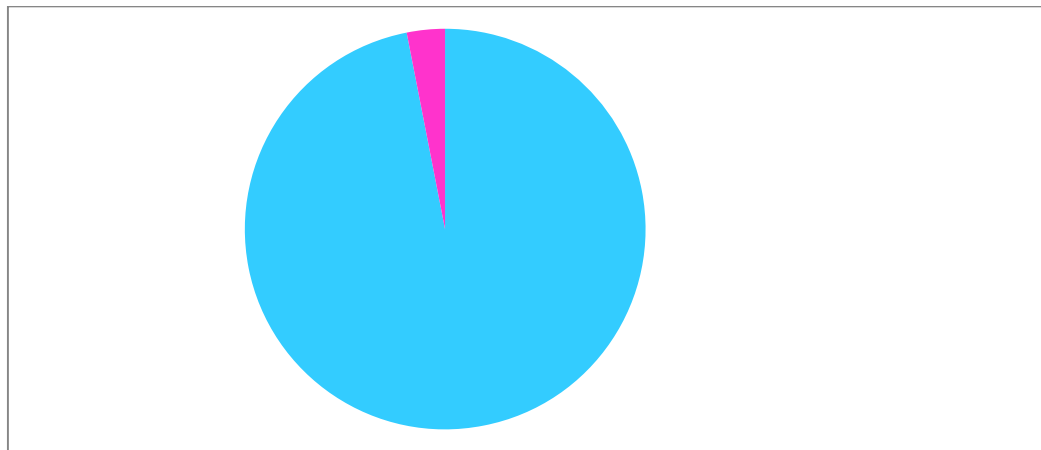
Fig. No. 4.3

Educational Attainment of the Migrants

Educational Attainment	Total	Percentages
Primary	427	8.60%
Middle School	1473	29.85%
Higher Secondary	1488	30.16%
Graduate	1020	20.67%
Post Graduate	271	5.49%
Professional	103	2.88%
Total Literates	4782	96.92%
Total Illiterates	152	3.08%
Total Migrants	4934	100.00%

Source: Primary Survey, 2012 .

Table No. 4.4

As far as the Educational Attainment of the migrant population is concerned, 96. 92 % are literate and 3.08% are illiterate. In the category of literates nearly 8.6 %migrants are literate up to primary level. The middle school educational level (5th to 7th std.) accounts for 29.85 % migrants. The third group that is 8th to 12th standard of Higher Secondary includes nearly 30.16 % migrants. Total 26.16 % migrants have obtained Higher Education i.e. they are Graduates and Post Graduates. The last group of professionals accounts for only 2.88 % migrants.
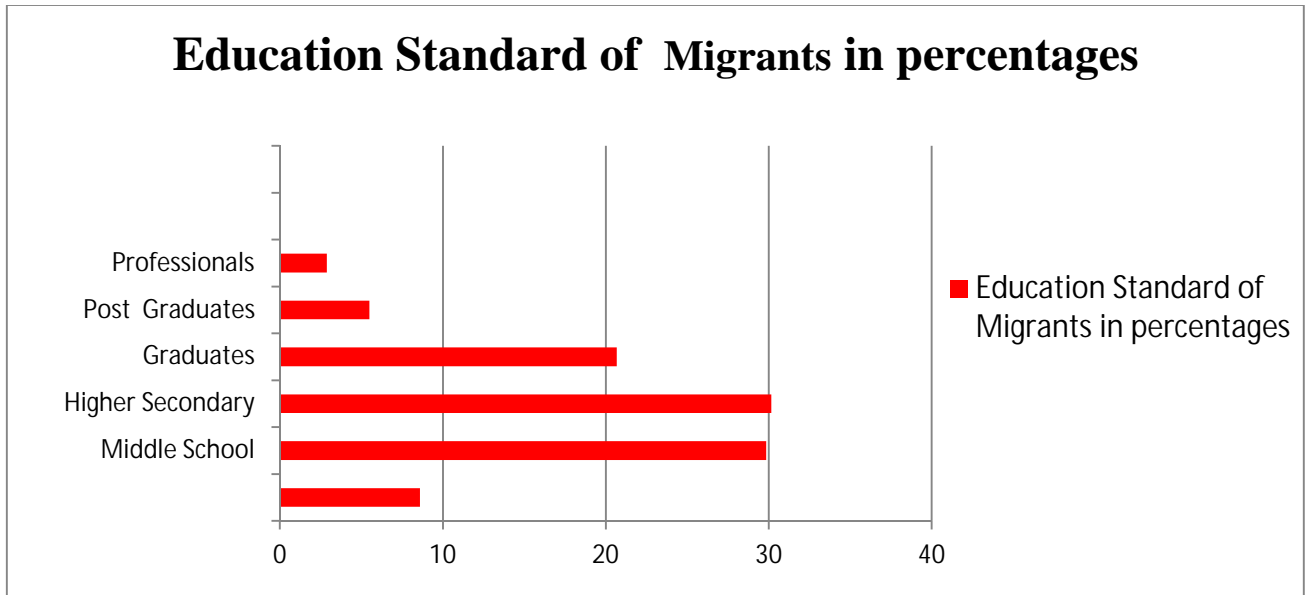
Fig. No. 4.4

It is evident from above table & figure that nearly 68 % migrants are literate up to 12th standard. So either they have migrated for better education opportunities or have come for seeking employment up to their education level which is available in plenty in the suburban Mumbai district. The findings of low literacy level is supported by similar evidence in the studies conducted by **Foster (1965), Mitchel (1969), Rempel (1970) ,Todare (1971) and Sabot (1972).**

Occupational Structure of the Migrants

Sr. No.	Occupation	Total Migrants	Percentages
1	Self employed	180	14.4 %
2	Teachers	72	5.76 %
3	Businessmen	165	13.2 %
4	Private Sector	113	9.04 %
5	Chartered Accountant	98	7.84 %
6	Doctors	80	6.4 %
7	Building Contractor	62	4.96 %
8	Consulting Engineers	64	5.12 %
9	Advocates /Lawyers	68	5.44 %
10	Industry	70	5.6 %
11	Government Service	128	10.24 %
12	Bank	80	6.4 %
13	Bollywood/Film Industry	70	5.6 %
14	**Total**	**1250**	**100 %**

Source : Primary survey , 2012

Table No. 4.5

Occupation   Structure
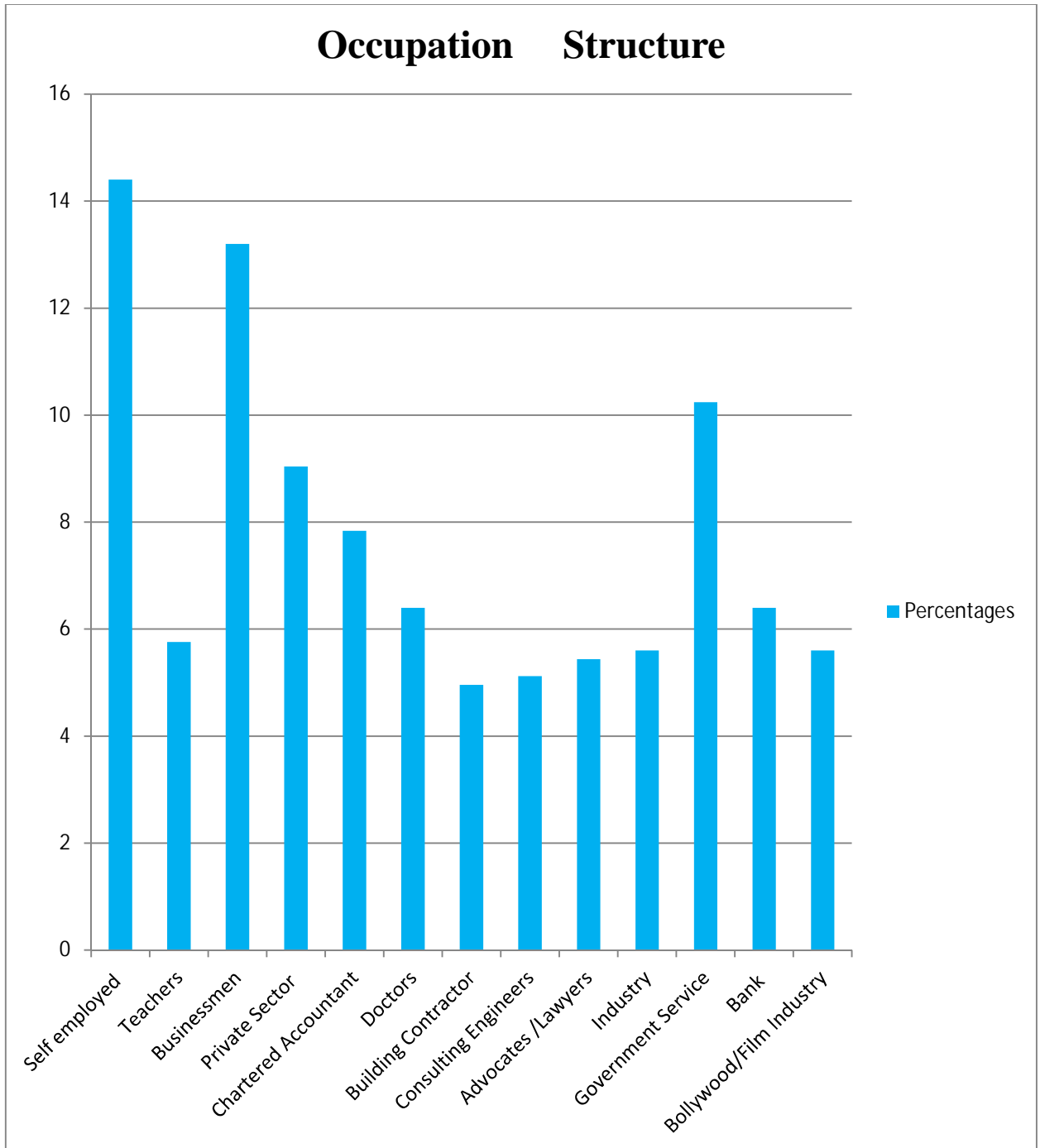
Fig.No. 4.5

From the table no. 4.5 , it becomes clear that majority (**i.e. 65%)** of the migrants are occupied by the service sector. The highest no. of migrants (14 %) are self employed followed by Businessmen(13%), Government servants – both central and state govt. employees (10%), Private sector (9%), Chartered Accountants (8%),Doctors (6%), Bankers (6 %) and others. The other group of 35 % migrants include people working as advocates,

actors and other in the film industry, building contractors, consulting engineers, and industrialists etc.

4.6 : <u>MARITAL STATUS OF THE MIGRANTS:</u>

When a married person migrates, so migrates his wife with children along with him, if she is a native to the rural area. But if the person at the time of migration is unmarried, he gets a chance to marry either with the local lady or with a lady from his native area. So in this type of migration we get two types of categories.(1) Migrant wife and (2) Non-migrant wife who is generally a local person at the place of migration.

Migrant and Non-migrant Wives.

Category	Total	Percentages
Migrant Wives	867	69.30%
Non Migrant Wives	383	30.64%
Total	1250	100.00%

Source: Primary Survey, 2012.

Table no. 4.6

It has been found that most of the migrants marry the girls from their native region because of the tradition in the Indian culture where the clan, caste and community predominate among the considerations for marriage

Migrant Wives
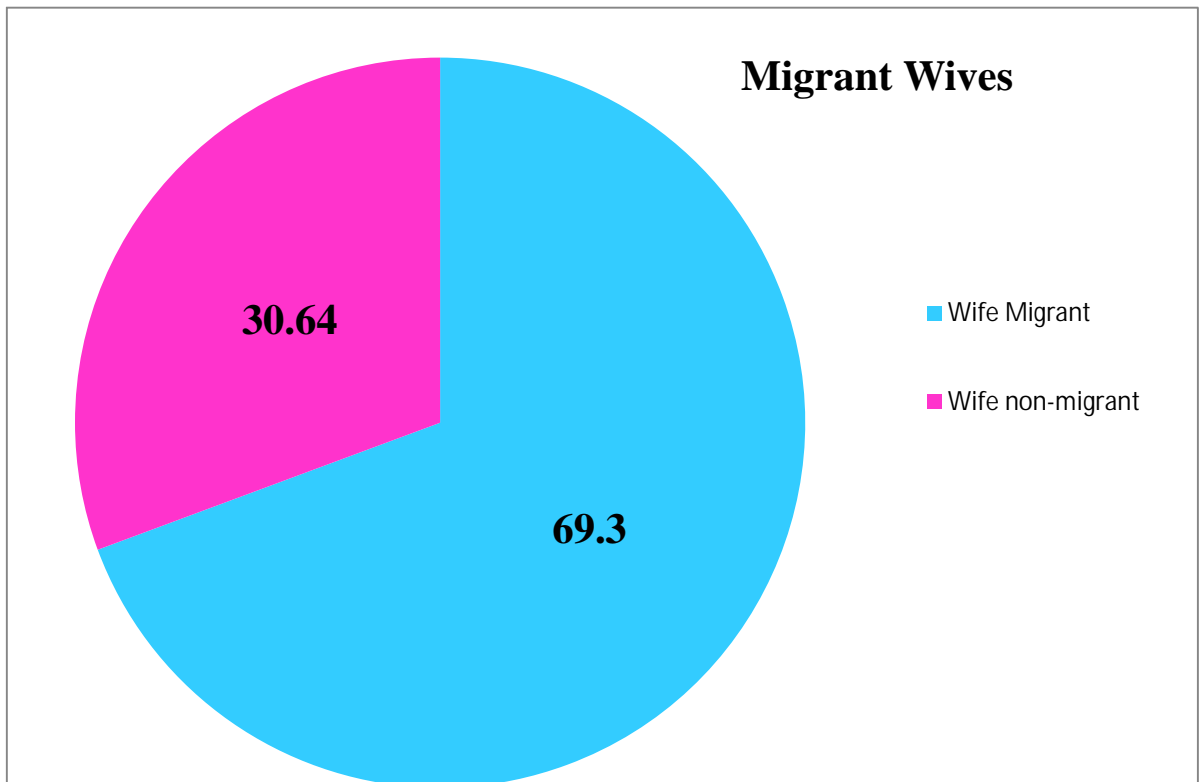
- Wife Migrant
- Wife non-migrant

30.64

69.3

Fig. No. 4.6

This indicates that the migrants are more attached to their native places or regions. They feel comfortable while marrying with the girl from the native place because of the similar cultural and linguistic background of both of them.

In this study, it has been observed that total 867 ladies amounting 69.3 % migrated with their husbands to the Mumbai Suburban District while 383 ladies were local non-migrant. They amount to total 30.64 %.

The analysis of migrants according to their marital status indicates that the married person (69.3%) made up the largest proportion of the total migrants to Mumbai suburban district. Similarly it has been found out that out of the total migrants only 2% are unmarried migrants.

4.7: <u>NATIVE STATES OF MIGRANTS :</u>

Being known for various reasons like financial capital, employment generator, entertainment industry, IT Industry, Hospitality industry; Mumbai has become a Magnet to attract people of all types- skilled, unskilled, literate, and illiterate; from all the parts of the country. So not only people from Maharashtra but also people from various states are in-migrating to Mumbai.

In addition to this, there was one each immigrant family from Tibet and Dubai also.

It is evident from Table No.4.6, that highest % of immigration is from nearby neighbouring state of Gujarat (33.12%),followed by the districts of Maharashtra (21. 36%).Similarly 17.04 % migrants are from U. P.; 6. 48 % from Rajasthan,4. 88 % from Bihar,3.84% from Karnataka and 2.72 % are from Goa.

The migrant population ranges from 1% to 2% from Andhra Pradesh (1.92%), Delhi (1.2%), Madhya Pradesh (1.76%) and Tamil Nadu(1.04%).Similarly, migrants are also seen below 1% from Chandigarh (0.08%), Daman & Diu (0.08%), Haryana (0.08%), Himachal Pradesh (0.08%), Odisha (0.56%), Kashmir (0.08%), Kerala, (0.48%), Uttarakhand (0.73%) West Bengal (0.88%), Jharkhand (0.88%), Tibet (0.88%), and Dubai (0.88).

Sr. No.	Migrants	Total No.	Percentages
1	Inland Migrants	1248	99.84 %
2	Foreign Migrants	02	0.16 %

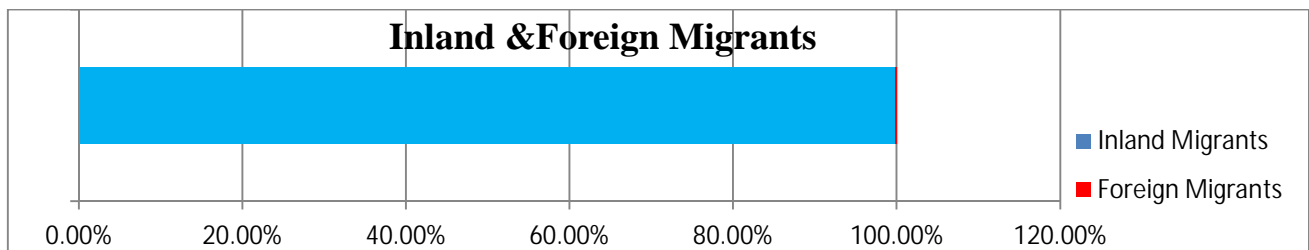**Source : Primary Survey, 2012**

Table No. 4. 7 A

Fig. No. 4.7 A

HYPOTHESIS 1:

Null Hypothesis (H_0): There is no significant difference between observed proportion value of migrants to Mumbai Suburban District from other parts of India and migrants from Maharashtra. Alternative Hypothesis (H_1): Proportion of migrants to Mumbai Suburban District from other parts of India is more than migrants from Maharashtra.

In-migration from States and Union Territories to Mumbai Suburban District

Sr. No.	Name of the State / Union Territory	Total No. of Migrants	Percentages
1	Andhra Pradesh	24	1.92%
2	Bihar	61	4.88%
3	Chandigarh	1	0.08%
4	Daman and Diu	1	0.08%
5	Delhi U.T.	15	1.20%
6	Goa	34	2.74%
7	Gujarat	414	33.12%
8	Haryana	1	0.08%
9	Himachal	1	0.08%
10	Jharkhand	11	0.88%
11	Karnataka	48	3.84%
12	Kashmir	1	0.08%
13	Kerala	6	0.48%
14	Madhya Pradesh	22	1.76%
15	Maharashtra	267	21.36%
16	Odisha	7	0.56%
17	Punjab	5	0.40%
18	Rajasthan	81	6.41%
19	Uttaranchal	9	0.72%
20	Uttar Pradesh	213	17.04%
21	Tami Nadu	13	1.04%
22	West Bengal	11	0.88%
23	Inland Migrants	1248	99.84%
24	Migrants from Foreign Lands	2	0.16%
	Total	1250	100.00%

Source: Primary Survey, 2012

Table No. 4.7 B

In –Migration from States and Union Territories

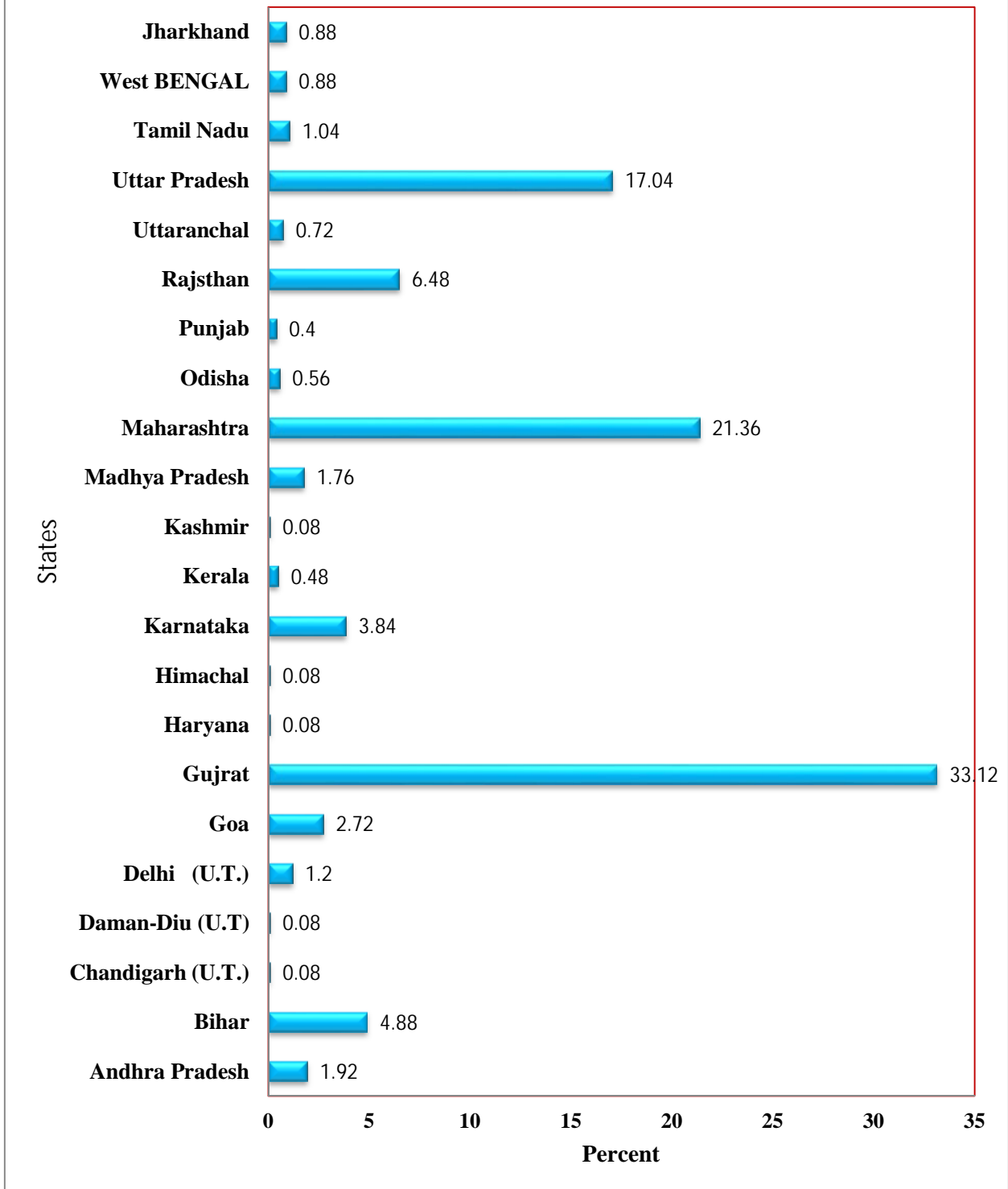| State	Percent
Jharkhand	0.88
West BENGAL	0.88
Tamil Nadu	1.04
Uttar Pradesh	17.04
Uttaranchal	0.72
Rajsthan	6.48
Punjab	0.4
Odisha	0.56
Maharashtra	21.36
Madhya Pradesh	1.76
Kashmir	0.08
Kerala	0.48
Karnataka	3.84
Himachal	0.08
Haryana	0.08
Gujrat	33.12
Goa	2.72
Delhi (U.T.)	1.2
Daman-Diu (U.T)	0.08
Chandigarh (U.T.)	0.08
Bihar	4.88
Andhra Pradesh	1.92

States

Percent

Fig no 4.7 B

In short, there are 18 states and 3 Union Territories from where the migrants have come and settled here at Mumbai.

Similarly we could find one household from Tibet and one from Dubai that means two foreign migrants also in our sample survey.

The migrants of Maharashtra are from the districts belonging to the six administrative regions eg.1.Aurangabad, 2.Amravati, 3.Konkan, 4.Nasik, 5.Nagpur and 6.Pune.

This means that Mumbai represents Mini India where migrants from majority of the states have come.

If the states are arranged in North, South, East and West directions, we come to know that there are **10** states in North, **4** states in south, **3** in the East and **4** including Maharashtra from where the migrants have come to Mumbai Suburban District.

If arranged in descending order of their percentages, then we find that highest percentage of migrants i.e. **57.28%** is from West states followed by the Northern states having **27.92 %** of migrants then the Southern states having **7.28 %** and lastly the Eastern states having only **2.32** %of migrants.

To test above hypothesis we use 'z' test of test for two proportions. The detail of which is given below.

Table 36

'Z' Test of test for two observed Proportion values of migrants to Mumbai Suburban District from other parts of India and migrants from Maharashtra

	Proportion	Sample size	Calculated 'z' value	Critical 'z' value (upper tailed)	Significant Level	Significant P value
Hypothesized proportion value of migrants to Mumbai Suburban District from other parts of India.	$P_1 = 0.7826$	$n_1 = 779$	Z = 17.40	Z = + 1.645	$\alpha = 0.05$	P = 0.00
Observed proportion value for of migrants to Mumbai Suburban District from Maharashtra.	$P_2 = 0.2136$	$n_2 = 267$		Z = + 2.33	$\alpha = 0.01$	

Source: Survey Data

OBSERVATION:

From the above table it is observed that z value for null hypothesis is 17.40 which is greater than +1.645(also less than + 2.33). Also significant p value is 0.00 is less than both significant levels. Hence the null hypothesis is rejected at 5% & 1% level of significance.

INTERPRETATION:

On the basis of above data it can conclude that Proportion of migrants to Mumbai Suburban District from other parts of India is more than migrants from Maharashtra.

FINDINGS: Proportion of migrants to Mumbai Suburban District from other parts of India is more than migrants from Maharashtra.
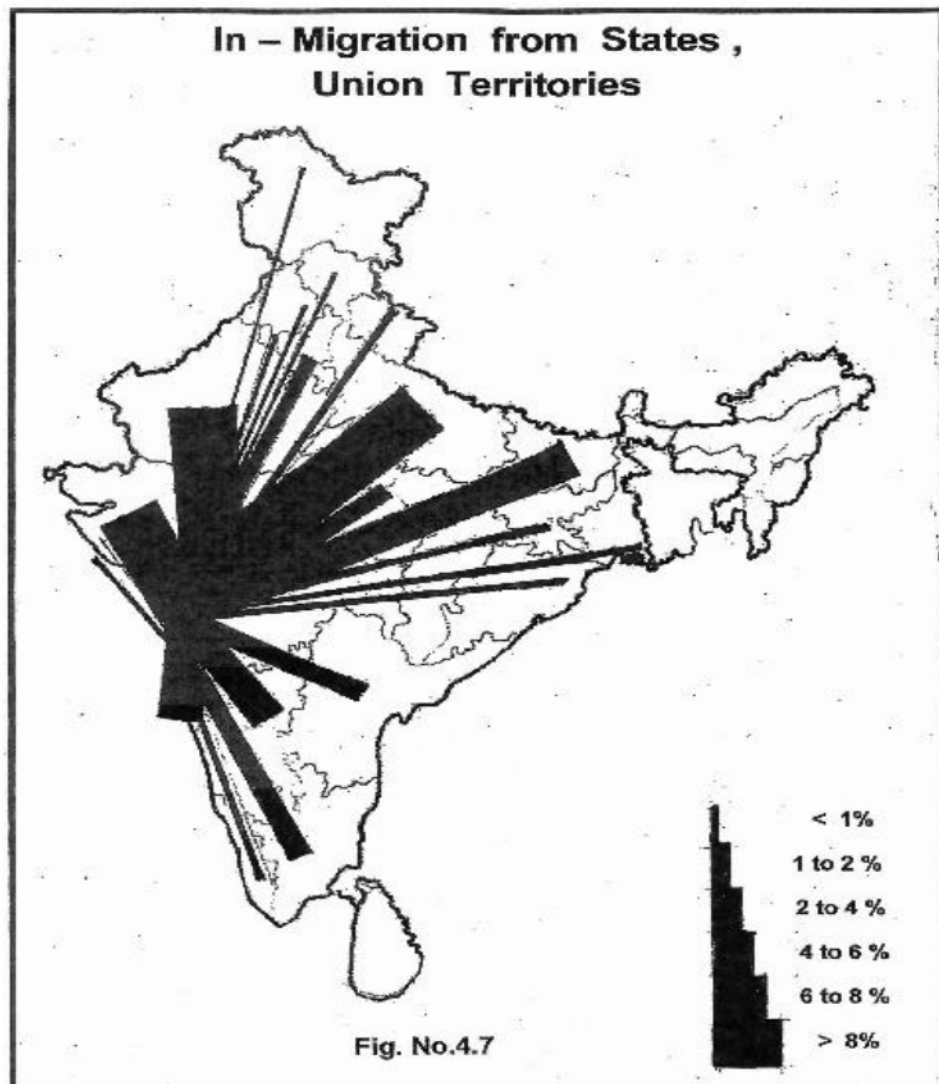
Thus the Hypothesis is accepted.

Fig. No. 4.7 C

Previously it was known that Keralites were coming in large numbers to Mumbai as Nurses, Civil servants and other workers including both male and female migrants. But now only **0.48 %** of migrants from Kerala are coming which is negligible because as per the Human Development Report of Kerala, 2011; there are now six International airports which everyday carry a lot of migrants to Gulf Countries. So it is but natural for the Keralite people to go abroad and earn more money instead of coming to Mumbai. The other fact is that the air journey to Mumbai and to Gulf countries from Kerala requires nearly the same amount of time (i.e. Two Hours). So instead of migrating to Mumbai for doing service, the Keralites are now preferring the destinations of the middle East Gulf countries where the perks are many times more than in Mumbai.(**Dr. Rajan, I.; Human Development Report of Kerala -2011**)

Urbanization (as a demographic process) and Migration go hand in hand. Together they alter the Population Geography of a region. According to **Dr. D. P. Singh**, who has studied the migrants of Mumbai for four decades (i.e. from 1961 to 2001), more than a third of the migrant population at Mumbai ,hails from within Maharashtra, making them the largest component of the population.

According to Dr. Singh, migration to Mumbai is a very complicated topic. In the last 50 yrs.(from 1961-2001)the rate of migration from UP increased fron12% to 24%. From Bihar it increased from 0.2 5 to 3.5 %. The rate of migration from Goa and Gujarat has become less. This is evident from the fact that it has come down to 9.6% from 16.9% in Gujarat and from 2.0% to 0.06 % in Goa. (**Dr. D. P. Singh , 2003**).

4.8: <u>DURATION OF IMMIGRANTS IN MUMBAI SUBURBAN DISTRICT</u>:

The arrival of in-migrants is sometimes seasonal temporary process. But once the migrants get adjusted to the new situation in Mumbai, they try to shift from the temporary rented houses to the permanent houses. Sometimes they seek shelter in the houses of some relatives in the island city and after getting a good and permanent job, they try to shift in their permanent houses in the suburbs. So Mumbai city , as Dr. D.P. Singh has already described , is a good example of Peri-urbanization where people try to migrate from the inner core to the outer periphery in the suburbs.

Sometimes they come alone or sometimes they get help from relatives or family members who accompany them. All these aspects of the migrants have been reflected through the field survey through the interviews. Following Table No.4.8 shows the duration of stay in years of immigrants in Mumbai Suburban District.

 The sample survey shows that there are only 2.08% immigrants who are living for more than 40 years in Mumbai Suburban District. But the migrants living for 31 to 40 years are amounting to 14 % and migrants living from 21 years to 30 years are amounting to 28.80%. There are 30.56 % immigrants who are staying here from 11 to 20 years while the percentage of immigrants who have been staying here for 6 to 10 years is 12.08 % and the

immigrants who have recently come here to stay in the last 5 years are 12.48%.

No. of years of immigration to Mumbai Suburban District

Sr. No.	Groups	Total	Percentages
1.	0 to 05 Yrs	156	12.48%
2.	06 to 10 Yrs	151	12.08%
3.	11 to 15 Yrs	172	13.76%
4.	16 to 20 Yrs	210	16.80%
5.	21 to 25 Yrs	169	13.52%
6.	26 to 30 Yrs	191	15.28%
7.	31 to 35 Yrs	105	8.40%
8.	36 to 40 Yrs	70	5.60%
9.	Above 40 Yrs	26	2.08%
	Total	1250	100.00%

Source: Primary Survey, 2012.

Table No. 4.8
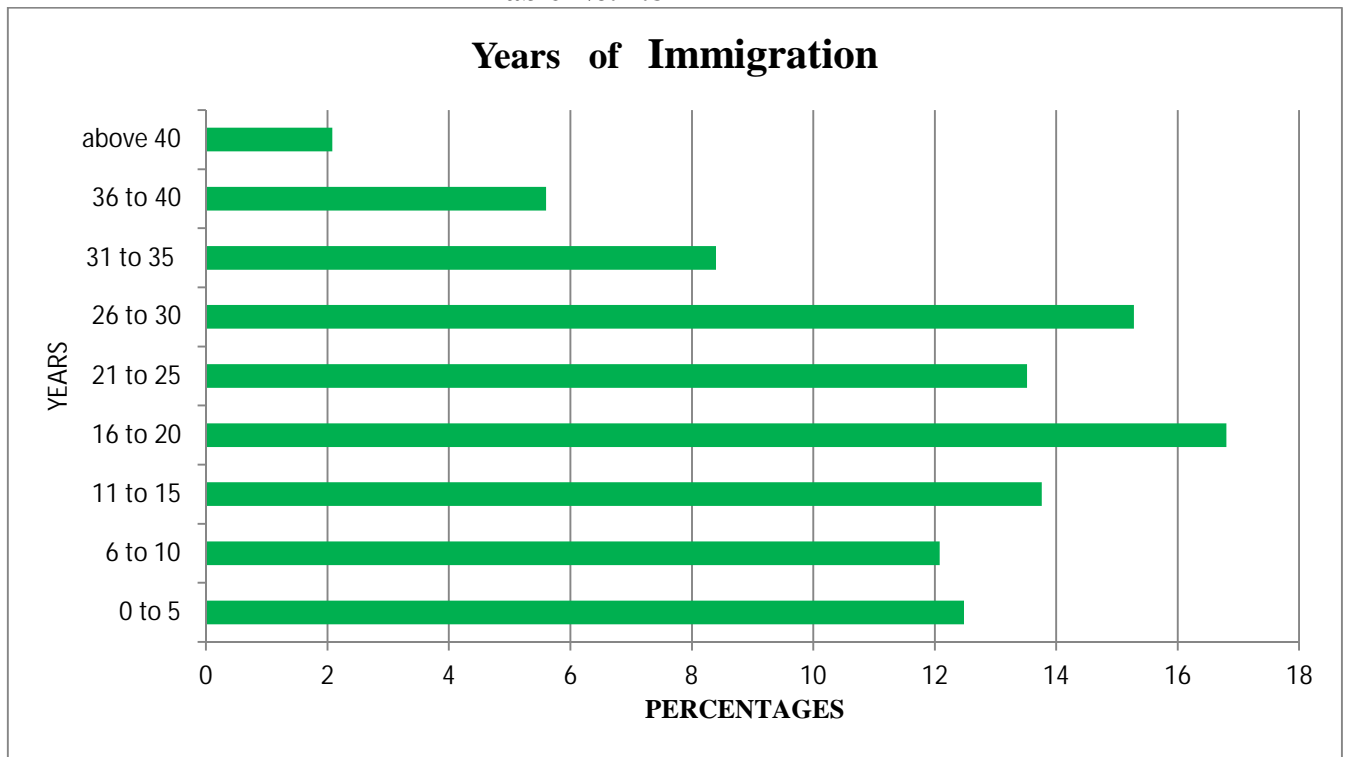
Fig. No. 4.8

4.9 : Arrival alone or with family :

The arrival of in-migrants to Mumbai is sometimes alone or sometimes with the family. Out of 1250 respondents 37.2% in-migrants have come alone while 62.8% have come with their families. Table no.4.8, shows the details. (Ref.fig.4.11)

Arrival in Mumbai: Alone or with Family

Sr. No.	Alone	With Family	Total
1	465	785	1250
2	37.20%	62.80%	100.00%

Source: Primary Survey, 2012.

Table No. 4.9

Fig No. 4.9

4.10: HELP RENDERED BY RELATIVES OR FRIENDS:

When the in-migrants come at Mumbai Suburban District, they are provided either with the financial help or help in the form of employment guarantee or help for accommodation to stay at Mumbai. For this, the persons who help are either the fri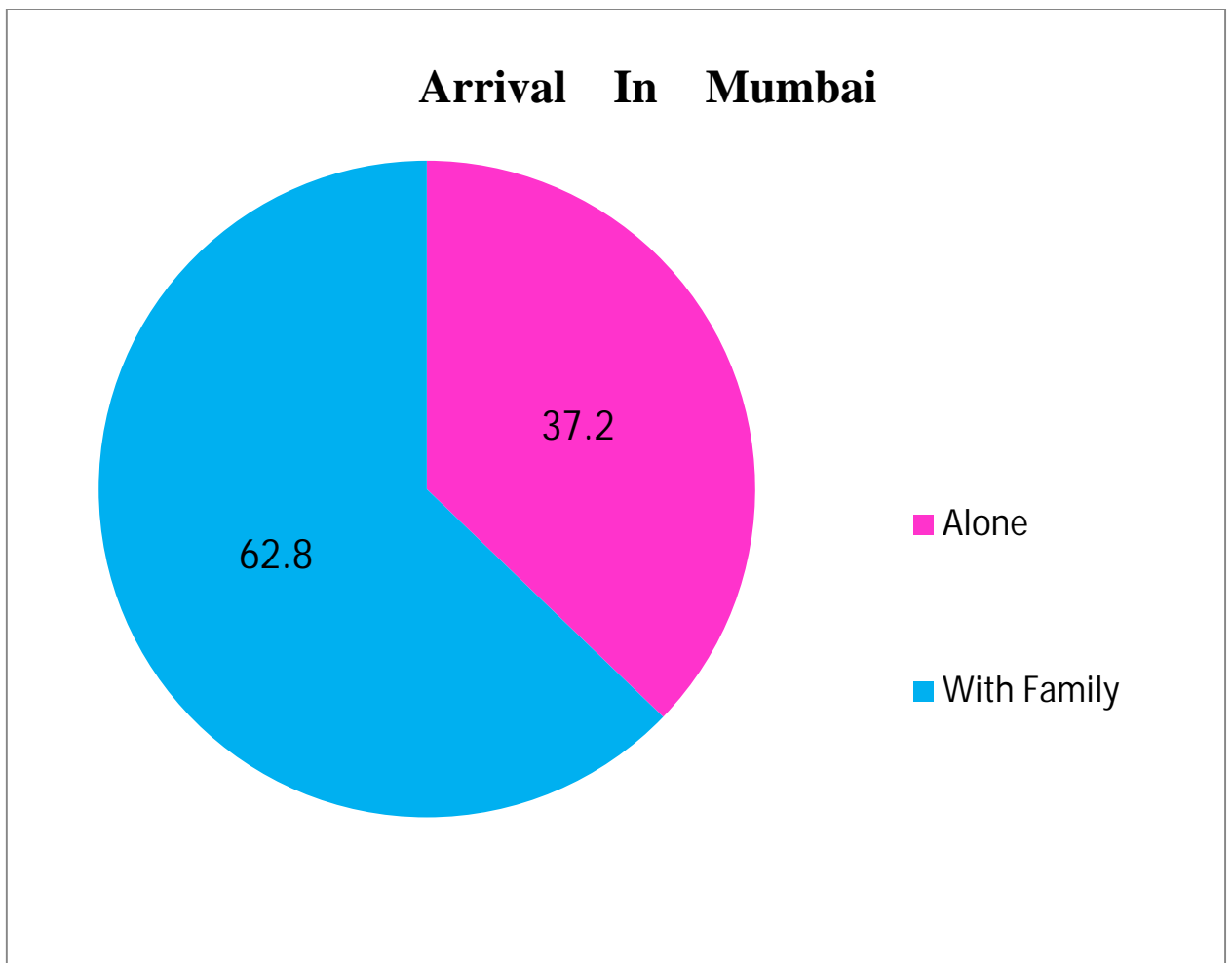ends or the relatives. But sometimes it may happen that, there is no one to help the migrant. Following table no 4.8, shows it in detail.

Help rendered by Friends and Relatives.

Sr.No.	Relatives	Friends	None	Total
1	777	102	377	1250
2	62.16%	8.16%	30.16%	100.00%

Source: Primary Survey, 2012.

Table No. 4. 10

It is evident from the table that help provided by relatives is 62.16% and by friends is 8.16%.But there are 30.16 % immigrants who have not received help from any one of any kind. They came here alone with their own will. (Ref. Fig . No. 4.10)
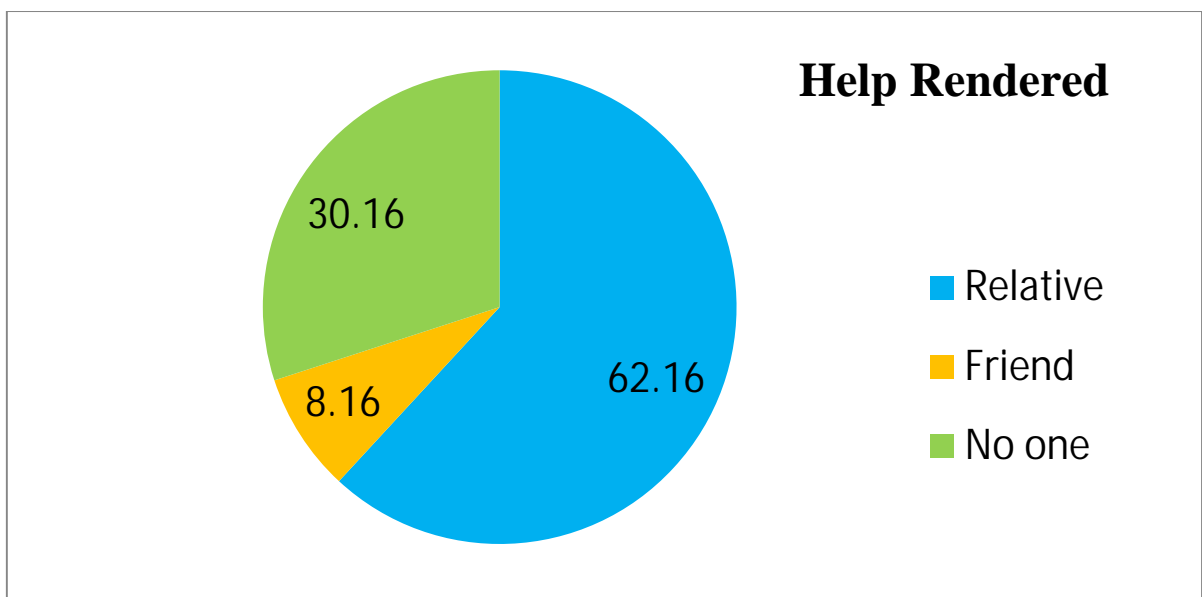

Fig. No. 4.10

4.11: RESIDENCE: RENTED HOUSE OR OWNERSHIP FLAT :

In our sample survey, 909 households are having ownership flats while 341 households are occupying the rented houses. It amounts to be 72.72 % and 27.28 % respectively. It is a general tendency of the people to have their own house. That is why more percentage of the

migrants are having ownership flats and only one third of them are living in rented houses. **Table No, 4.10, shows it clearly**.

Residence : Rented and Ownership Houses

Classification	Total Household	Percentages
Rented Houses	341	27.28%
Ownership Flat	909	72.72%
Total	1250	100.00%

Source: Primary survey, 2011.

Table No. 4.11
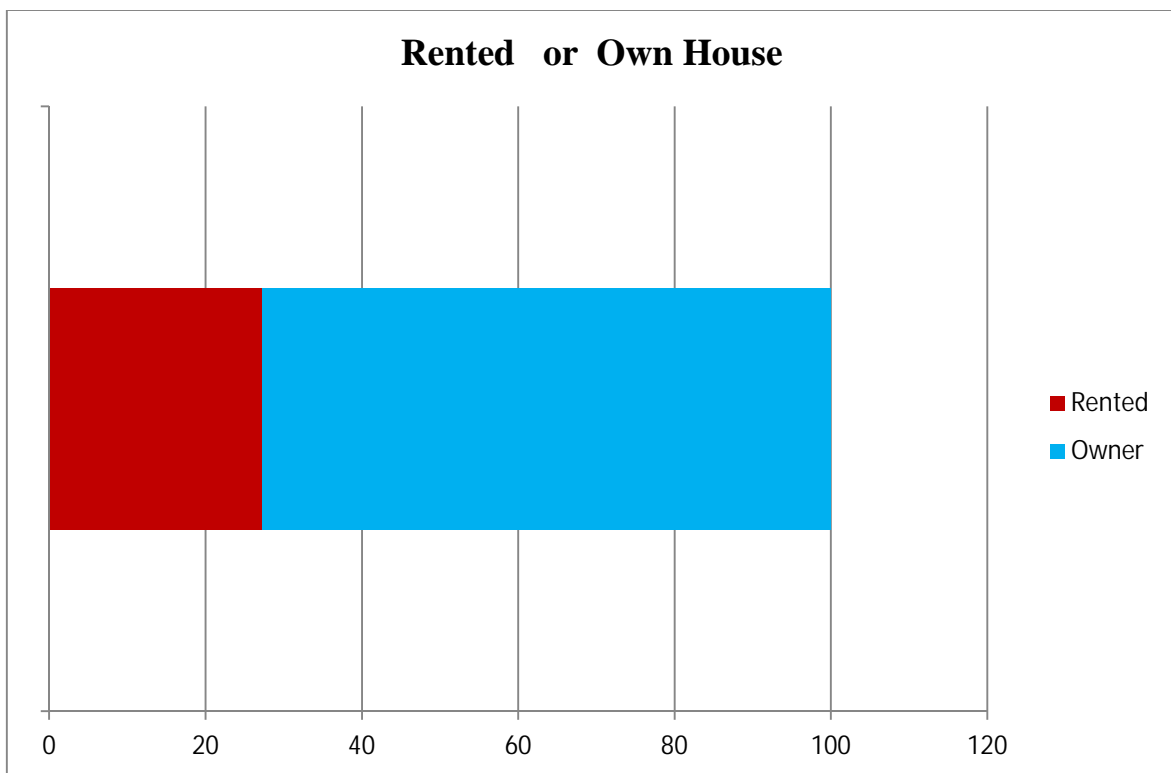
Fig. No. 4.11

Housing is failed in Mumbai City. So even more people are moving towards the suburbs. To normalize it , the Government has targeted 2 lakhs houses in coming 10 years, till then 92 % people will have problem of housing. In a nutshell, the housing in city is like this – 70 lakhs people are living in slums, 5 lakhs are on roads, 1.5 lakhs are wanderers, 25 lakhs living in old and dilapidated houses, 10 lakhs + are living in MHADA old and redeveloped colonies and some people living in temporary quarters available in the government housing colonies, in chawls B.D.D and B.I.T. Every year 25,000 houses of all types are constructed in Mumbai. That is why a comprehensive Housing strategy plan is needed. (**Prabhu, Chandrashekhar;**

Architect, MHADA, 2011.)
4.12: <u>REASONS FOR MIGRATION:</u>

There are always some motives or causes behind all migrations. These are the 'Pull' factors or the positive factors at the urban center and negative 'Push' factors at the native place.
The reasons for Migration are extremely diverse.
It is rare that only one cause can be attributed to the process of migration but generally several reasons can be identified as stimulations to migration. These range from natural calamities, climate extremes , epidemic of a disease, and drought to the socio-economic, cultural and political causes. But amongst all, the Economic Reasons are the most important one for the male migration.

The over population and high pressure on the resources are the reasons for non-availability of jobs in the place of origin. Many a times technological advancement and economic opportunities also cause large-scale migration. Lack of job opportunities in the sending region is the basic reason for migration.

A similar study has been done by **K.S. Nair** in 1978 for the heads of immigrants households in Pune city (**Khairkar, Vijaya**:2010). The major reason for migration is economic.

 Almost all studies confirm that most of the migrants (excluding Forced and Sequential migrations) have moved in search of better economic opportunities. Hence Migration is normally viewed as an economic phenomenon though non economic factors also obviously have some bearing.

Migration flows have generally taken place from the economically backward areas to economically prosperous areas. That is basically the reason for most of the Rural- Urban Migration trends in India and most of the developing countries. Table number 4.12 shows total 14 different reasons for which the migrants have migrated to Mumbai Suburban District.

As Mumbai Suburban District is a part of the Metropolitan region of Mumbai Megacity, there are various reasons or Pull Factors for migrants to come to Mumbai Suburban District. So like the Mumbai City District , Mumbai Suburban District is also working as a Magnet to Migrants.
 Total 14 factors are found in the survey for people to migrate to Mumbai Suburban District. Following table no. 4.12 is giving the details, where in the domination of Pull factors is seen.

For arriving at a final conclusion regarding this fact of Pull factors, it is being tested statistically. The details are given in the following / next pages.
The Hypothesis 1 is tested for the same purpose

Reasons for In-Migration to Mumbai Suburban District

Rank	Reason	Total	%
1st	Better Job Opportunities	352	28.16%
2nd	Education	201	16.08%
3rd	Relatives support	128	10.28%
4th	Lack of Employment at native place	90	7.20%
5th	Attraction of Mumbai	80	6.40%
6th	To Start Own Business	66	5.28%
7th	Attraction & Education	64	5.12%
8th	Attraction, Education, Better job	34	2.72%
9th	Attraction, Better job	26	2.08%
10th	Attraction, Education, To start own Business & help for business expansion	22	1.76%
11th	Attraction of Mumbai & lack of employment at native place	15	1.00%
12th	Support of relatives & lack of employment at native place	10	0.80%
	Help in Business	10	0.80%
	Attraction, Education, Business	10	0.80%
13th	Any other Reason	9	0.72%
14th	Attraction & Relatives asked to Migrate	6	0.48%

Source: Primary survey done by author, 2012.

Table No. 4.12

Reasons for in Migration to Mumbai

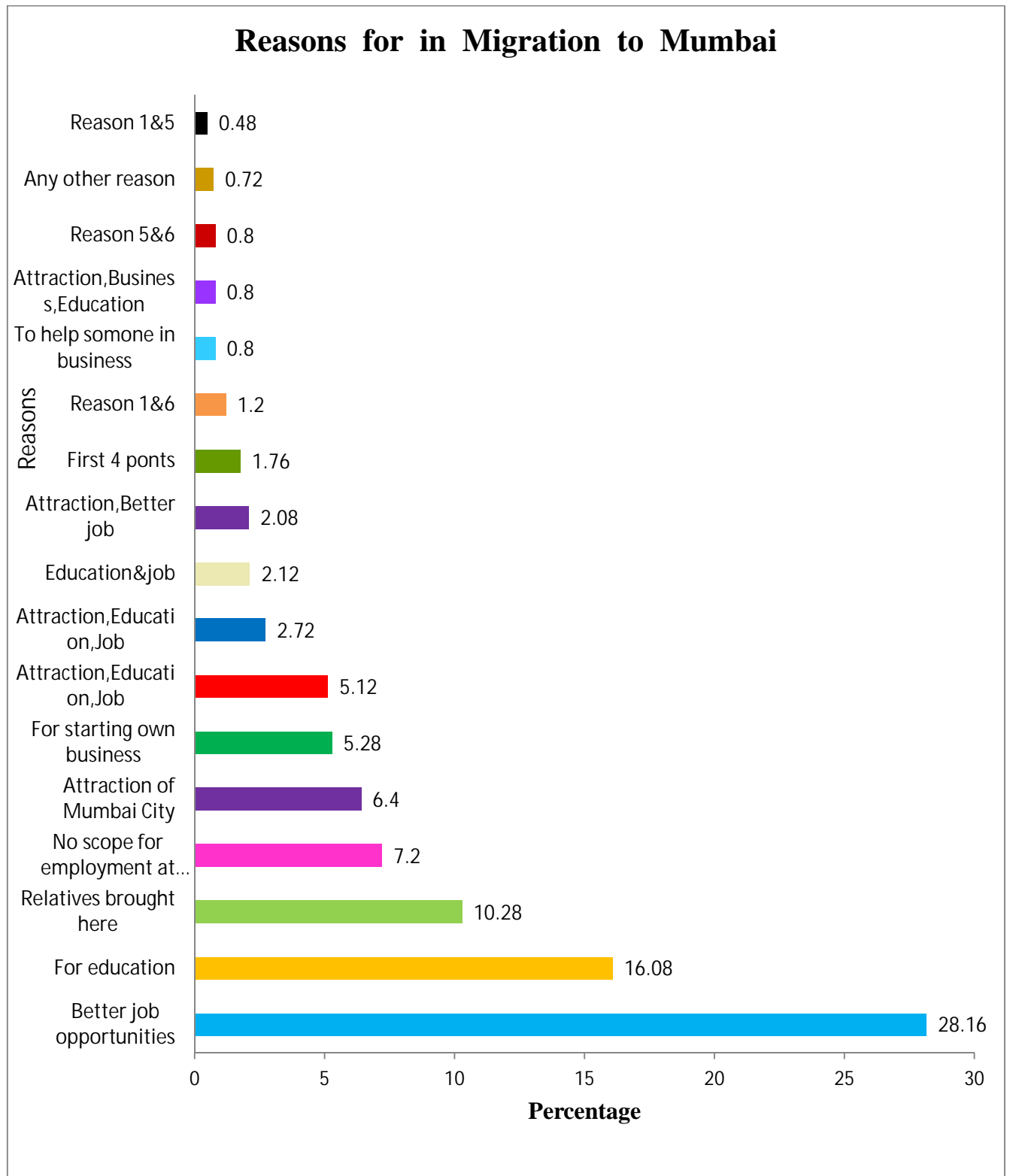| Reason	Percentage
Reason 1&5	0.48
Any other reason	0.72
Reason 5&6	0.8
Attraction,Business,Education	0.8
To help somone in business	0.8
Reason 1&6	1.2
First 4 ponts	1.76
Attraction,Better job	2.08
Education&job	2.12
Attraction,Education,Job	2.72
Attraction,Education,Job	5.12
For starting own business	5.28
Attraction of Mumbai City	6.4
No scope for employment at...	7.2
Relatives brought here	10.28
For education	16.08
Better job opportunities	28.16

Fig. No. 4.12

HYPOTHESIS 2:

Null Hypothesis (H_0): Migration to Mumbai suburban district from different parts of India is not mainly due to pull factors.

Alternative Hypothesis (H_1): Migration to Mumbai suburban district from different parts of India is mainly due to pull factors.

For testing purpose respondents opinion about different Reasons for In-Migration to Mumbai Suburban District (pull factors) is considered and tabulated below.

4.12: Reasons for In-Migration to Mumbai Suburban District

Rank	Reason	Total	%
1st	Better Job Opportunities	352	28.16%
2nd	Education	201	16.08%
3rd	Relatives asked to Migrate	128	10.28%
5th	Attraction	80	6.40%
6th	To Start Own Business	66	5.28%
7th	Attraction & Education	64	5.12%
8th	Attraction, Education, Better job	34	2.72%
9th	Attraction, Better job	26	2.08%
10th	Attraction, Education, To start own Business & help for business expansion	22	1.76%
12th	Relatives asked to Migrate & No employment at native place	10	0.80%
	Help in Business	10	0.80%
	Attraction, Education, Business	10	0.80%
13th	Any other Reason	9	0.72%
14th	Attraction & Relatives asked to Migrate	6	0.48%

Source: Primary survey done by author, 2012.

Table No. 4.12

From the above table and figure it is observed that total 28.16 % people migrate for economic reasons i.e. for better job opportunities followed by Higher Education purpose (16.08 %). It is also found that 10.28 % migrants were called by relatives to serve in Mumbai and indirectly help them in their business. As 7.2 % migrants felt that there is no scope for employment at native pace, it is better to migrate.

Previously, it was thought that majority of the people migrate to Mumbai because of its attraction of Bollywood (i.e. Hindi & Marathi Film Industry). But in this category the percentage of such immigrants is only 6.4 % (Ref. Fig.4.12)

There are some migrants who have migrated not because of only one reason but because of combination of reasons e.g. attraction of city coupled with Business and Education of children is one criteria or job opportunity and relative's pressure to come and join the business is another criteria.
So in majority of the cases (total 10%migrants) the contribution of 2-3 factors is also found as the major reason for migration.

Fig.No.4.12 shows the diagrammatic representation of reasons for migration. When the migrant comes to Mumbai, he has to satisfy with the temporary job. In the sample survey the dominance of temporary job (58.32%) is seen. (Ref. table No. 4.13)

For statistical testing purpose, above hypothesis can be expressed as below:

Null Hypothesis (H$_0$)-There is no significant difference between observed proportion value and hypothesized proportion value for different Reasons for In-Migration to Mumbai Suburban District (pull factors).

Alternative Hypothesis (H$_1$) - Observed proportion value is more than hypothesized proportion value for different Reasons for In-Migration to Mumbai Suburban District (pull factors).

To test above hypothesis we use 'z' test of test for proportion vs hypothesized value. The detail of which is given below.

Table 36

'Z' Test of test for Proportion Vs Hypothesized Value for different Reasons for In-Migration to Mumbai Suburban District (pull factors)

	Proportion	Sample size	Calculated 'z' value	Critical 'z' value (upper tailed)	Significant Level	Significant P value
Hypothesized proportion value for different Reasons for In-Migration to Mumbai Suburban District (pull factors).	P_0 = 0.7500	n = 1081	Z = 4.92	Z = + 1.645	α = 0.05	P = 0.00
Observed proportion value for different Reasons for In-Migration to Mumbai Suburban District (pull factors).	P = 0.8148			Z = + 2.33	α = 0.01	

Source: Survey Data

Observation:

From the above table it is observed that z value for null hypothesis is 4.92 which is greater than +1.645(also less than + 2.33). Also significant p value is 0.00 is less than both significant levels. Hence the null hypothesis is rejected at 5% & 1% level of significance.

Interpretation:

On the basis of above data it can be concluded that Observed proportion value is more than hypothesized proportion value for different Reasons for In-Migration to Mumbai Suburban District (pull factors).

Findings:

Migration to Mumbai suburban district from different parts of India is mainly due to pull factors.

Thus the main Hypothesis is accepted that the migration to Mumbai Suburban District is mainly due to Pull Factors.

4.13: FIRST JOB: PERMANENT OR TEMPORARY :

The migrants having the first permanent job are the people belonging to government service or having their own business. (Ref. Fig.4.15).

Permanent or Temporary Job

Sr. No.	Temporary Job	Permanent job	Total
Total	729	521	1250
percentages	58.32 %	41.68 %	100.00 %

Source : Primary Survey, 2012

Table No. 4.13

Types of First Job
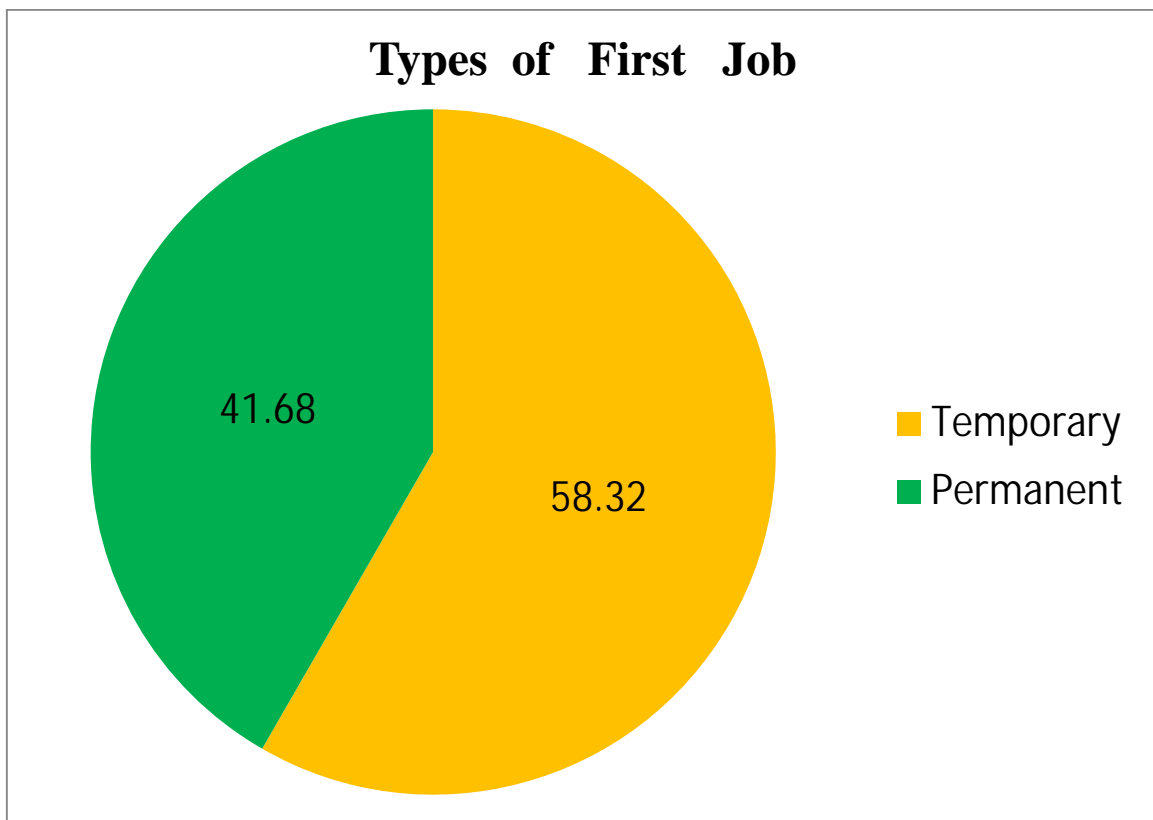
41.68
58.32
■ Temporary
■ Permanent

Fig. No. 4.13

4.14: FACTORS CONTRIBUTING FOR SUCCESS :

 After settling in the job, the migrants occupy certain positions. The factors contributing for their   success are given in Table no 4.14.

Factors contributing for success:

Sr. No.	Category	Total	Percentage
1.	By Taking Higher Education	314	25.12%
2.	Doing same Job	450	36.00%
3.	Need for more people in Job	161	12.88%
4.	Someone has lifted you	239	19.12%
5.	Got a loan to Expand Business	86	6.88%
	Total	1250	100.00%

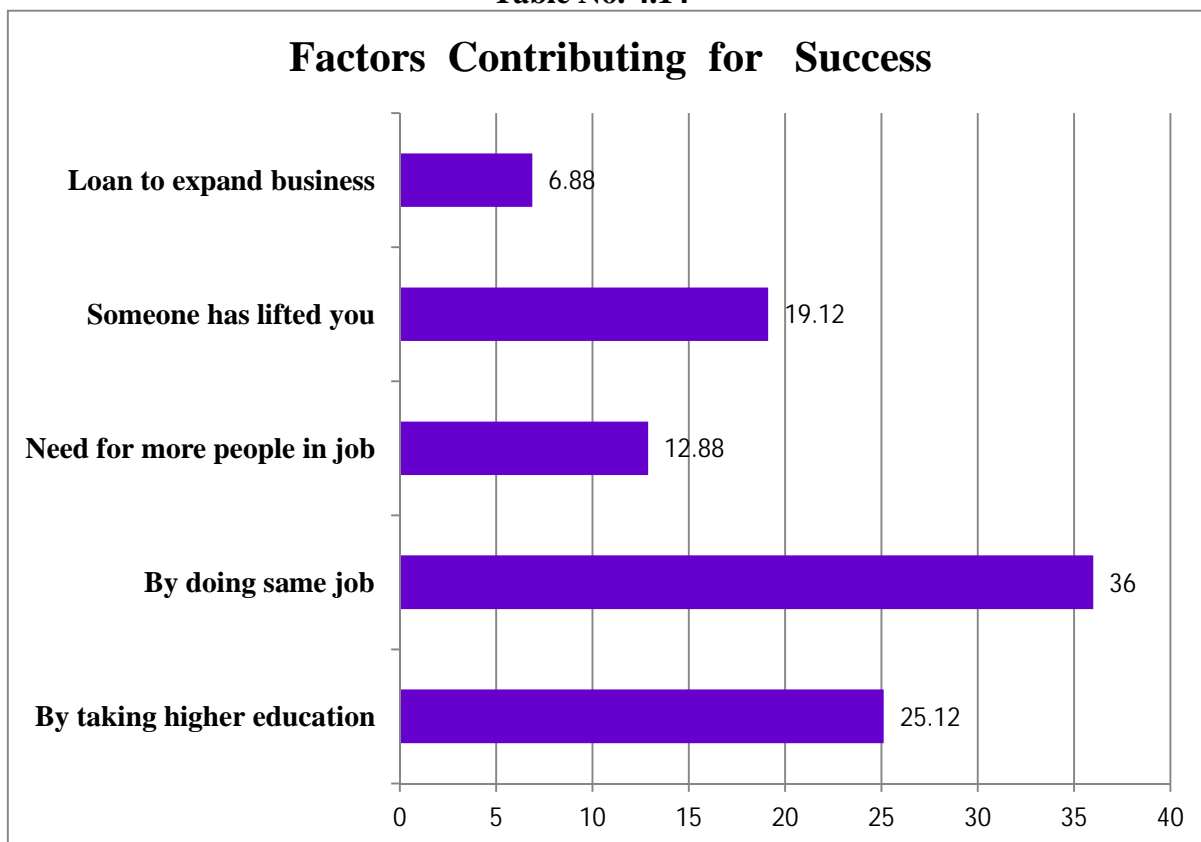Source: Primary Survey, 2012.

Table No. 4.14

Fig. No.4.14

It is often stated that behind every successful man lies his hard work and determination to succeed along with some other factors shown in Table No.4.14.

Nearly 25.12 % migrants took higher education to rise high in their profession while 36% lucky migrants got automatic success while doing the same job for years together. Total 12.88 % migrants were promoted because there was need for more people in their job. So while new recruitments were made, the seniors got promotion. In case of 19.12 % migrants, someone has lifted them up to occupy the present position of authority. The 6.88 % migrants who are having their own business, got loan from the banks to expand their business. (Ref. Fig.No.4.14)

. When a person gets settled in a job, either he continues with the same job or he continues with the same position or gets promotion or with the experience of the previous job, changes the job for good prospects. Following table No. 4.14, Shows the reasons of migrants for occupying the present position in job i.e. the success story of their life.

4.15: SUCCESS STORY OF MIGRANTS :

Reasons for occupying Present Position: Success story

Sr. no.	Category	Total	Percentage
1	Changing Job	494	39.20%
2	Continuing Same Job	370	29.60%
3	Getting Promotion	235	18.80%
4	Same Position	151	12.08%
	Total	1250	100.00%

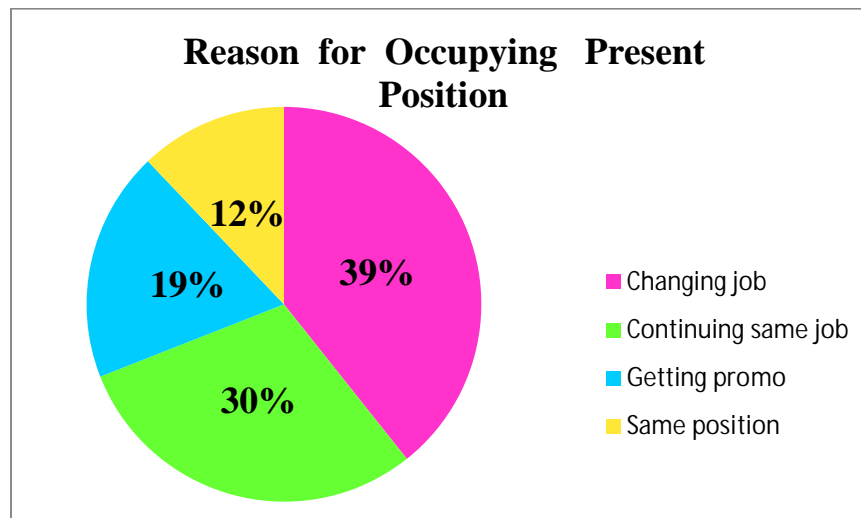**Source: Primary Survey, 2012.   Table No.4.15**

Fig. No. 4.15

From the above table and figure, it is found that out of 1250 heads of the migrant families, 12.08 % remained satisfied with the same position which they got at the time of getting the job while 29.6 % migrants continued the same job for future bright prospects. Nearly 18.80 % migrants got promoted in their same job while 39.2% have changed the job for higher perks and other facilities. (Ref. fig. 4.15).

4.16 : REASONS FOR SELECTION OF AREA FOR LIVING :

It is a well known fact that the housing in Mumbai is a major problem. Similarly the commuting distances are lengthy and tedious. So migrants either prefer the areas near their work places or prefer those areas where house rates are cheap. It is also found that those who come alone have to rely only on the commission agents for their house selection. So in such cases the choice of the commission agent remains as the final decision for the selection of areas for housing by the migrants.

Specific Reason for selecting the area:

Sr. No.	Reason	Total	Percentage
1	Cheap House Rates	181	14.48%
2	Nearness to Workplace	391	31.28%
3	Many Community People	176	14.08%
4	Company Housing Colony	46	3.68%
5	Hostel Accommodation	20	1.60%
6	Living with Relatives	85	6.80%
7	Choice of Commission Agent	268	21.44%
8	Combination of 1and 2 points	25	2.00%
9	Combination of 2 and 3 points	48	3.84%
10	Combination of 3 and 7 points	10	0.80%
	TOTAL	1250	100.00%

Source : Primary Survey, 2012.   Table no. 4.16

Specific Reason for Selecting the Area
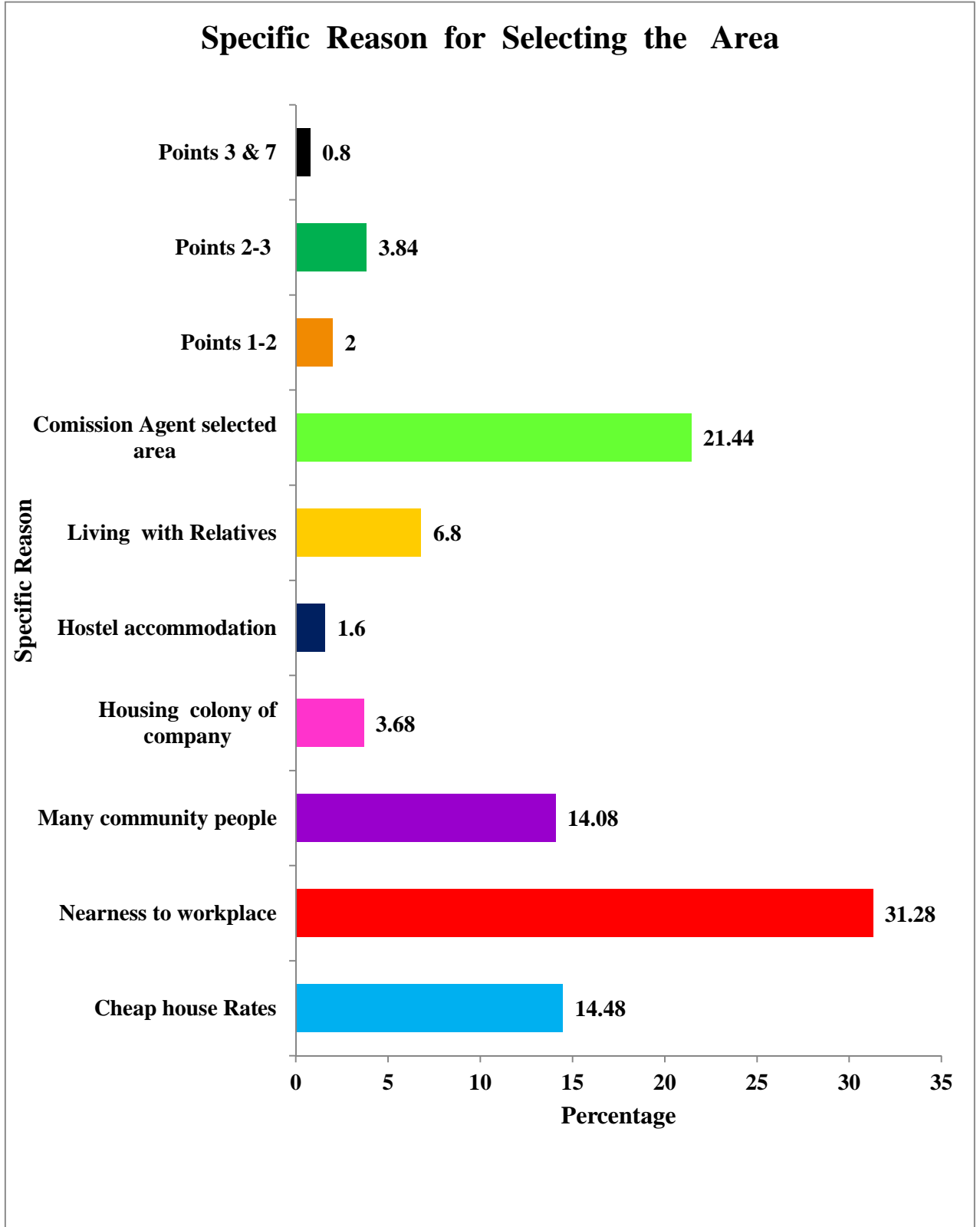
Fig. No.4.16

4.17: <u>LIVING IN THE SAME PLACE OR CHANGED THE PLACE :</u>

Description	Total	Percentage
Living in same place	730	58.4 %
Changed Place of residence	520	41.6 %
Total	1250	100 %

Source: Primary Survey, 2012

Table no. 4.17

It is clear from the table that out of 1250 households, total 730 migrants are living in the same place while 520 migrants have changed their place of residence for various resons.Either they have shifted from a small house to a big house or they don't like to stay in the same locality and want to change their locality. This process of changing the houses within the suburbs is known as 'Peri- Urbanization.' According to Dr. D.P.Singh, Professor at TISS (Tata Institute of Social Sciences)

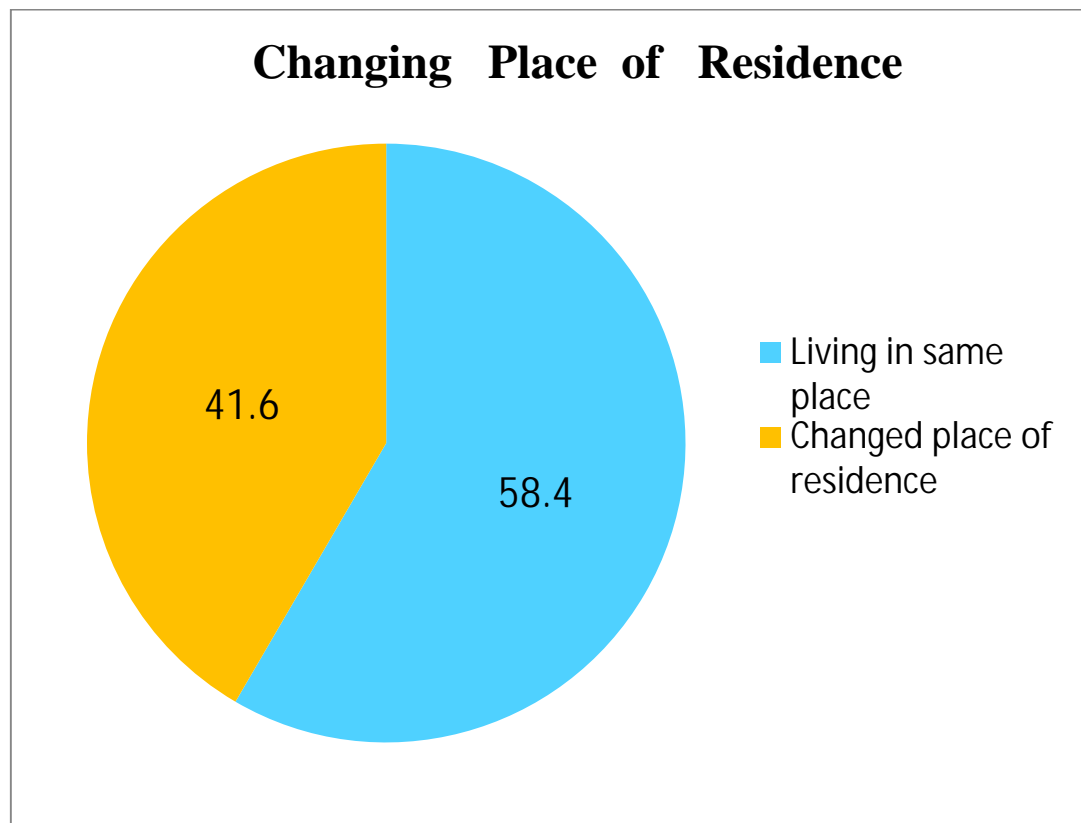Migrants in Mumbai do indulge in Peri-urbanization.

Changing Place of Residence

- Living in same place
- Changed place of residence

41.6

58.4

Fig. No. 4.17

Peri -Urbanization within the suburbs by the Migrants

Sr. No.	Previous Location	Total Migrants	Changed Location	Total Migrants
1	Dahisar (E)	86	Kandivali (W)	28
2			Borivali (E)	22
3			Santacruz (E)	16
4			Khar (E)	20
5	Bhandup (W)	28	Santacruz (E)	28
6	Malad (E)	14	Andheri (E)	14
7	Kurla (E)	39	Andheri (E)	19
8			Santacruz(W)	20
9	Chunabhatti Santacruz	20	Vile- Parle (W)	20
10	Charkop Kandivali (E)	22	Kandivali (W)	22
11	Malad (E)	12	Malad (w)	12
12	Goregaon (w)	21	Santacruz (w)	21
13	Andheri (E)	26	Malad (w)	26
14	Jogeshwari (w)	22	Khar (w)	22
15	Mahim (E)	19	Malad (w)	19
16	Dadar (E)	12	Bandra (W)	12
17	Santacruz (E)	06	Dadar (E)	06
18	Santacruz (W)	12	Andheri (W)	12
19	Borivali (E)	20	Goregaon (W)	20
20	Chembur	32	Santacruz (w)	32
21	Ghatkopar (E)	33	Powai	33
22	Vikroli (E)	08	Kurla (W)	08

23	Vile – Parle (w)	16	Powai	16
24	Mulund (E)	42	Andheri (E)	12
25			Santacruz (W)	30
26	Mulund (w)	30	Goregaon (w)	30
	Total	**520**	**Total**	**520**

Source : primary survey, 2012.

<center>**Table No. 4.18**</center>

Total 1250 households were surveyed. Out of which only 520 have changed their places of residence. It is found from the table that out of total 520 migrants who changed their places of residence, the highest number is from suburb Dahisar (E) - (86) followed by suburb Mulund (E) – 42 ,Kurla (E)-(39) , Ghatkopar (E) –(33) , and Chembur (32).

Reasons behind this Peri-urbanization are quite simple like 1) migrants wanted to settle in a good place,2) More space for living needed because family size expanded 3) Income increased, 4) Nearness to job was a priority 5) Could afford expensive house in the posh locality after settling here.

Reasons for Peri- urbanization in Mumbai Suburban District

Sr. No.	Reasons for peri - Urbanization	Percentages
1	To settle in a comparatively good place	27 %
2	More space needed for expanded family	42 %
3	Income increased	18 %
4	Nearness to place of working was a priority	08 %
5	Could afford expensive house in the posh locality	03 %
6	Got good flat from Re- development scheme	02 %
	Total	**100 %**

Source : Calculated from Primary data by researcher

<center>**Table No. 4.19**</center>
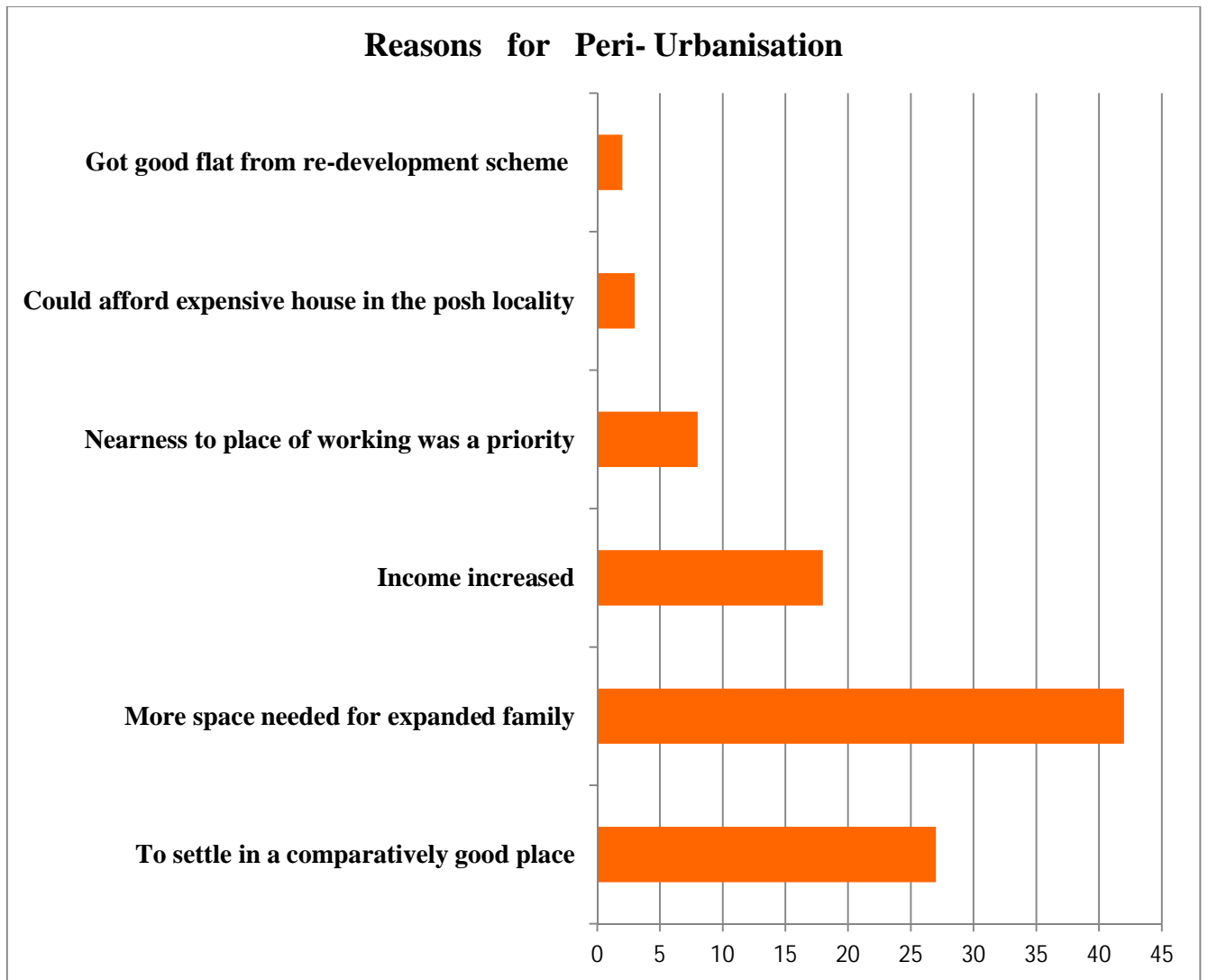
Reasons for Peri-Urbanisation

Fig.No. 4.19

But there are some 730 migrants who did not change their place of residence because of the following reasons.

1) They are satisfied in the present house or

2) They don't want to change the locality because they don't have the choice to change as they are residing in the flat scheme of the company,

3) They have not yet settled properly ,

4) Planning to save money for purchase of flat,

5) Not affordable to change the existing house

6) To change the flat appears to be a dream.

Co- relation Between Occupations and Peri-urbanization

Sr,. No.	Name of Occupations	Total	Changed House	Not changed
1	**Self Employeed and Professionals**	**426**	**332**	**94**
2	**Businessmen**	**165**	**104**	**61**
3	**Private sector**	**113**	**65**	**48**
4	**Building contractors**	**62**	**42**	**20**
5	**Consulting Engineers**	**64**	**18**	**46**
6	**Industry employees**	**70**	**14**	**56**
7	**Government Servants**	**128**	**02**	**126**
8	**Bankers**	**80**	**09**	**71**
9	**Working in Film Industry**	**70**	**38**	**32**
10	**Teaching**	**72**	**12**	**60**
11	**TOTAL**	**1250**	**636**	**514**

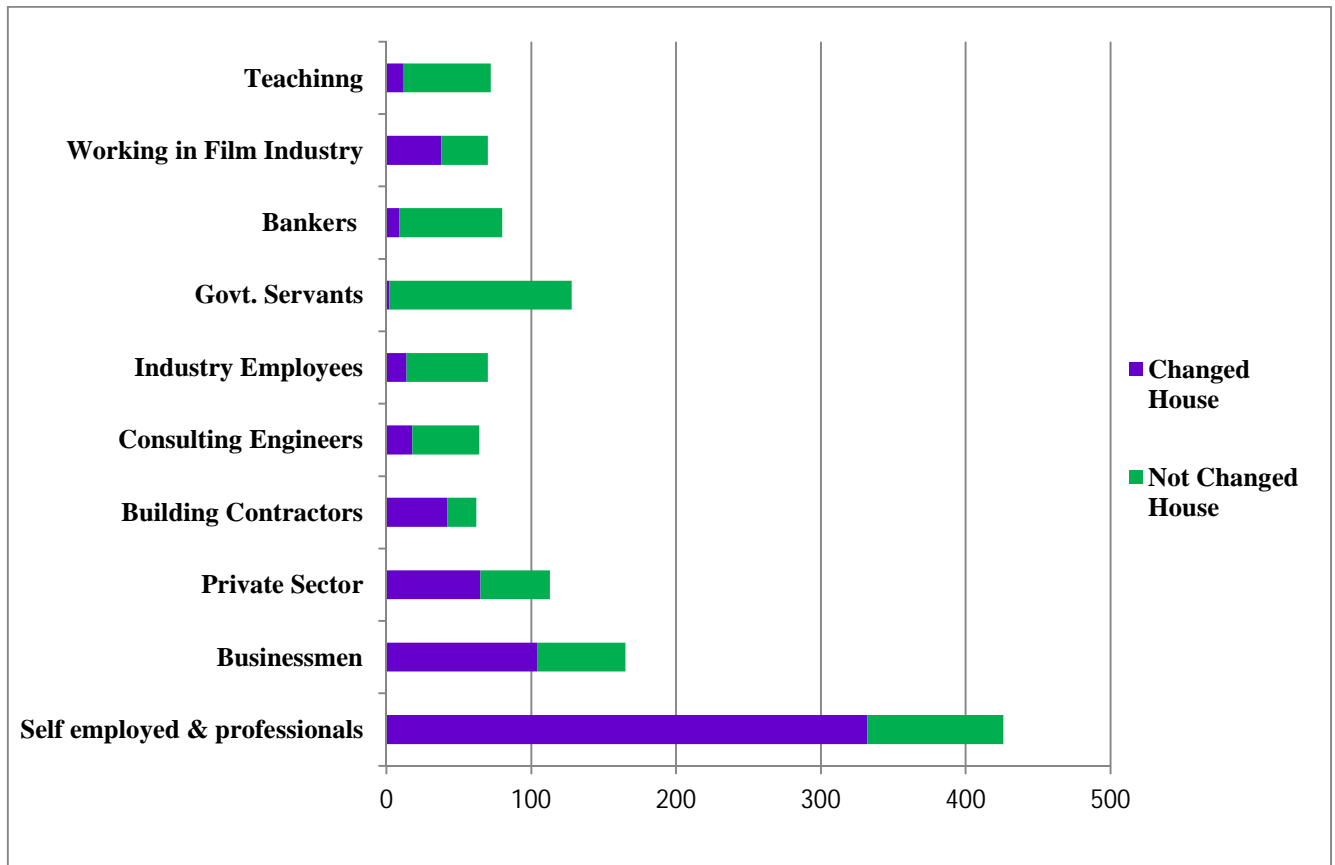**Source: Compiled from Primary survey , 2012**

Table No. 4.20

Fig. No. 4.20

From the above table it has been found that the people who have changed the houses are affluent and can afford to purchase a house and also change the house for more space and comfort. While the other people, who did not change the house belonged to the occupations where the salary was limited and the person can't afford to purchase the house. So in some cases people wanted to change but could not change because paucity of funds. The Government servants have not changed the houses. One reason may be they are staying in Govt. Quarters or because their salary is so less that they are not in a position to change the houses.

4.21: <u>TYPES OF HOUSES</u> :

It is very interesting to note the types of houses found in Mumbai.

The analysis of the data from the chosen samples indicate that, Mumbai Suburban District is a unique place where in all 14 types of houses are found. Table No.4.20 shows the details of the types of houses with percentages.

It is often said that, we get everything in Mumbai except 'space' for living.

There is always pressure on the housing sector because of the tremendous influx of migrant's everyday to this megacity for various reasons.

But migrants are adjusting to whatever type of house they get to live in. It has been found that 33.44 5 migrants are living in Chawls.

(A Chawl is a special type of housing found in poor locality in Mumbai which has its roots in the British Colonial Period and could accommodate many families.)

It is generally found to be occupied by the poor people in the informal sector. Similarly the SRA (Slum Rehabilitated Area) flats are occupied by 7.68 % people while 1.2 % migrants are living in the shanties.(Shanty= a small roughly built hut) and another 2.88% people are living in slum area.

The company housing colony is occupied by 1.44 % migrants.

There are 30 % migrants living in the 1BHK flat while 2 BHK flats are occupied by 12.08%migrants.The 3 BHK apartments are occupied by 5.76% people.

Similarly the more affluent 1.04 % migrants are living in Row houses while the rich migrants living in Bungalows are 1.6 %.The percentages of migrants living in shared rooms is 0.64% while migrants living as paying guests are 0.96 % .

The accommodation in hostel is taken by 0.8% migrants while people living in housing colonies are found to be 1.44 %

.There is another type of housing not common anywhere else in India which is found in Mumbai only and that is the temporary living space in shifts.

In the sample survey this rare case is also found to be with 0.48 % migrants.

Types of Houses in Mumbai Suburban District

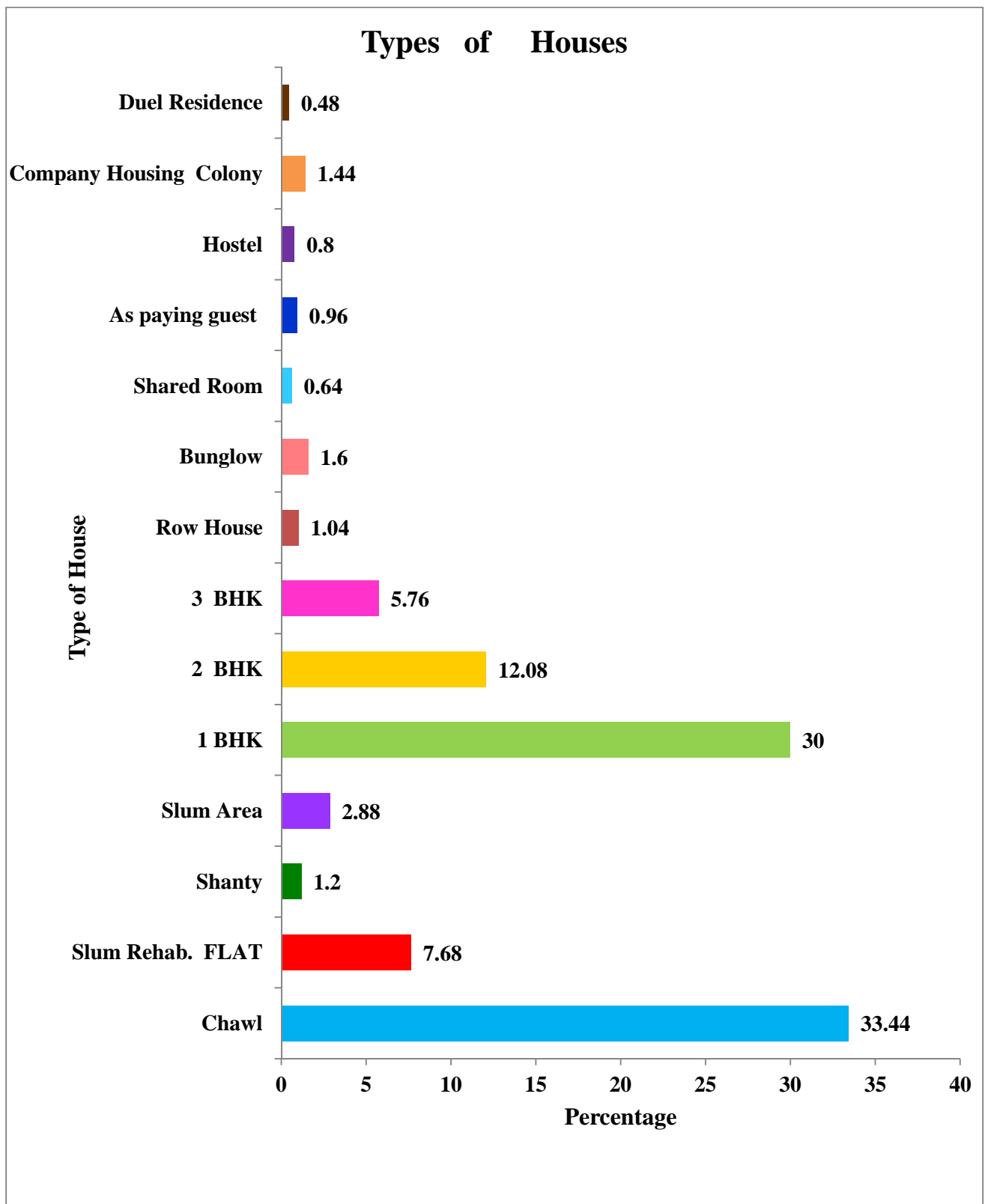| Sr. No.	Category	Total No.	Percentage
1.	Chawl	418	33.44%
2.	SRA Flat	96	7.68%
3.	Shanty	15	1.20%
4.	Slum Area	36	2.88%
5.	1 BHK	375	30.00%
6.	2 BHK	151	12.08%
7.	3 BHK	72	5.76%
8.	Row House	13	1.04%
9.	Bungalow	20	1.60%
10.	Shared Room	8	0.64%
11.	As Paying Guest	12	0.96%
12.	Hostel	10	0.80%
13.	Company Colony	18	1.44%
14.	Duel Residence	6	0.48%
	TOTAL	1250	100.00%

Source: Primary Survey, 2012.

Table No. 4.21

Fig. No.4.21

In the sample survey it has been found that 31.28 % migrants have chosen houses near the workplace. It is also seen that as there is scarcity of houses in Mumbai, migrants sometimes have to adjust with the areas and the type of house chosen by the commission agent. Such types of houses are adapted by 21.44 % migrants. While 14.48 % migrants have chosen houses which are having cheap rates in comparison with other houses. Another 14% migrants have chosen that area where most of their community people are living. These people have formed the enclaves where the people have the same culture and they speak the same language. This gives them a psychological and moral support that they have not been segregated from their community in a distant place like Mumbai.

There are also 3.68 % of migrants who are staying in the housing colony provided by their employers like MHADA, BEST, BARC, IPCL, HPCL, BPCL, ONGC, Reserve Bank, Air India, Pawan Hans etc.

Some 6.8 new migrants probably don't have the money either to buy or to give rent and hence are happily staying with their relatives. There are 3.84 % migrants who are lucky to find the houses nearby the workplace and with their community people. Similarly there are 2% migrants who could get cheap houses near their workplaces. The unmarried 1.6 % migrants are staying in the hostels. There are 0.80 % migrants who are so lucky that their commission agent has selected the same area where most of their community people are living.

4.22: <u>MEMBER OF RELIGIOUS GROUP OR NOT</u> :

Being in the cosmopolitan culture of the suburban district, we could find only 18.24 % migrants who were attached with the religious groups and were the members of them. On the contrary, nearly 82% migrants have adapted the living style of Mumbai and they are living in the environment of Mumbai commonly celebrating the Ganesha festival and dancing on the tune with the Garba in Navaratri.

Member of Religious group or not:

Yes	**228**	**18.24%**
No	**1022**	**81.76%**
Total	**1250**	**100.00%**

Source: Primary Survey, 2012.

Table No. 4. 22
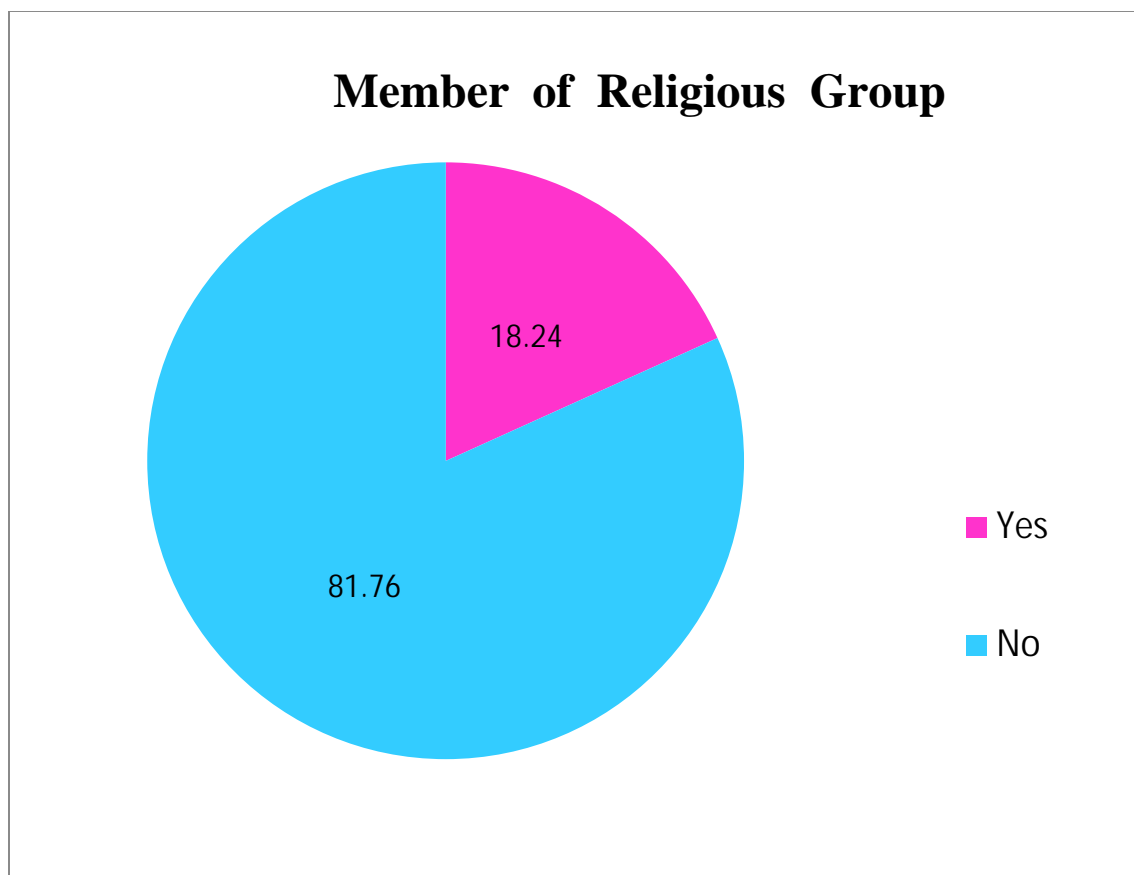
Member of Religious Group

Fig No. 4.22

4.23: ACCEPTANCE FROM COLLEAGUES & NEIGHBORS:

When the migrant first visits the new place he is little bit hesitant to the totally new environment. On the contrary it is also to be seen that whether the migrant is accepted happily or he is opposed by his colleagues or neighbors. In the primary survey, nearly 71.76 % migrants were greeted and accepted happily by their colleagues while nearly 26 % migrants could receive normal reaction. Only 2.16 % migrants were totally opposed by the local people.

Acceptance from Colleagues and Neighbors

Sr. No.	Category	Total Migrants	Percentage
1	Happily Accepted	897	71.76%
2	Opposition	27	2.16%
3	Normal Reaction	326	26.08%
	Total	1250	100.00%

Source: Primary Survey, 2012.

Table No. 4. 23
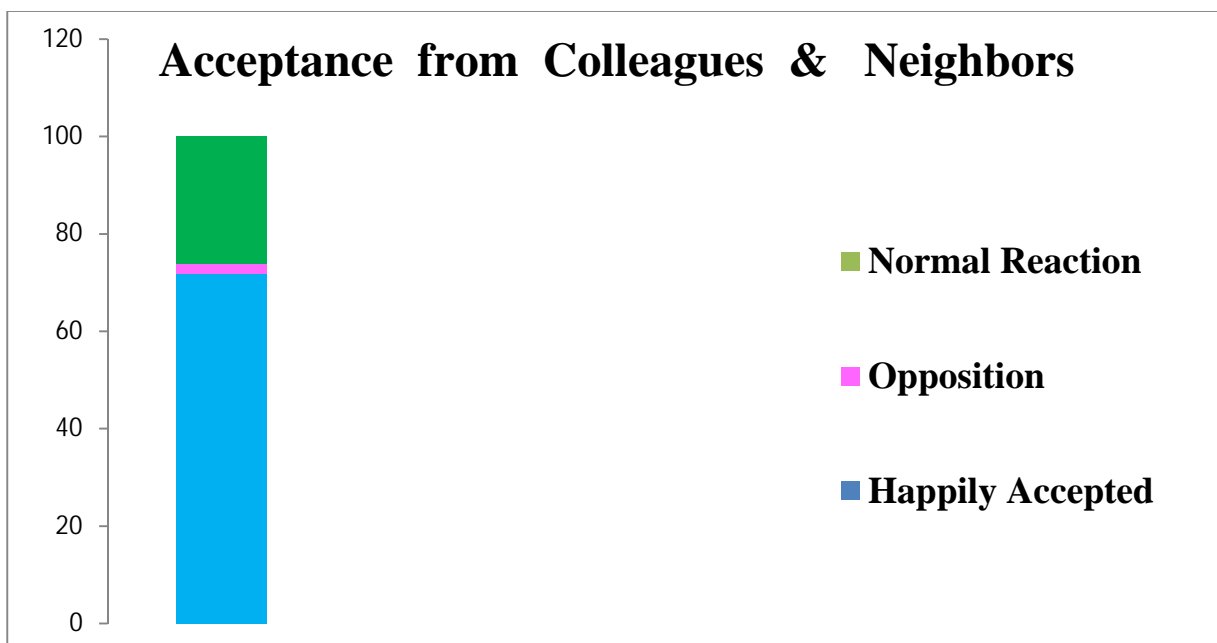
Fig No. 4.23

Table No. 4.24 : Use of Languages /Mother tongues by Migrants:

Sr. No.	Language	Total Users	%
1	Marathi	249	19.92
2	Gujarati	419	33.52
3	Hindi	365	29.20
4	Rajasthani	45	03.60
5	Konkani	70	05.60
6	Tamil	18	1.44
7	Bihari	20	1.60
8	Telugu	18	1.44
9	Kannad	16	1.28
10	Urdu	06	0.48
11	Oriya	08	0.64
12	Bengali	05	0.40
13	Punjabi	05	0.40
14	Tulu	03	0.24
15	Malayalam	01	0.08
16	Gadhwali	01	0.08
17	Himachali	01	0.08
Total		1250	100 %

Source: Primary Survey, 2012.

Table No. 4.24

Languages spoken by migrants

Marathi 20
Gujarati 34
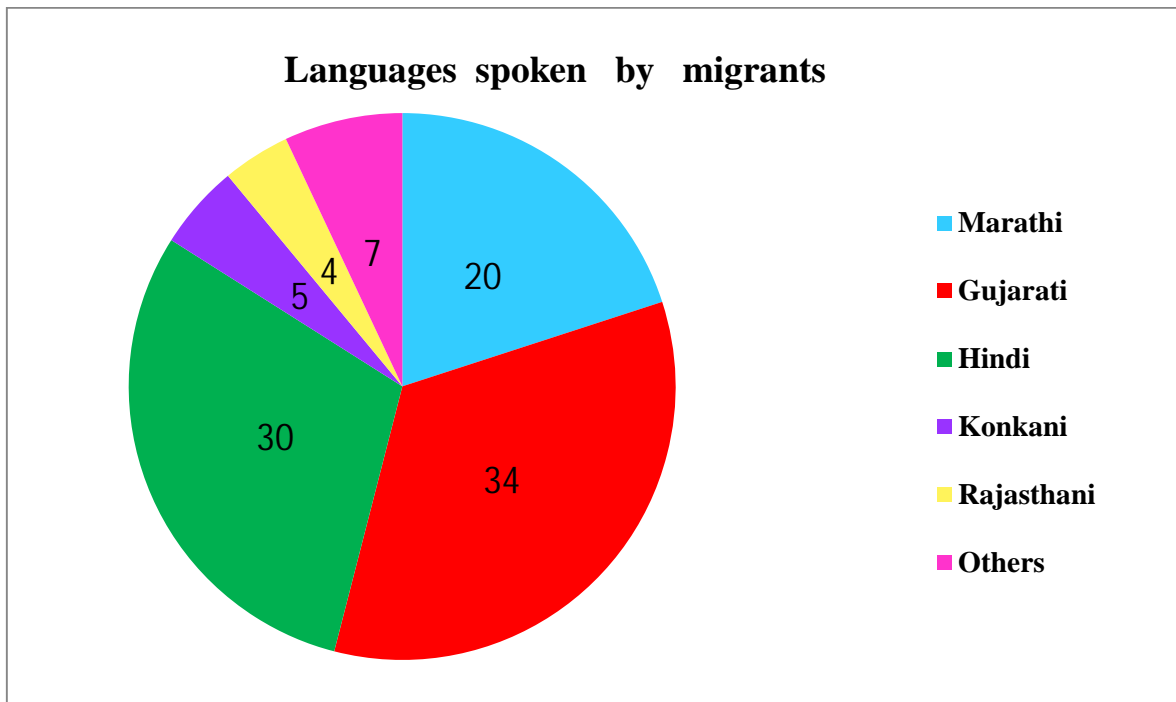Hindi 30
Konkani 5
Rajasthani 4
Others 7

Fig. No. 4.24

From the table No. 4.24, it becomes clear that the Gujarati speaking migrants are highest in number i.e. 34% followed by Hindi speaking migrants (30%) followed by the Maharashtrian Migrants speaking Marathi Language (20%).The rest are Konkani speaking (5%) and Rajasthani speaking migrants(4%) followed by the Other group of migrants who individually speak their mother tongues and contribute to in all 7% migrants belonging to Bengali, Punjabi, Oriaya, Tulu, Malayalam, Urdu, Gadhwali, and Himachali language speakers. (Ref. Fig. No.4.24).

4.25: <u>MIGRANTS' LINKS WITH THE NATIVE PLACE:</u>

As complete assimilation of migrants at the destination is a lengthy procedure, the migrants are constantly in touch with the native place. His bonding with the native place is seen through the contribution to family income through Remittances and his frequent visits to the native place. The remittances are either used to help in the family functions as marriages or purchasing medicines for old people or repay loans, purchase land and repairing of old houses in their native places. The size of the remittances in the form of money depends on the type of migrants, the degree of migrant's attachments to the rural areas and the needs of the members of the family left behind.. Even the more permanent migrants maintain strong identification within their area of origin. Such a pattern is highly conducive to the development of chain migration since initial pioneer migrants are likely to be continually sending information back to their place of origin and to

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assist fellow villagers in migrating to city." (**Hugo, 1991: pg.199, 200).**

4.25 :Frequency of Visits to Native places:

Category	Total Households	Percentages
Never	86	6.88
Once in a year	435	34.80
Once in 2 years	142	11.36
2 Times a year	197	15.76
Frequently	110	8.8
At some occasions	280	22.4
TOTAL	1250	100

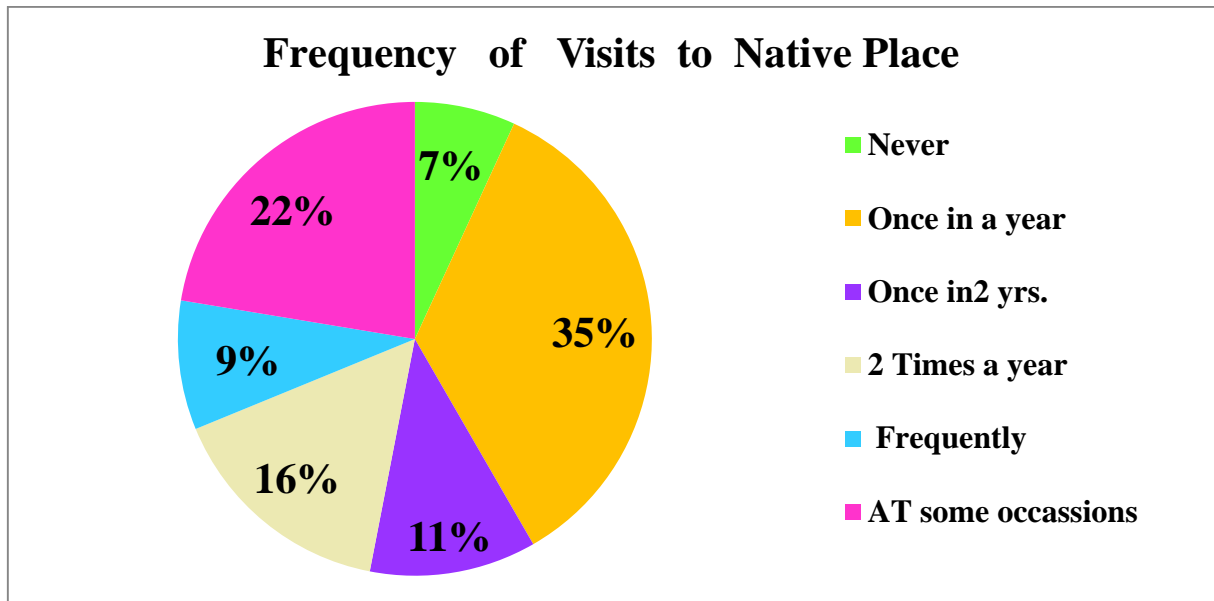**Source: Primary Survey, 2012**
Table no. 4.25

Fig. No.4.25

From the table it becomes clear that 34.8 % migrants visit the native place once a year while 22.4 % visit the native place at certain special Happy occasions like marriage in the family or religious function or sometimes sad demise of any relative etc. There are 15.76 % migrants who travel two times a year while there are 11.36 % migrants who travel once in a two year. It has also been found that the young unmarried or sometimes married but whose spouses are at the native place, travel frequently. Their percentage is 8.8%while there are other migrants, who are living at Mumbai for last 30-35 years and are habituated with this busy schedule don't show any inclination towards visit to the

native place. Their percentage is only 6.88%. So they never visit the native place for any reason.

4.26 : <u>MODE OF TRANSPORT TO NATIVE PLACE :</u>

It is the availability of the mode of transport for to and fro movement of the migrants from native place to Mumbai and vice-versa. The migrant makes use of different modes of transport like Govt. Bus, Private vehicle, Railways, Air or sometimes they make the journey with combined modes of transport.

Table No. 4.22 shows the details.

Mode of Transport to Native Place

Sr. No.	Mode of Transport	Total Migrants	Percentage
1	Govt. Bus	260	20.80%
2	Pvt. Vehicles	168	13.44%
3	Railways	570	45.60%
4	Air	112	8.96%
5	Combination of Modes	120	9.60%
6	Do not visit	20	1.60%
	Total	1250	100.00%

 Source: Primary Survey, 2012.

Table No. 4.26

From the analysis of the migrants, it is seen that Indian Railway is the most favourite, trustworthy mode of transport for 45.6% migrants followed by Govt. Bus, which is liked by 20.8 % migrants .Private vehicles are preferred by 13.44 % migrants while the most affluent 8.96 % migrants have chosen Air journey to visit their native place. Instead of travelling through only one mode of transport, sometimes migrants use different modes of transport. Such migrants constitute 9.60 %. But at the same time there are some negligible amount of migrants having only 1.60 % who never visit the native place. So they have never made use of any mode of transport.
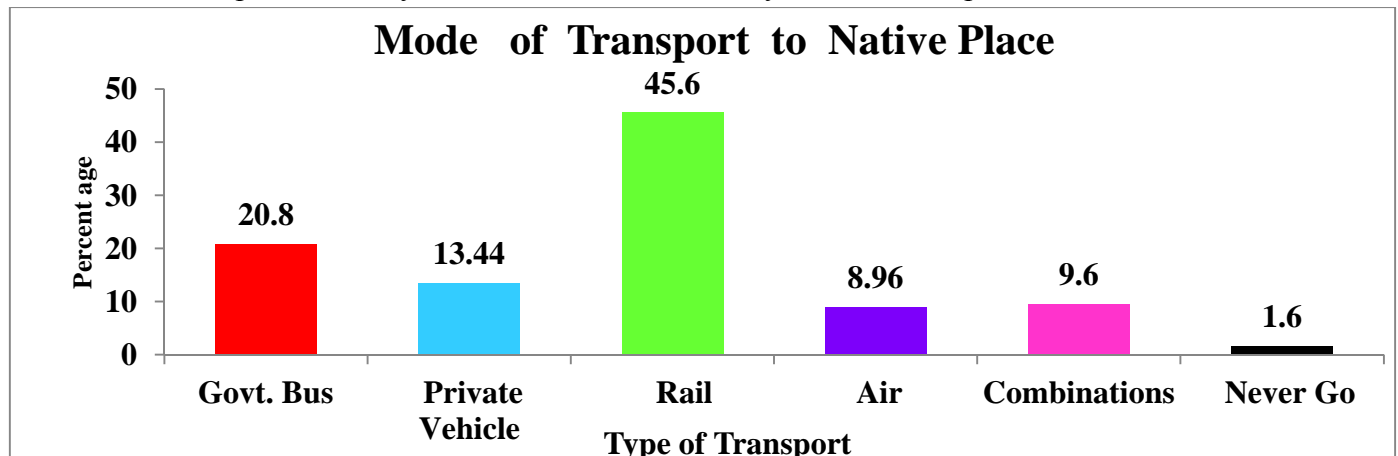

Fig. No. 4.26

4. 27 : REMITTANCES OR HELP PROVIDED BY THE MIGRANTS TO NATIVE PLACES :

"Regular transfer of resources and frequent visits by the migrants to rural areas, generally   hold good in the case of a large section of migrants to Bombay"(**Banerjee and Biswas ,1981:323).**

Form of Remittances to the Native Place:

Sr. No.	Criteria/ Name	Total	Percentages
1	Sending Money	662	52.96%
2	Sending Medicines	34	2.72%
3	Bringing for Treatment	44	3.50%
4	Call to see & visit Mumbai	105	8.40%
5	Calling younger for Education	125	10.00%
6	Sending Gifts	116	9.28%
7	Offering Job	22	1.70%
8	Sending Gifts & Goods	123	9.84%
9	No Remittances	20	1.60%
	Total	1250	100.00%

Source: Primary survey, 2012.
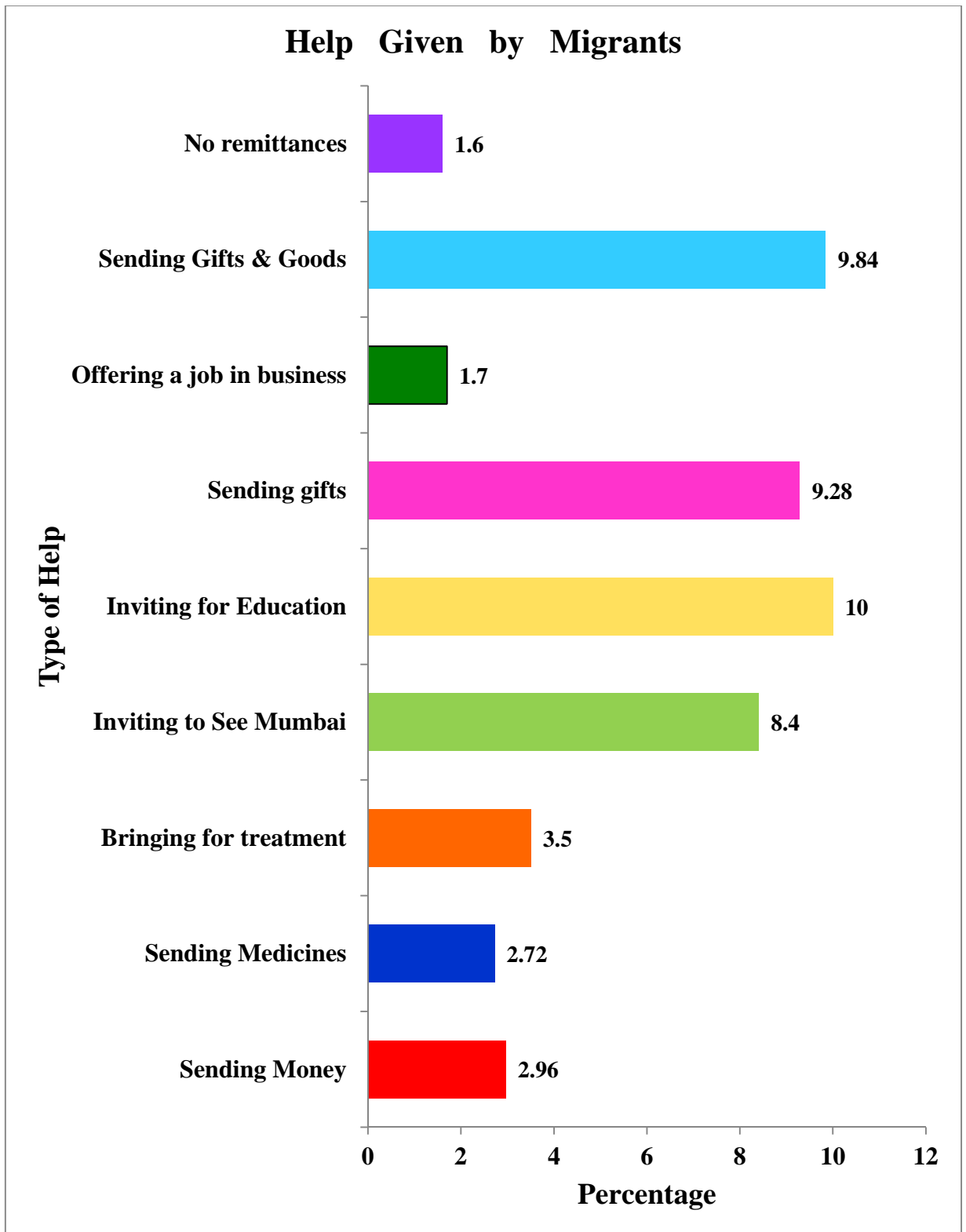
Table no. 4.27

Fig. No. 4.27

According to the above table, we found that except only 1.6 % migrants everyone else has send remittances in one or any other form to the native place. Those who remitted money were 2.96 % of the total migrants. Another 2.72% migrants sent medicines for the treatment of the near and dear ones at the native place. While 3.50% migrants brought the ill people here for better treatment of their loved ones. There are another 8.4 % of migrants who called their relatives to see and visit the dream city Mumbai. Nearly 10% migrants called the young ones for their education here, while 9.28 % migrants sent gifts to their loved ones.1.70 % rare migrants have offered the secured job in their own business and again tried indirectly the establishment of the chain of migrants to this city. Some 9.84% migrants don't send only one thing but they send 2-3 things in the combination as per the need of the native people.

Hence, in a nutshell, Remittances not only help the rural families but also promote the village economy. (**Noble and Datta,** 1977: 216; **Rao**, 1970:2).The same trend has been found in the case of migrants in Mumbai Suburban District. (Fig.No.4.27)

4.28: <u>USE OF PUBLIC TRANSPORT FOR COMMUTING BY MIGRANTS IN SUBURBAN DISTRICT :</u>

Mumbai suburban district occupies a large area. There are good public transport systems including the lifelines-local trains, BEST buses, Private Office & Company buses, School Buses, Taxis, auto rickshaw's, newly introduced Monorail and Metro along with the private cars etc. To minimize the traffic congestion at the squares, along with footpaths and subways, recently skywalks have been constructed which are being used by the people who prefer to walk. Sometimes the migrants use the flyovers also.

Use of Public Transport by Migrants in Mumbai Suburban District

Mode of Transport	Total Migrants using	Percentages
Local Train	375	30.0 %
Local Train + Auto	267	21.36 %
BEST Bus	190	15.2 %
Own Vehicle	161	12.88%
Auto	142	11.36 %
Taxi	72	5.76%
Taxi +Bus	30	2.4 %
Office Vehicle	13	1.04%
Total	**1250**	**100%**

Source: Primary survey, 2012.

Table No. 4.28

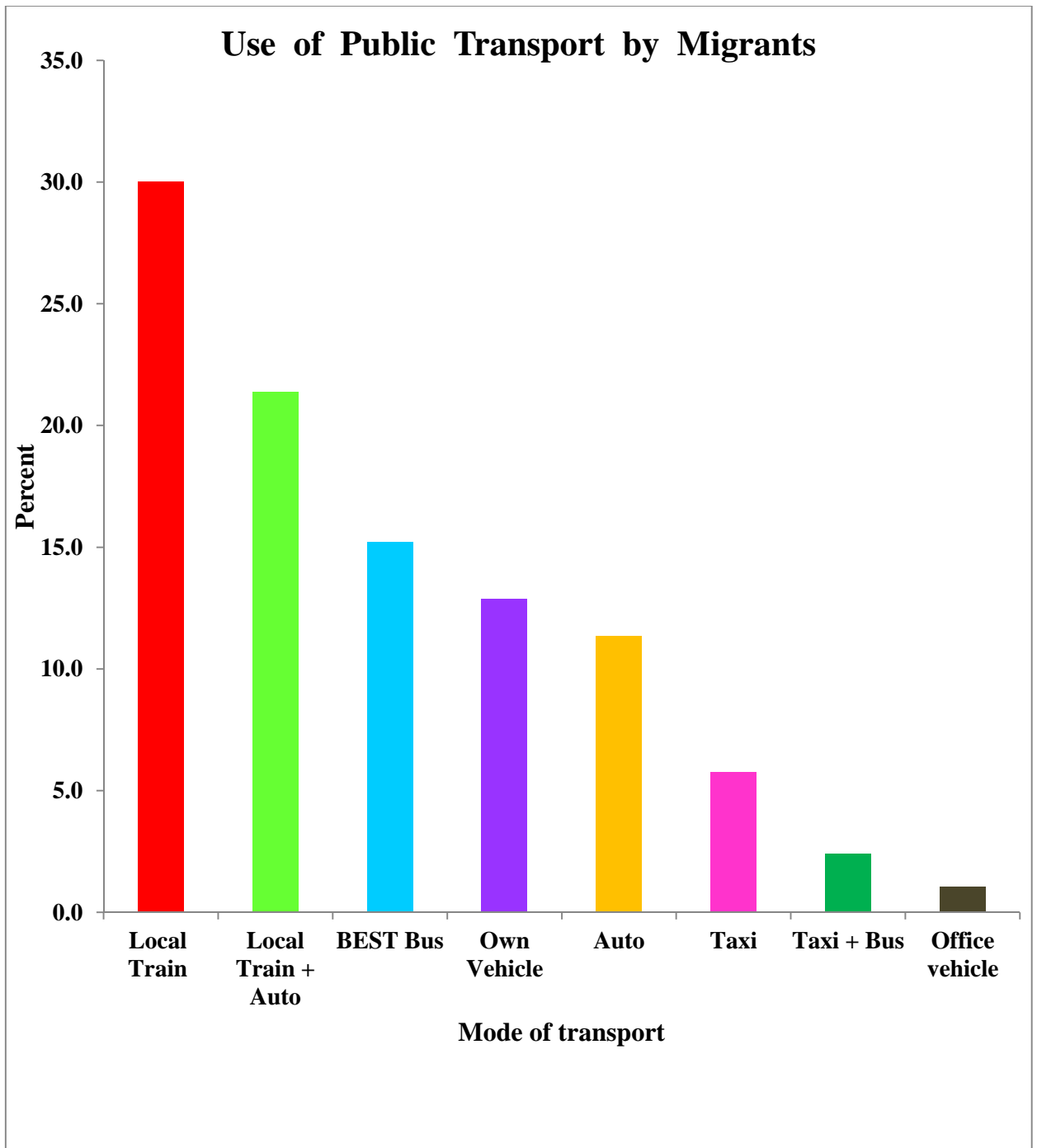## Use of Public Transport by Migrants

Fig . No. 4.28

In the sample survey it was found that nearly 30 % migrants use the local trains while 21%   use Autos + Railways. The BEST buses are used by 15.2 % migrants. But the 12.88% affluent and rich make use of their own vehicles and sometimes they share the cars in car pull also. Only autos and only taxis are being preferred by 11.36 % and 5.76 % migrants' respectively. The remaining 5% migrants prefer either office vehicle or walking or the combination of taxi and bus.

4. 29 : <u>TIME SPENT ON TRAVEL</u> :

In Mumbai Suburban District, as the distances are long, the commuting time to reach the office and return back are at least ranging from minimum 15 minutes to maximum two hours. Table no 4.26 Shows the details.

Time spent on travel (in Minutes)

Minutes	15	30	45	60	90	120	Total
Travelers	203	462	275	119	161	30	1250
Percentages	16.24	36.96	22	9.52	12.88	2.4	100%

Source: Primary Survey, 2012.

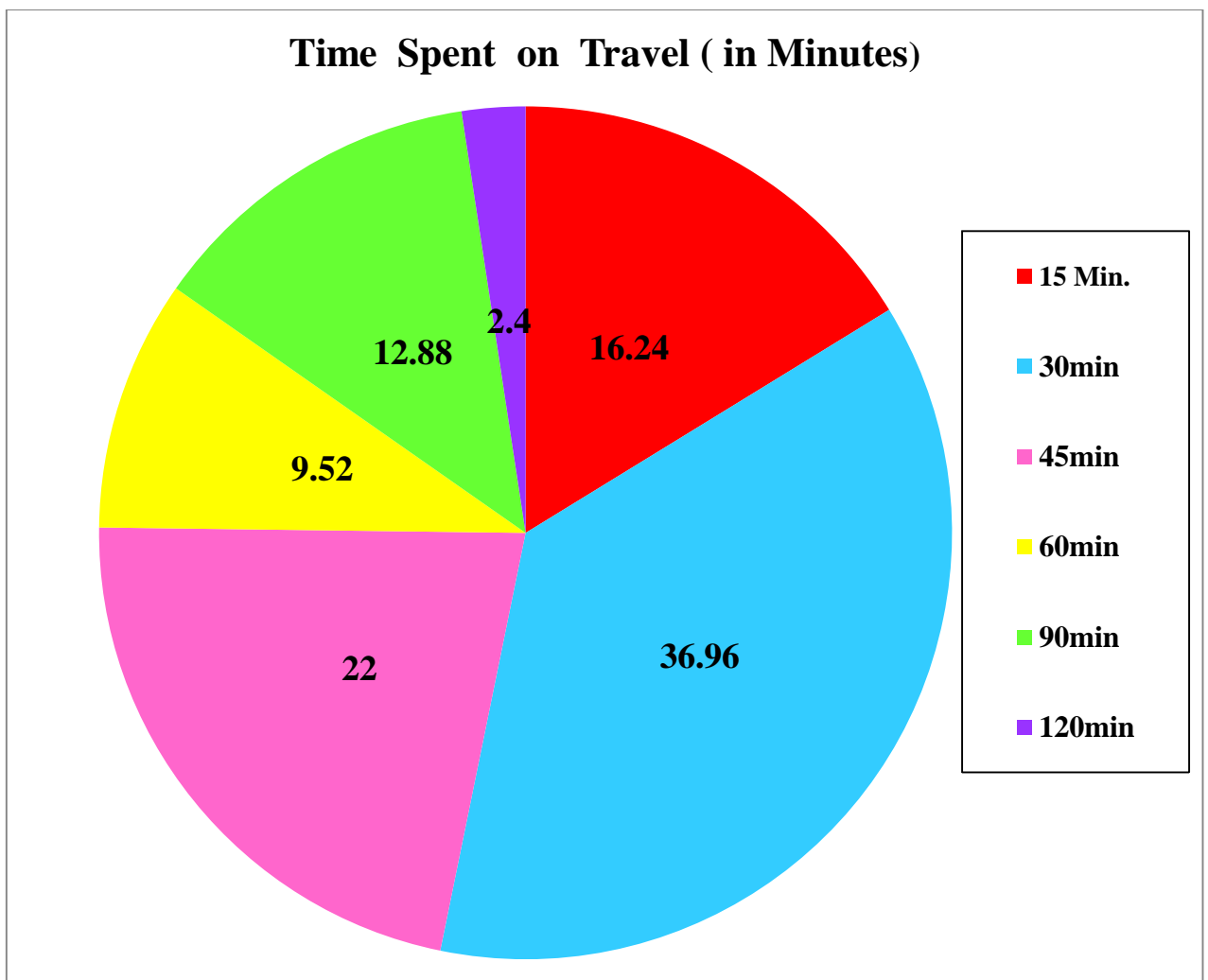**Table No. 4.29**

Fig. No. 4.29

4.30 : <u>STANDARD OF LIVING</u> :

When the migrants come to stay first, they don't possess anything. But as the time passes on, they get adjusted to the new environment and gradually become one like the local people. Then they shift from the rented house to a permanent house. Their standard of living also gets boost up. Here basic three parameters are taken into consideration for the gradation of three levels of standard of living.1) Three income groups ranging from i)-below 2 lakhs, ii) 2 lakhs to 4 lakhs & iii)-above 4 lakhs annually.2)Possession of consumer durable goods 3)Permanent or rented house.

Standard of Living of Migrants

	High	Medium	Low	Total
Household	342	304	604	1250
Percentage	27.36%	24.32%	48.32	100.00%

Source: Primary survey, 2012.
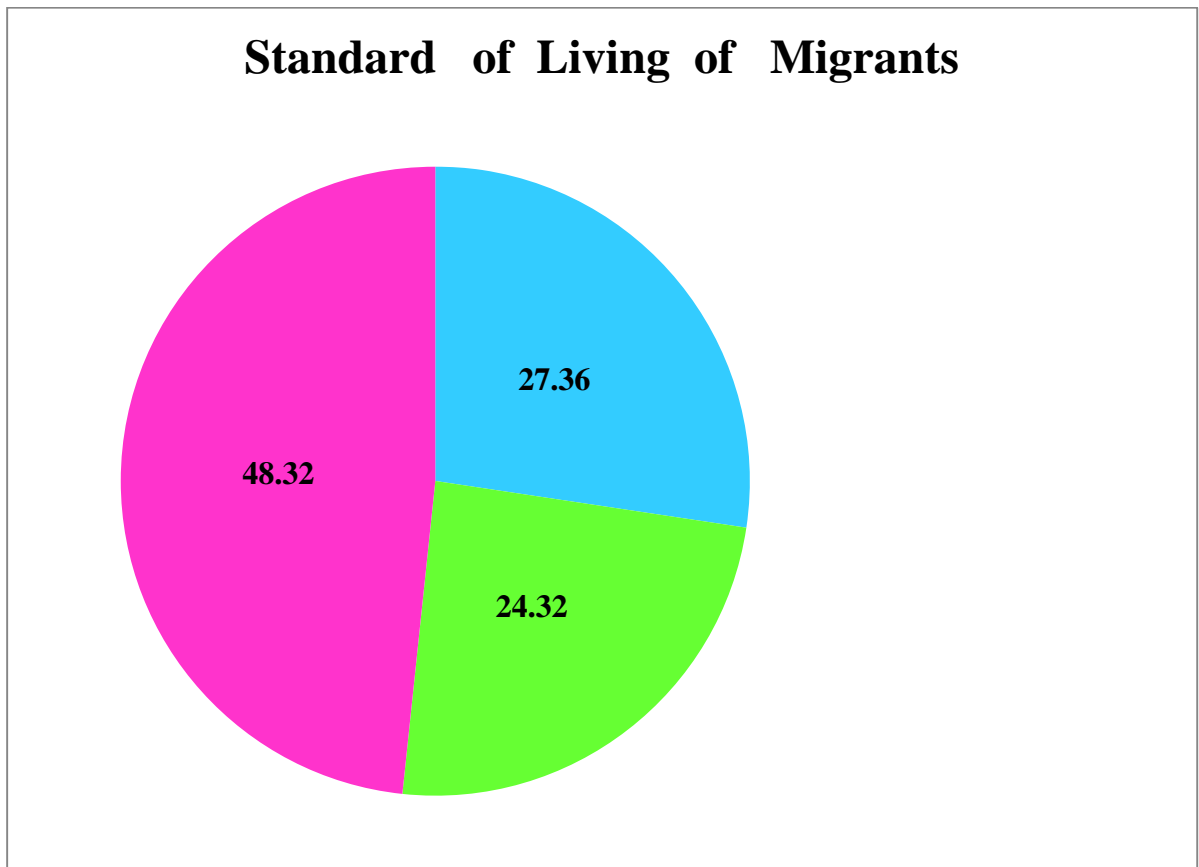
Table No. 4.30

Fig. No. 4.30

Among all the surveyed samples it has been found that 48.32% migrants belonged to low standard of living as their annual income was less than 2 lakhs. The medium income group ranging from 2 to 4 lakhs was found to be 24.32 % migrants. The high income group ranging above 4 lakhs were total27.36% migrants who possessed own house as well as all types of consumer durable goods like T.V. Fridge, Laptop, car, etc.

4.31 : LEVEL OF SATISFACTION OF MIGRANTS :

It has been found that by asking a simple question whether the migrant is happy in Suburban District of Mumbai or not   the level of satisfaction given by him in the form of percentages was also recorded.

Level of Satisfaction told by the migrants themselves

Categories	Satisfaction Level in Percentages			
	25 %	50 %	75%	100%
Population	14	488	448	300
Percentages	1.12%	39.04%	35.84%	24.00%

Source: Primary Survey, 2012.

Table No. 4.31

Satisfaction is a mental condition. If a person gets all the things as per his wishes, he /she is satisfied. An attempt is made in this direction also to see whether the migrants are satisfied and if so, up to what level by asking them a simple question.

From the surveyed migrants, we could found that 39.04 % migrants consider themselves to be 50 % satisfied; while another 35.84% consider themselves to be 75 % satisfied. Another group of 24 % migrants feel that their decision to migrate Mumbai Suburban District was the right decision and they are 100% satisfied here. Only a handful of 1.25 % consider that they are satisfied up to only 25% and are still hesitant in mind whether the decision to migrate here was wrong or right.
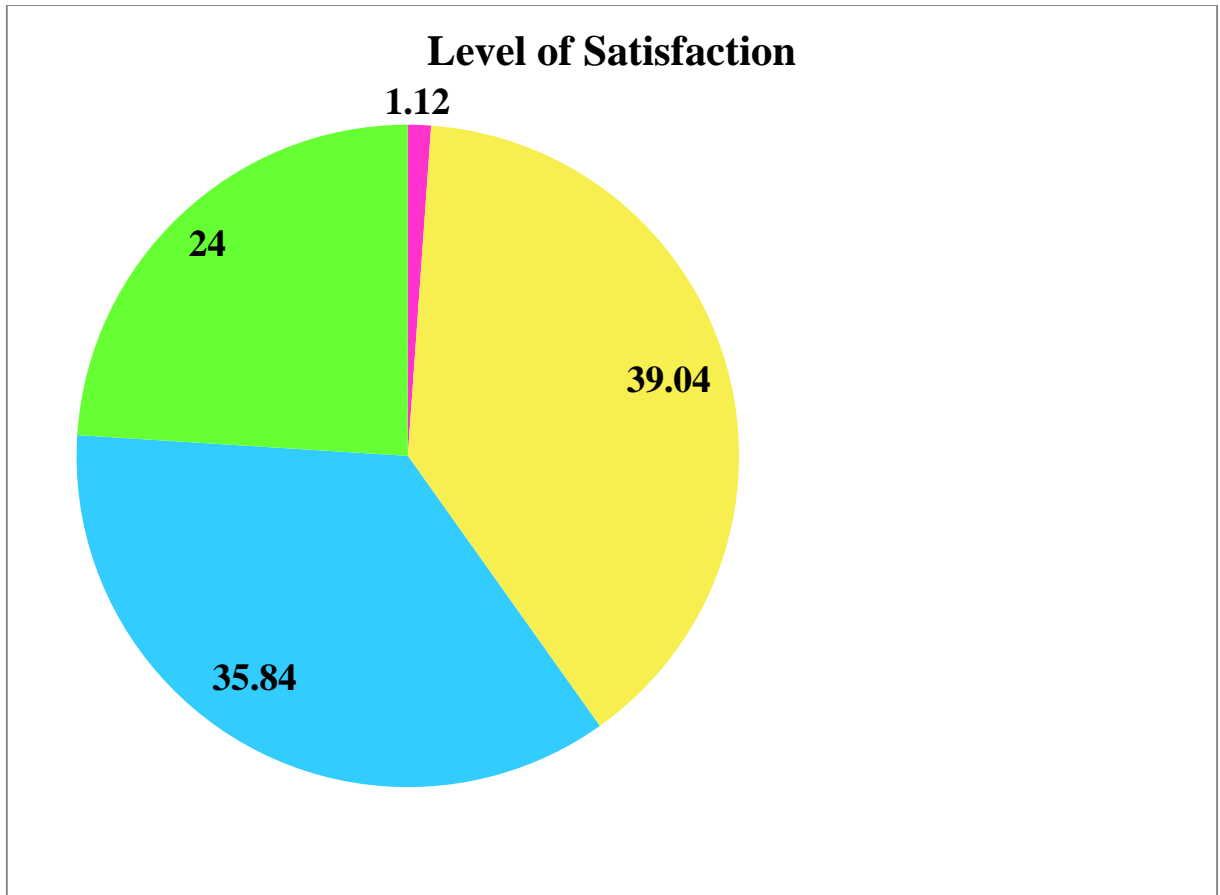
Level of Satisfaction

Fig. No.4.31

4. 32 : WILLING TO LIVE PERMANENTLY OR NOT AT MUMBAI SUBURBAN DISTRICT :

When the migrants come, stay at a particular place, they get involved with the environment of that place and get emotionally attached with that place. They grow, develop and prosper either with ease or sometimes with difficulty.

In Mumbai Suburban district also, majority of the 75.84% migrants don't want to leave this place, while there are 24. 16 % migrants who want to go back to their native place. But why they wanted to go back to their native places? The reasons were very interesting. 1) They were fed up with the busy and stressful life of Mumbai. 2) As Mumbai is always on the threshold of terrorist attacks, they are afraid to stay here.3) Some migrants have experienced the deluge of 26th July 2005 and are afraid of the future.4) Some thought that it would be difficult for them to stay here after retirement because the pension is not sufficient to allow them to meet the daily expenses. 5) Some feel that they would be going back to their roots in the native pace so that they could give additional sufficient space for their new generation to stay at Mumbai.

4.32 :Willing to stay permanently or not?

Yes	**948**	**75.84%**
No	**302**	**24.16%**
	1250	**100.00%**

Source: Primary Survey, 2012.

Table No.4.32

From the Table No. 4.32, it is seen that total 75. 84 % migrants want to live in Mumbai Suburban District permanently while 24.16 % don't want to stay in Mumbai Suburban District for various reasons stated above.
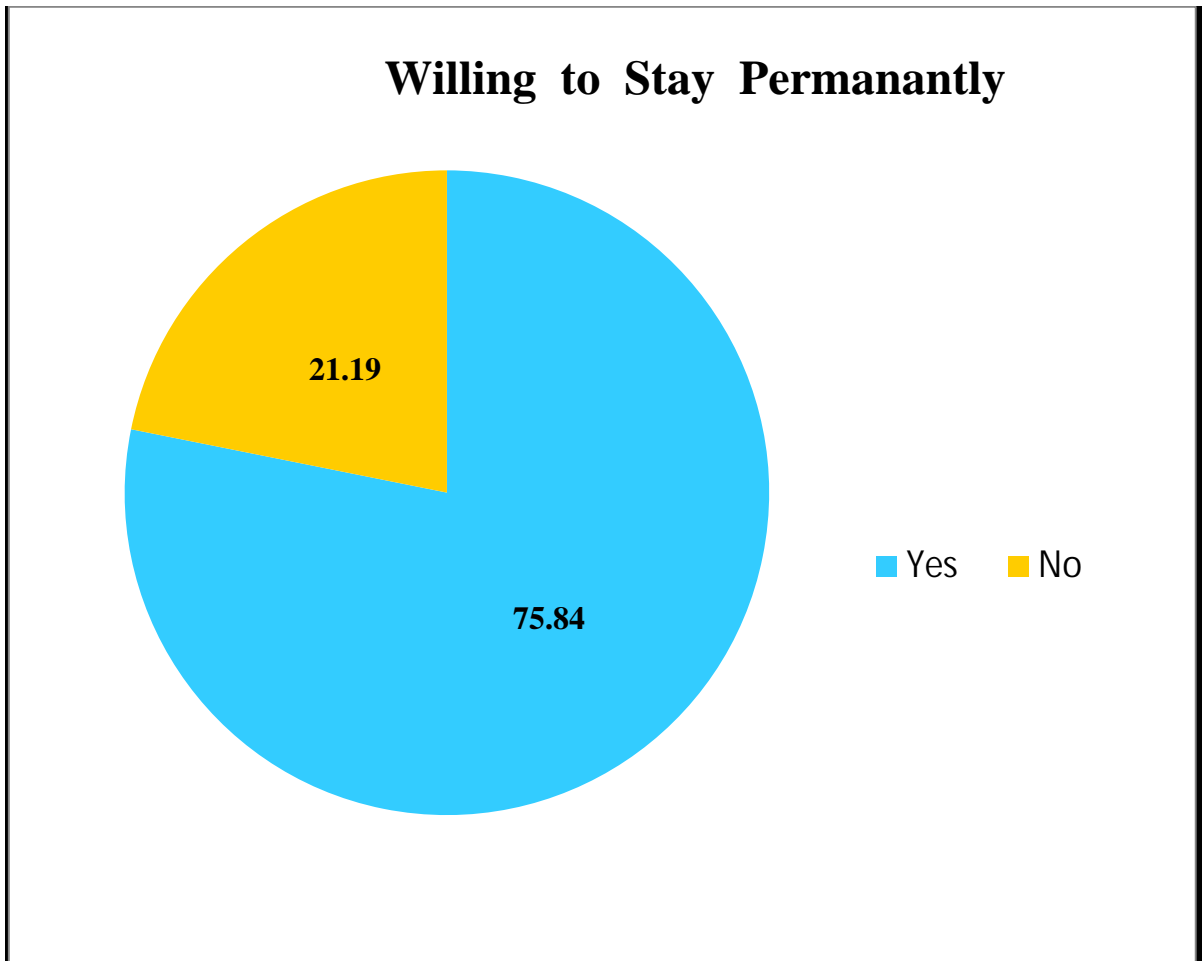

Fig. No. 4.32

REFERENCE TO CHAPTER NO. 4

1.Banerjee B. and Biswas (1981): "Rural urban migration and family ties: An analysis of mobility consideration in migration behavior in India", Oxford Bulletin of Economics and Statistics Vol.43, No. 4.

2 .Gosal, G. S.; Krishnan,G.(1975) "Pattern of Internal Migration in India."People on the move(ed.) L. Kosinski and Prothero, Methuen & co. Ltd,London. Pp.193-206.

3.Khairkar, Vijaya(2007),Migration and social Economics; Diamond Publications, page Nos. 164,169.

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Chapter 5

The Final Analysis of Migrants

The main findings of the present study entitled " **Geographical Assessment of Migrant population in the Suburban District of Mumbai**" in the light of the objectives laid down in chapter one, based on the field work can be seen in three categories. 1) The cause of migration leading to Push – Pull Factors 2) The impact created by the process of in-migration on the physical, social, cultural landscape of Mumbai Suburban District and 3) The final outcome of the process of migration through the contribution of the migrants on the Mumbai suburban District in its transformation.

1: THE CAUSE OF MIGRATION:

The primary data collected in Mumbai Suburban District indicated that the main cause of migration is basically economic, that is to procure job (**28.16%**). As Mumbai Suburban District is a complete urban district, there is no scope for working in the primary sector. So migrants are choosing the secondary, tertiary or quaternary activities for selection of jobs in this commercial capital of India. However education is also a significant motive (**16%**) in coming to **Mumbai Suburban District.** There are 11% migrants who have come to Mumbai Suburban District due to the request of relatives for supporting them. Attraction of the Mumbai Metropolis as a dream city is also one of the reasons for migration to Mumbai Suburban District.(**6.4%**). While **5%** have come to start a new business; others are attracted because of the urban life style. The migrations are male dominated but majority of the female migrants have migrated along with the husbands as natural migrants. All these migrations are direct migrations and there is no step migration in between. Others have more than one .reason to arrive at Mumbai Suburban District including better infrastructure, better economy, better living conditions, better entertainment etc . as the basic pull factors which are dominating in the flow of migrants to Mumbai Suburban District.

For arriving at a conclusion the hypothesis "Migration to the Mumbai Suburban District from different parts of India is mainly due to Pull factors" is statistically tested with Z test and as the results are positive , the Hypothesis is accepted .

2: THE IMPACT CREATED BY THE PROCESS OF MIGRATION :

A) ON PHYSICAL FEATURES : LAND :

1) It has been found that the geologically sound, volcanic fertile land is not being used for agriculture purpose but because of the pressure of population , it is being used for creation of concrete jungle in the form of skyscrapers.

2) The builder lobby has even tried to cut the 66 million year old monolith in Andheri (west) in the form of Gilbert hill , so that only a small portion of it is now remaining intact.

3) The coastal areas in the east near Mulund, Bhandup, Vikhroli and Ghatkopar and in the west – near Borivali, Gorai, Kulvem, Eskar, Mandapeshwar and Manori are under threat of Mangrove extinction because of clearance for construction of new buildings for housing purpose.

4) Even the restricted area in the Borivali National park having natural vegetation is encroached upon by slum dwellers to construct the huts.

WATER : As the number of wells and reservoirs are falling short for the water supply,and the old water pipes are having cracks, the water is getting polluted and there are cases of eruption of many water borne diseases.

ROADS: As the population is increasing every year, the roads are becoming crowded . There is always traffic congestion and traffic jams at the peak hours. The pollution levels created by automobile vehicles is also beyond the normal levels. The public transport system also appears inadequate.

B) IMPACT ON THE SOCIAL FACTORS :

1) The sex ratio in Mumbai Suburban District is found to be **946** females per **1000** males is a good and healthy sign of developing society; which is more than the sex ratio of Maharashtra state.

2) Nearly **47%** migrants belong to the younger age group of 15-30 years indicating the process of age selectivity in migration. It is already given in the laws of migration by Ravenstein that most migrants are adults and supported by **Gosal** & **Krishnan**(1974,p. 198), **Parsuram** & **Mukerjee** (1981,477) in their respective studies done earlier. Both children and senior citizens(total **11%**) are dependent on this young population.

3) It is very important to note here that the children born to the migrant couples after their arrival in Mumbai Suburban District are treated as non-migrants.

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4) Similarly, as per the law of the Supreme court, once the migrant has left his native place of origin, he looses his voting rights at the native place. Even if he wants to vote , he is not permitted to vote at the native place.

5) The findings reveal that more than **96%** migrants are literate having various degree of literacy. It has been seen that out of those **96%,** only **3%** are professionals and **26%** are graduates and postgraduates. But there are less educated people up to **67%** who have attained education up to higher secondary level only. The findings of the similar studies done earlier by **Foster** (1965), **Mitchel** (1969) **Rempel** (1970) ,**Todare**(1971) & **Sabot** etc. ,are similar to our results,- i.e. people having less educational qualification migrate more. The marital status shows that there are **69%** migrants who are already married and their wives are at native places. So the husband migrates first followed by the wife & children later. The analysis shows that according to the marital status nearly **69.3%** married migrants which has made up the largest proportion of total migrants of Mumbai Suburban District. 6) In all cases the migration is a direct – one- step migration from native place to Mumbai. There is no step migration in between. This is supported by Ravnstein that Migrants who move longer distances tend to choose a big city. It is also as per Lees model where he assumes that distance is nit a major factor in migration.

7)Mumbai Suburban District has become the magnet to migrants not only from the state of Maharashtra, but 18 other states, and 3 union territories making Mumbai Suburban District truly cosmopolitan in nature.

8)The migrants belong to Ten Northern states, four Southern states, three Eastern states and four districts of Maharashtra. Migration from Kerala to Mumbai has become very low as Keralites migrate to gulf countries through six International airports constructed recently in the state of Kerala. This has been proved by **Dr I. Rajan** in his Human Development Report of Kerala 2011. One Tibetan Doctor is also found practicing the Herbal medicines in Malad east for Kidney failure, Diabetes, Cancer etc. 9) The migrants belong to total **18** states and **3** Union Territories. Majority of them are Gujarati (**33%**) followed by Maharashtrians **(21%),** U.P.(**17%**) Rajasthan (**6.48%),** Bihar(**4.84%),** Karnataks(**3.84**) and **2.7** % are from Goa. The Inter –District migration from Maharashtra is associated with majority of all the districts belonging to the drought affected regions of the Vidarbha and Marathwada; Konkan, Nasik, Pune, Satara and Kolhapur.

10) It has also been found that migrants are living here for more than 40 yrs. But their percentage is very less i.e. only **0.08%.** The migrants who are living here from 30 to 40 years are amounting to **14%.** The no. of migrants living here since last 20-30 years are amounting to **29%.** The highest **31%** of immigrants are staying nearly for 10 to 20 years. Remaining **25**% migrants have arrived recently in the last 10 years.

11) It is also noteworthy here that the children born here to the migrated couples are **non-migrants** and they are not interested to go to the native place of their parents.

11) Friends and Relatives have played a significant role in sponsoring the migrants and helping them to get stabilized at Mumbai Suburban District.   12) Nearly **63%** migrants have come with families while rest have come alone. 13) After migrating to Mumbai Suburban District, the migrants first live in rented house. There is a certain degree of residential mobility either from city to suburb or from one suburb to another as the migrant tries to acquire a house as soon as his economic condition improves. There are **72** % migrants who have acquired the ownership flats.

14) The **58%** migrants are satisfied with a temporary job while **42%** have a permanent job.

15) About **36%** migrants are doing the same job since arrival, while **25%** got higher post by acquiring higher education in the field.

16) Job hopping for better job prospects is also seen prominently where nearly **405** migrants have changed the previous job out of 1250 total surveyed.

17) As migration is associated with the permanent change of place, acclimatization with the entirely different environment, the migrant becomes choosy in the selection of area for living. Nearly **31%** migrants have chosen houses near the workplace to lessen the time in commuting. In **21%**cases there was no choice for selection, so the migrant had to satisfy with the choice of area selected by the commission agent for the selection of the house.

18) It has also been found that **14%** migrants have chosen the area where the community people are already living.So they have formed the enclaves based on religion or community or same language groups eg. Sindhi Colony in Ghatkopar east, Punjabi colony as the largest co-operative housing colony in Andheri east where more than 1251 members are living, Sindhu Wadi in Kirol, Maratha colony in the east of Dahisar and Mhatre family in the west of Dahisar., and the Warlis and Dublis living in separate tribal colonies also in Dahisar. There are **3.6 %** migrants who are living in the company Housing Colonies while **6.8%** new migrants are staying with the relatives. The unmarried migrants are staying in hostels. So there are total **14** types of housing patterns which are unique at Mumbai Suburban District. Total **8%** migrants are living in **SRA** (Slum Rehabilitation Area) Schemes given free of cost by the Govt. of Maharashtra, while another **1.2%** are living in shanties.

19) The migrant belongs to various income groups which is reflecting through their permanent individual housing patterns. Though less in number, the richer and hi-class migrants are living in luxurious bungalows and row houses in so called posh localities like the Hiranandani Gardens in Powai, Thakur Complex in Kandivli, Seven Bungalows in Versova, Lokhandwala Complex in Andheri west, Khar west, Santacruz West, Juhu, Goregaon west, Bandra west, and Chembur. In all these areas the prices of real estates are

sky –rocketing. The rich are living in two or three BHK ownership flats while the middle income group is living in one BHK flats. The rented houses, hostels SRA Schemes, Shanties , Chawls are occupied by the very low income group migrants.

20) It also becomes evident that majority of migrants, nearly **82%** of them have tried to adapt to the living in the environment of Mumbai Suburban District ,where they appear to be assimilated in the main stream of Mumbai.

Migrants speaking different mother tongues like Gujarati, Hindi, Rajasthani, Konkani, Tamil, Bihari, Telugu, Tulu, Punjabi, Persian, Bengali, Urdu, Himachali, Garhwali, Malayalam, Oriya, Kannad, Marwari along with Marathi speakers either have tried to learn local Marathi language or are satisfied with only knowing or understanding the local language Marathi.

21) It is a well known fact that the residents of Mumbai are generous people who accept and greet the migrants more happily. In this study also the similar fact has come out more clearly in the affirmative when **72 %** migrants stated that they were accepted happily by their colleagues and neighbors., while **26%** received the normal reaction .But **2%** migrants were totally opposed by the locals. This opposition might have been from the local people who appear to be motivated by political leaders.

22) It has also been observed prominently that many of the migrants establish close links with the native people either through telecommunication or yearly regular visits or through sending remittances of various kinds fairly regularly to the family members at their native places.

23) There are **35%** migrants who visit the native place once a year followed by **16%** migrants visit two times a year where **8.8%** migrants visit frequently.

24) It has also been found that different modes of transport have boosted the process of migration from all parts of India to Mumbai Suburban District since last 300 years. Out of the total migrants nearly **45%** migrants rely on the Central, Western and Konkan railway while **21%** rely on the Govt. State Transport,**13.44** % make use of private vehicles while another **9%** rich migrants rely on air transport. Similarly another **10%** migrants use combination of modes as per the need and availability .

25) Besides sending money gifts and medicines , there are various other forms in which the migrants help their relatives. As Mumbai is a global city and the good medical treatment for all sorts of ailments is available here, sometimes patients of relatives or friends are brought for treatment. Sometimes the younger people and siblings   are called for higher studies or education in specialized field. Sometimes job is offered to the interested person ready to migrate to Mumbai. In some other cases special tours are arranged for the native people to show them the Real Mumbai with its beaches and other interesting places, during the vacations.

26) As Mumbai Suburban District occupies a large area on Salsette Island, the migrant has sometimes to commute to the space starved City or Town for work. So for commuting the migrant depends on various modes of transport like the suburban trains, BEST buses , own vehicle, auto, taxi, office vehicle, bicycle, or newly introduced Metro or Monorail. Sometimes the migrants use footpaths or the skywalks, if the commuting distance is less.

27) In this city of Mumbai Suburban District, the commuting time is also very important. It has been observed that the commuting time ranges from **15** minutes to **120** minutes.

28) It becomes very embarrassing to ask direct question related to their income and so by asking questions related to their physical assets we can assess their income level e.g. the possession of consumer durable goods like car, fridge, computer, laptop, washing machine and the possession of the ownership flat or the rented house,; the standard of living of the migrants was assessed. Based on these criteria three different groups were identified as 1) High Standard, 2) Medium Standard and 3)Low standard of living. Based on these criteria **28 %** migrants enjoy high standard of living, **24 %** to Medium Standard and **48%** belong to low standard of living.

29) When the migrants were asked about their degree of satisfaction in 4 different percentages as a)**25%** b)**50%** c) **75%** and **100%,** it was found that nearly **39%** migrants are **50%** satisfied living at Mumbai , another **36%** are satisfied with **75%** satisfaction level and **24%** migrants are satisfied **100%.**Only **1%** migrants are satisfied with **25%** degree of satisfaction.

30) When asked regarding the decision to stay here at Mumbai permanently or to go back to the native place, nearly **75. 84 %** migrants stated that they don't want to leave Mumbai for any reason, because they have assimilated very well here at Mumbai while only **24.16%** migrants wish to leave Mumbai because of the reasons like the uncertainty regarding the stable life style or jobs, the fear of heavy rainfall like **26th July 2005** or the permanent threat of terrorists activity as Mumbai is the Global city and Economic Capital of India.

C) <u>IMPACT ON CULTURAL FACTORS</u> :

1) As people of all castes, creed, and religions along with the poor, low income group , middle income group and higher income groups are migrating to Mumbai Suburban District; it has become a truly cosmopolitan urban centre catering to the needs of all the people.

2) The poor migrants are giving the basic services like the coolies, the cobbler, the sweepers, the dabbewala, the gardener, drivers etc.; the life of a common man belonging to upper class has become comfortable because of these service providers.

3) These unskilled physical workers have become the integral part of the development process of the infrastructure building in the form of construction of roads, buildings, bridges, skywalks, etc.

4) There are many skilled, professional migrants who are impacting the cultural scenario of the Mumbai Suburban District in various ways,. There are actors and actresses who are impacting the film industry , the arts and literature, the museums etc. while there are some sports personalities who have made this city proud by their contribution in the field of concerned sports. Similarly there are some families whose contribution to their respective fields are also equally important. Such important families are the Mangeshkars, the Tatas, the Bacchans, the Kapoors, the Ambanis , the Raheja and Kanakias, builders etc. to name a few. Along with them there are innumerable contributors in other fields also who are impacting the Mumbai Suburban District with their physical, mental, emotional and creative skills.

5) Because of the cosmopolitan nature all the festivals belonging to all the religions are being followed with total zeal and enthusiasm.

6) A activity of **Equal Streets** on every Sunday for relaxing and rejuvenating sponsored by the Times of India Group.

3] <u>THE CONTRIBUTION OF MIGRANTS IN THE TRANSFORMATION PROCESS :</u>

The Mumbai Suburban District is attracting so many tourists every day because of the contribution of the migrants in transforming the whole urban centre. Following infrastructure development projects are proofs in this Mumbai Suburban District.

1) The ISKCON Temple in Juhu , constructed in 1970 by a Bengali person Srila Prabhupad for spiritual Awakening
2) The Bandra- Worli sea link bridge joining Bandra to Worli
3) The International Airport at Vile Parle and Andheri
4) The variety of Malls constructed on the lands of the dilapidated mills through the process of gentrification,
5) The marvelous Ice World at Kurla
6) The Ecotel Hotels
7) The Santacrus –Chembur (Double Decker) Link Road Joining East and west suburbs
8) The construction 54 flyovers
9) The Bandra – kurla Complex
10) The Sky –walks
11) The Diamond Bourse

Chapter 6
SUMMARY AND CONCLUSIONS

6.1 SUMMARY:

The main findings of the present study of migration to Mumbai Suburban District in the light of the objectives laid down in chapter one, reveal the basic important facts associated with the geographical, economic, social and cultural characteristics of the Mumbai Suburban District.

The state of Maharashtra has highest urbanization having 65.10% literacy. Mumbai island city was the magnet to the migrants since the pre-colonial period of nearly 500 years. But because of its narrow peninsular geographical shape in the south, the scope for development is only in the northward region of Salsette island where peri-urbanization took place and the Mumbai Suburban District came into existence recently in 1990. Though Mumbai Suburban District appears to be new, the legacy of the island city is being felt everywhere. In a way, both the cities are breathing together.

After independence the population of the Mumbai City District grew with accelerated rate, not only because of natural increase and industrialization but also because of the influx of migrants from various corners of the state as well as from different parts of the country and abroad. These migrants spread over Mumbai Suburban District also as there was space crunch in the Mumbai Island City district. The present study includes all these aspects. It is observed that, the volume of in-migration has steadily increased during the different phases of transformation and development of Mumbai Suburban District from Mumbai City District.

The primary cause of migration among all the push- pull factors is economic and that is to procure job. But basically migration to Mumbai Suburban District from different parts of India is mainly due to Pull Factors. The pull factors are a result of the many rural-urban differentials. However education of the self or the family members and attraction of the Mumbai Metropolis for all other things is also one of the pull factors. Increase in volume of migration is directly associated with the rapid industrialization and consequent increase in the job opportunities and also the distance between the sending native city and Mumbai Suburban District.

It is again observed that all the migrations to the Mumbai Suburban District are the Direct Migrations. There is no scope for the Step Migration. The pull factor of attraction of the Dream city Mumbai is also one of the reasons behind the direct migration.

When the textile industry in the Mumbai city district was in doldrums, people preferred jobs in diversified fields available at Mumbai Suburban District like service industry, chemical industry, construction and engineering Information Technology etc. Majority of the male migrants, therefore, belong to the working age group of 15 to 59 years showing the age and sex selectivity in the process of migration. The migrants predominantly migrated as young workers. The migration has occurred primarily for economic reasons. Majority of the migrants came to Mumbai Suburban District for procuring jobs of various kinds which are available in plenty. This clearly indicates that the search of work is the primary objective in the process of migration to Mumbai Suburban District.

As jobs of various kinds requiring variety of skilled and unskilled labour were available , a large number of youths predominantly males came to Mumbai Suburban District as migrants. This huge influx of migrants supplied a large amount of young labour to the Mumbai Suburban District. Major share of the migrants is from the home state Maharashtra where migrants are found to be engaged in almost all occupations.

For arriving at a conclusion three different types of Hypothesis were formed and they were tested statistically and as they showed a perfect positive correlation, the Hypothesis are accepted.

The migrants are of all types including the literates of varying degree and the illiterates and unskilled persons also. The uniqueness of Mumbai Suburban District lies in the fact that , this urban area is having the capacity to provide jobs of all kinds as per the skill and educational level of each individual.

Majority of the migrants were unmarried at the time of coming to Mumbai Suburban District. But after they settled down at Mumbai Suburban District , they got married with the girl basically from their native places.

The on going construction projects for infrastructure development have attracted many migrants from Andhra Pradesh, Bihar, Karnataka, and Uttar Pradesh. Majority of the migrants from Gujarat and Rajasthan are engaged in Trade and Commerce activity. Majority of migrants from other states are engaged in various service sectors. Another reason is the occurrences of natural calamities at the sending region. So both 'push' and 'pull' factors have played an important role in volume and process of migration.

The push factors include the rapid population growth among low-income groups in rural areas. It has put pressure on land, fuel and water, along with natural calamities, and lack of development at the native places which has reduced the employment potentials. Similarly the famines and droughts in the agricultural areas have made the problem more acute in making the people without work in those areas.

The study also highlights the importance of social networks. It is difficult to say which factor is more dominating between the social or the economic one, as a causative factor for migration. Relatives and friends have played a significant role in sponsoring the migrants in many different ways and helping to get them stabilized in the suburbs. In most of the

cases they have made the migrant aware of the employment opportunities and sometimes even in helping him to obtain a job. Similarly the social networks established over a long period of time have led to the migration being a direct migration without any step in between. In spite of the new environment to which the migrant is exposed when he moves from his native place to Mumbai Suburbs, acclimatization has been aided by the presence of relatives and friends.

The migrants are so confident about getting job in Mumbai Suburban District that lack of education and skills do not deter them from migrating because in growing Metro city like Mumbai Suburban District the informal sector accounts for a substantial portion of employment and employment growth. This is probably the basic reason for the proliferation of unauthorized slums in many open spaces and

In terms of demographic characteristics the predominance of males and of persons in the age group of 15-45 is noteworthy. Except a few highly educated, the bulk of migrants have not studied beyond SSC level. Most of them were bachelors at the time of migrating and subsequently got married. The impact of the competitive spirit of Mumbai Suburban District is such thaMost of the migrants have improved their educational qualifications and they have also tried to understand the local Marathi language to assimilate with the local Marathi people and culture.

The family migration is also quite significant because after getting stabilized, the migrants have also brought the wives .Sometimes the children are born in Mumbai also.. Even though they are the children of the migrants , they are not to be considered as migrants, but they come under the title ' Local people.' Majority of the families are nuclear and the average size of the family is 4 to 5 persons only. But it is also noteworthy here that the children born of migrant parents before their arrival in Mumbai Suburban District, are being called as the **migrants.**

Majority of the migrants have formed the enclaves either in association with their own group of native people belonging to any caste, creed ,religion or with the migrants speaking the same language or are willing to stay with the friends or relatives making a special group. Even though they appear to have been engrossed in this land of Mumbai Suburban District, they are somehow segregated from the local Maharashtrian people.

It has also been noticed that there is a certain degree of Residential mobility from one suburb to the other suburb in the form of peri- urbanization for good and improved housing condition as the economic condition of the migrants start improving especially from East to West. Sometimes it is gentrification .

The proportion of migrants holding professional jobs is less in comparison with the educationally less qualified. But these migrants are living in posh suburbs having excellent housing localities or complexes having good security arrangements like the Hiranandani Complex in Powai, Thakur complex in Kandiwali, Juhu area or LokhandwalaComplex in Andheri(West).

Majority of the migrants rely on the lifeline of Mumbai - the suburban local train for commuting in the city and the suburban area ,but other modes of transport like BEST Bus, four wheeler cars, three wheeler auto rickshaws, taxis, two wheelers, bicycles, handcarts, bullock carts are also plying on the roads of Mumbai. Some people go on foot also on the roads or some use the skywalks. But the new modes of transport like the Metro, Monorail are making the commuting a little bit faster and also connecting the eastern suburbs to the western suburbs . For example the double decker 6.45 km. long Santacruz- Chembur link road, the 10.6 Km. Jogeshwari Vikhroli link road, the flyover on Milan subuway, and the Sea Link from Bandra to Worli (which was inaugurated on 1st July 2009)
 The proposed 36 km. long coastal road would also try to bring the city and the suburban district more together.

The average commuting time from home to office and from office to back home, per day ranges from 15 minutes to two hours and more.
It has also been found that the suburbs and wards are having the high density of population and it is creating pressure on housing, transport, water supply and the general infrastructure. The sound and noise pollution created by the vehicles has gone beyond normal limits which in turn are giving all sorts of air borne diseases.

6.2 : CONCLUSION:

After six decades of Independence, along with Mumbai City district upto 1990 and there after as an individual urban city-Mumbai Suburban District has transformed from city of trade and commerce to emerge as a financial capital as well as densely populated global city. Migrants have undoubtedly contributed physically, mentally, emotionally and spiritually for the growth and prosperity of Mumbai Suburban District. The emerging trend would continue to do it. Divers group of migrants have helped to shape Mumbai city first followed by Mumbai Suburban District, with their creative energy, their skills, their innovative methods of adjusting to hostile environments and inhospitable circumstances. That is why it is stated that Great cities grow around people. The people determine the character of a city, by their lifestyle, and the use they make of their environment.
There are individual contributors including the educators, the industrialists, the film

makers, the servicemen, the defence personnel, the politicians, the sportsmen etc as well as the family contributors who have contributed immensely in various fields for the growth and development of Mumbai Suburban District in social , cultural, economic , political as well as the spiritual fields. E.g. the families of Mangeshkars, the Bacchans, the Kapoors, the Ambani brothers, the Tatas to name a few along with innumerable contributors in various other fields.

So with the contribution of migrants , the Mumbai Suburban District has a scope and also the hope for the future development.

 The Hypotheses formed in the first chapter is accepted in totality by applying the statistical methods f=given in the chapter no. Three and four.

6.3 : SUGGESTIONS :

For   Sustainable   Growth and Development.

Following are the suggestions for the improvement of the general conditions of the Mumbai Suburban District.

1) Geographically Mumbai Suburban District is a very beautiful place having the combination of Beaches, natural vegetation in the form of Mangroves, reserved forest, hills, forts, caves, creeks, rivers. It is also attracting the migrants and acting as the magnet to migrants. But it should be the duty of the migrants to retain the natural beauty of the place.

2) Being a global city, rapid transformation of Mumbai Suburban District, is under process. Due to the advancement in technology, it is possible to accommodate more and more people by proper land use planning and construction of sky scrapers within the existed land area. But it will put extra pressure on physical resources like water, electricity as well the infrastructure of the city. Hence it is recommended that the flow of migrants to Mumbai Suburban District should be allowed to divert to other undeveloped areas within the state of Maharashtra or in India, by creating some Greenfield Self Sustained Areas which will be able to attract more and more migrants to those areas.

3) There should be some law which would restrict the flow of migrants to this over populated district so that the pressure on infrastructure, land and other resources would become minimum keeping the natural beauty of the place intact.

 4) Besides population, the ward size makes many of the wards unwieldy. For instance, the T ward (Mulund) has a relatively small population of 3.4 lakh but it is spread over 4,288 hectares. The other big ward is P-North (Malad/Dindoshi) extending from Malawani in the west to Dindoshi hills in the east covering over 4,672 hectares. R-Central (Borivli) is the

biggest, spread over 4,803 hectares.

5) The migrants should try to follow the rules and regulations and laws to live so that they should not directly or indirectly trouble the native or local residents of Mumbai Suburban District.eg. In the suburb of Goregaon in the P- south ward , in the area of Javaharnagar, the migrants, who are the owners of the stables tie the cattle on the public roads since there is no restriction on them since last 40 years. This creates a lot of inconvenience to the local people as these animals are free on roads at night creating a threat of accidents. This should be understood by the migrants to live in discipline in Mumbai Suburban District.

6) Over the years there have been several demands for the BMC to be split into three corporations for ease of administration, but it is not economically viable. But there would be 11 new wards to come into being by 2034, making the total wards from 24 to proposed 35.

7) The wards which are to be split up are a) R-(North) into R North East and R North West ; b) R-Central into R Central East and R Central West; c) R(South) into R South East and R South West; d) P (North) into P North East and P North West; e) P (South) into P South East and P South West ; f) K- (West) into K West North and K East South; g) K(East) into K East North and K East South; h) L (Kurla) into L North and L South; i) N (Vidyavihar) into N East and N West; j) S into S East and S West and k) T (Mulund) into T East and T West.

8) As of today the basic cause for the flow of migrants is the changing nature of jobs from secondary manufacturing sector to tertiary and quaternary sector in Mumbai Suburban District, which require skilled as well as unskilled persons. Hence with the development of the suburbs, the informal sector is also developing in the form of slums and with this is increasing the rate of crimes and anti social elements in the society, which is the other side of the process of development!

9) The idea of 100 Smart Cities throughout India would probably be one of the ways to distract the job seeker from coming to Mumbai Suburban District and allow him to remain into his own area or area near to his area of origin of the Smart City. It would ultimately result into reducing the rate of migrants towards Mumbai Suburban District.

8) Similarly for the minimization of over-crowded roads of Mumbai Suburban District, strict implementation of the following list of laws either by the Government or by the Mumbai Municipal Corporation should be incorporated.

a) One House – One vehicle Scheme suggested by High Court to the state if implemented properly, then the crowding of roads at peak hours would become less ; or there should be encouragement for car pulling or there should be increase in the public transport.

b) Exorbitant parking charges should be announced in the commercial hubs and strict vigilance to be followed, so that people should think and rethink before using their own vehicle. It would automatically discourage people from using their own vehicle.

c) It would automatically boost public transport which needs to be upgraded because private vehicles carry 45% people but occupy 87% of road space. But public transport by BEST buses occupy only 6 % road space to carry the same amount of traffic.

d) The use of skywalks, subways, underground roads, Tunnel ways and Tube ways (under the sea), coastal roads, Footpaths, Flyovers,   bridges should be encouraged to lessen the vehicular pollution.

e) The free road for ambulances should be given prior importance to while drafting the development plan for the future which would lessen the noise pollution being created unnecessary by the ambulances throughout its journey from the starting point to the destination of the hospital.

f) People have innovative ideas for enjoyment and entertainment in this Space-starved city like that of the recently introduced new concept of "**Equal Streets**".This started in January 2014.It allows a 6 km. loop from Bandra to Santacruz Police Station on the Linking Road and S. V. Road from 7 a.m.to 11a.m. on every Sunday where there are no vehicles on Road. Within 4 hours of Vehicle Free Zone, one can dance, sing, play, skate, cycle, draw , paint or do Yoga. Such activities should be encouraged to lessen the pressure on the minds of the migrants.

g) The region which was supposed to be seismic – resistant is now getting transformed into seismic – prone zone III because of the pressure being created on the general landscape in the name of infrastructure development is really a matter of great concern. If lots of constructions under the beautiful name of infrastructure development would go on continuing as usual, the day is not far when we would be in danger of the nature's wrath.
In this situation preparation of sustainable development plan for Mumbai Suburban District is a challenge before all the stakeholders and the planners. This would lead to the optimistic dimension in the prospects of managing the growth in future.

7
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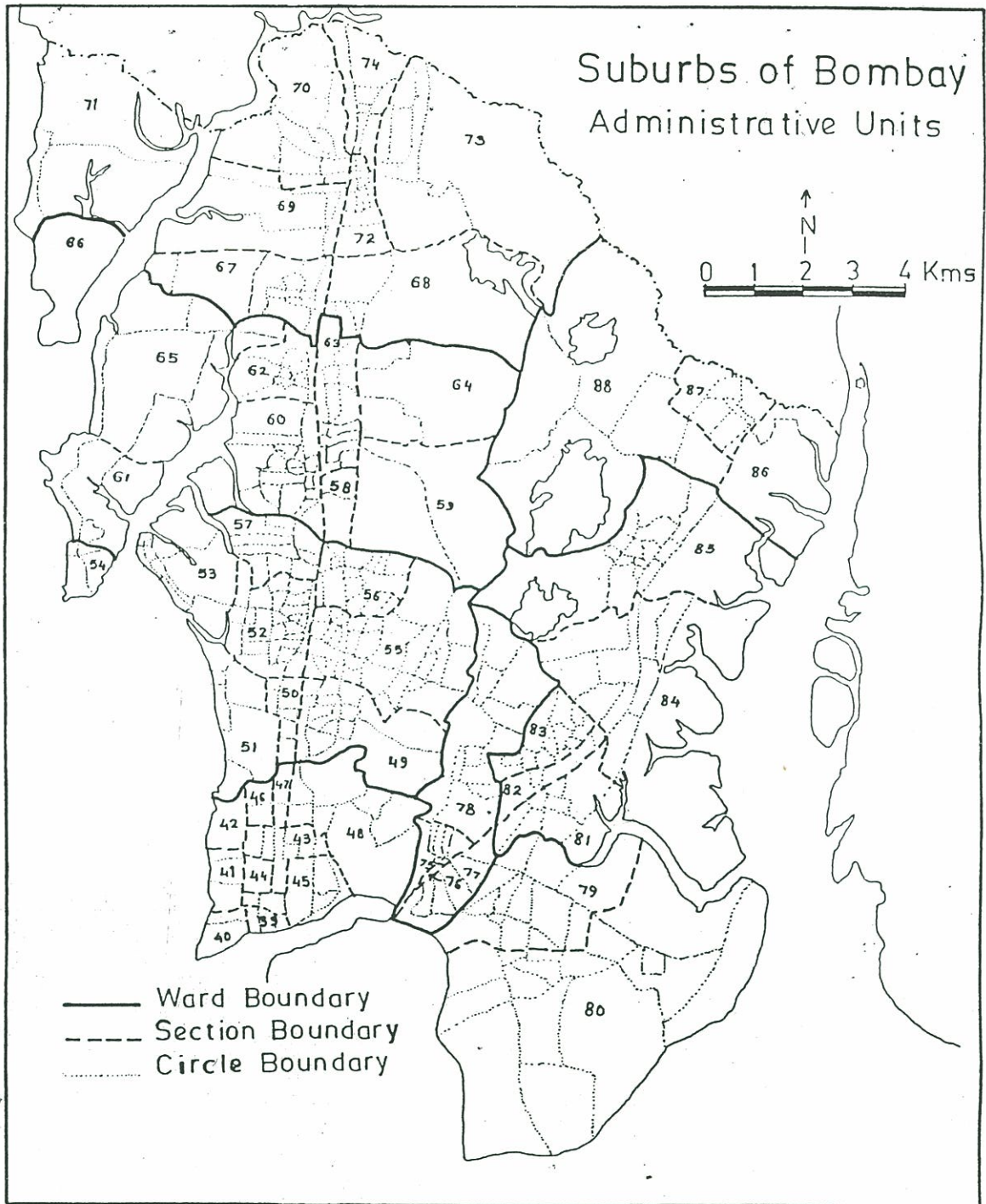
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APPENDIX

Suburbs of Bombay
Administrative Units

Ward Boundary
Section Boundary
Circle Boundary

Source: Manjurika Das, The Suburbs of Bombay

AN **IMPACT** FEATURE

▲ SRA a synonym for empowerment

An organization that strives for the betterment and up-liftment of slum dwellers

Prithviraj Chavan
Chief Minister, Maharashtra

Slums have constituted an integral part of Mumbai's cityscape for several decades. With its potential to provide employment to a vast multitude, the city attracts a large number of people. Many of them stay in slum colonies for the lack of a better alternative. Slum-dwellers stay in shanty structures in unhygienic environment, not by choice but by compelling circumstances as they were thrown out of the formal housing sector, the latter being expensive and much beyond their income levels. It is imperative to enhance their standard of living and for which an authorized dwelling unit is a first step in the right direction. Thus, Slum Rehabilitation Authority (SRA) was established on December 15th, 1995, to serve as the planning authority for all slum areas in Greater Mumbai and to facilitate the rehabilitation schemes.

The objective of SRA's Slum Rehabilitation Scheme is to not only redevelop, but also rehabilitate the slum and its inhabitants. Through the scheme, rehabilitation flats are built free of cost to the slum dweller by cross-subsidisation provided by free-sale flats. Developers are allowed to construct sale flats on slum land, whether it is government or private land, in exchange for the construction of flats for slum dwellers.

A glance through the past
Since the beginning of 20th century slums have existed in Mumbai. The origin of slums can be traced back to Pre independence time wherein people from all corners of India came to Mumbai in search of job opportunities. Mumbai was the only city of Employment opportunity. Slum became the necessary part of Mumbai.
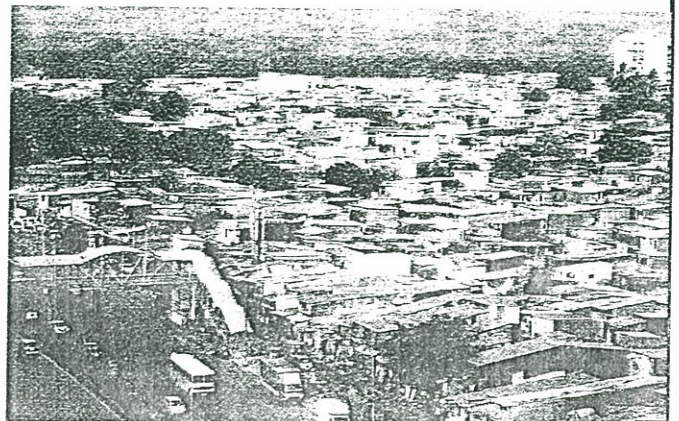
From 1950 to 1970 the approach was to remove the slums and protect the land. The influx of migrant labour was so huge therefore the efforts to protect even private land proved futile. Large area of public land encroached by slums. Solutions suggested in the past to get rid of slums were demolition of slums by treating them as illegal squatters. But the slums almost always reappeared. Eventually, demolitions were termed inhuman by citizenry. Since then a humanitarian approach to recognise the slum was considered.

As Mumbai is an economic and financial hub it has attracted people from tiny corners of India. Due to the high demand and value of real estate, cost of lodging has sky rocketed. For many people it is not possible to afford a house on rent in the city and this has resulted in spreading of slums. It is stated that more than half the population of Mumbai resides in slums. Quarter of Mumbai's land has been occupied by slums.

It is important to note that slums are not really a nuisance. They contribute to the economic development of the country as many small to mid scale industries function in these slums.

The Maharashtra Slum Area (Improvement, Clearance & Redevelopment) Act, 1971 came in existence. Census of hutments carried out in 1976 and Identity Card/Photo passes issued to Slum Families. Basic amenities such as water, drainage, toilet, pathways, and street light were provided in slum area.

Slum up-gradation program was implemented with World Bank assistance in mid 1980. Slum land was given on lease of 30 years to the co-operative society of slum dwellers at a nominal lease rent. Soft loans for renovation of individual structures were provided. Redevelopment of slum dwellers was also initiated in Dharavi under PMGP. In 1991-95 Redevelopment of slums started under SRD by making provision in Act and Rules but unfortunately the Scheme proved ineffective.

"When we were living in the slums, our home was a minuscule room. Our children used to play as well as study there, my wife used to cook there and we all used to even sleep there. We face immense problems especially during the monsoon as water used to enter our home and so would the gutter water. We lived in very unhygienic conditions. But the SRA has truly benefitted us. Now my children have space to play and there are clean sanitation facilities. Our standard of living has drastically improved. I owe a big thank you to SRA!"

Formation of SRA

In 1995, a high power study group was formed by Govt. popularly called Afzulpurkar Committee which recommended Slum Rehabilitation scheme. Committee has estimated 80 per cent slum rehabilitation is possible in situ. Committee relies on philosophy that "if inequality has to be removed there has to be unequal law" as giving free tenements to slum dwellers is not supported by housing philosophy but slum dwellers deserve this preferential unequal treatment to bring them into mainstream of social, cultural and economic fabric of this pulsating city.

Government launched comprehensive Slum Rehabilitation Scheme in December 1995 wherein slum rehabilitation tenements are provided free to slum dwellers and tenements constructed in sale component are allowed to be sold in open market. The aim of SRA is to use land as resource, to cross subsidize the cost of Slum Rehabilitation tenements, the incentive FSI is given for construction of sale tenements.

The powers, duties, and functions of the Slum Rehabilitation Authority are to survey and review existing position regarding

"I left my village in 1976 and came to Mumbai in search of work. I didn't have money to buy or rent out a place. With the help of few friends I managed to get a small place in the slums. There was no water, no bathroom, no drainage facility and no electricity but today SRA has changed my life. Never even in my dreams I thought I could have my own place in Mumbai."
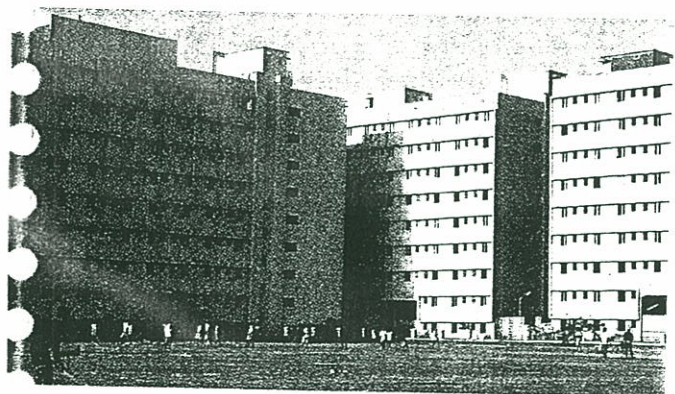

Slum areas in greater Mumbai, to formulate schemes for rehabilitation of slum areas, to get the slum rehabilitation scheme implemented and to do all such other acts and things as may be necessary for achieving the objective of rehabilitation of slums.
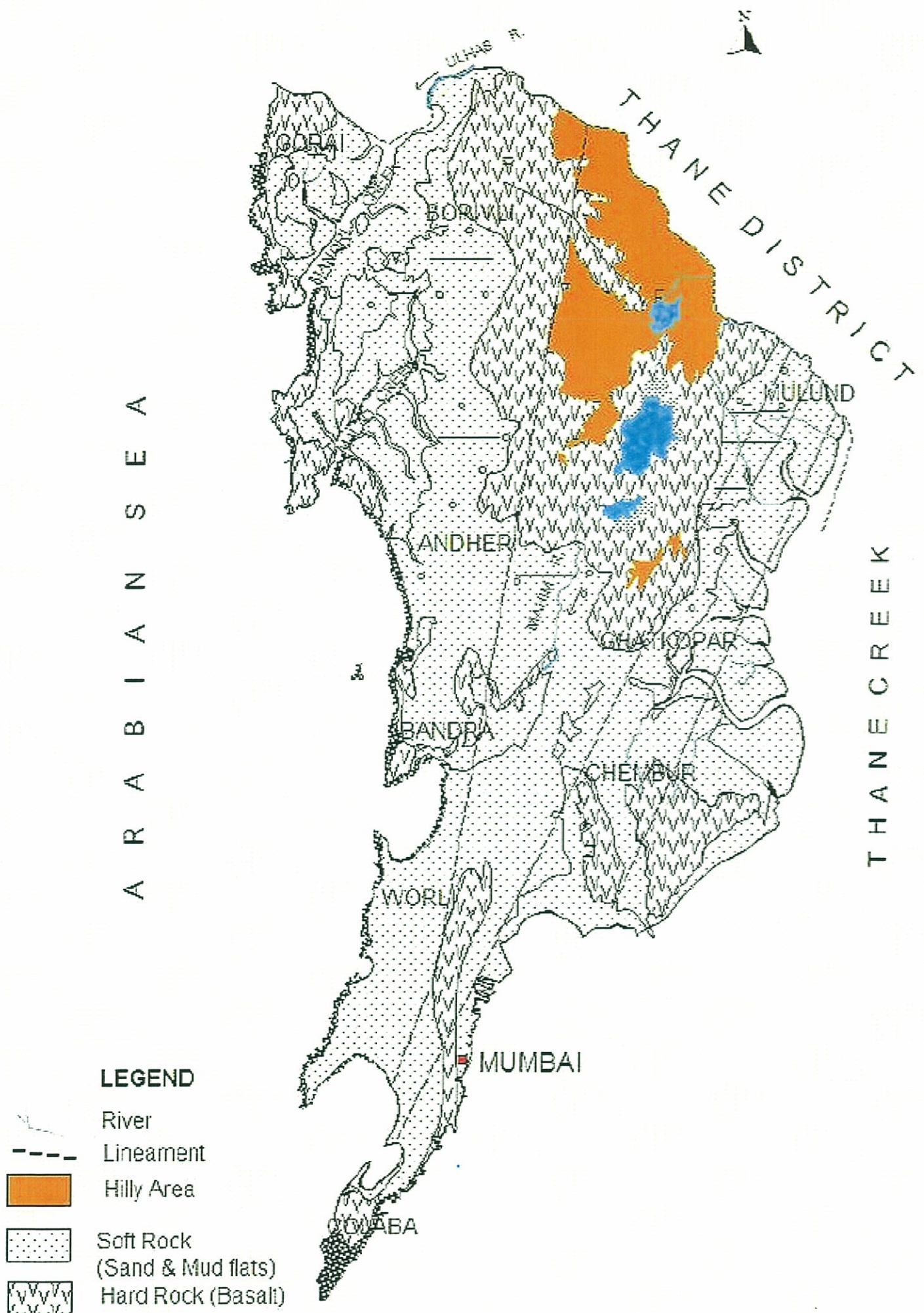
Challenges of the herculean task

Mumbai has the dubious distinction of being both the commercial centre of the country and having the largest population of slum dwellers in the world half of the city's population lives in slums. These slums have very few amenities and most residents live in unhygienic conditions without adequate access to secure tenure, water, toilets, drainage systems and internal roads. One estimate puts it that the slum population lives on only 16% of the land area, a statistic revealing of existing inequities and prompting of the question as to whom the city belongs. The rehabilitation of the above population as early as possible is a herculean task. SRA has introduced schemes to help rehabilitate and relocate Mumbai slums. The scheme is implemented

in two part Rehab and Sale Component. The Developer is allowed to construct sale component to meet expenditure of rehab component and profit. The Eligible slum dwellers get 25.00 sq. mtr tenement free of cost. The Non-Eligible slum dwellers are removed from the land.

The objective of the scheme is to rehabilitation of protected slum dwellers in permanent tenement, rehab tenement free of cost, no financial burden on Government, upgrading living standards and eradicating slum. At the beginning Eight lakh families were targeted to be rehab and empower the slum dwellers.

Sachin Ahir
Minister of State, Housing, Maharashtra

Turning dreams to reality

Extensive and effective schemes were made for slum dwellers. They were given official houses in the same land. Slum dwellers staying in the slum before 1.1.2000 are eligible for this scheme. The government granted 269 sq ft flat to them. The entire process was organised and efficiently carried out. Slum Dwellers form a committee and appoint a chief promoter. A general body meeting is organised for slum dwellers wherein they can know about the schemes, benefits and other plans of SRA. Architect, builder, developers are appointed by majority and at each and every step transparency is maintained. There is a proper contract made between the developer (selected by slum dwellers) and chief promoter. While construction the inhabitants are moved to transit camps or offered an amount for renting a place. Thus SRA has been successfully turning mere shacks into permanent buildings for slum dwellers. After the completion of construction the flats are handed over to eligible slum inhabitants through a lottery system.

Passion at its core

The role that SRA has played in redevelopment of slum areas has been monumental. Although rehabilitation of slum may seen like a simple task, it involves lots of intricacies. Without passion and dedication success of the project is impossible. SRA works continuously for the upliftment of people and for their betterment.

Over the years SRA has been able to achieve several milestones. Listed below are some of them:
* Number of tenaments constructed 1,57,726
* Number of tenaments in pipeline 3,47,878
* Standard Operating Procedure (SOP) introduced for various permissions.
* Digitization of SR Schemes.
* Rehabilated slum dwellers are regularly trained for maintaining their building.

TWO IMPORTANT DECISIONS OF THE STATE GOVERNMENT
* Slum structures existed on 1.01.2000 are eligible for rehabilitation.
* The eligible slum structures existed on 1.01.2000, if transferred, then the transferee slum dweller becomes eligible for rehabilitation.

HYDROGEOLOGY
GREATER MUMBAI DISTRICT, MAHARASHTRA

N

ULHAS R.

GORAI

BORIVLI

T H A N E   D I S T R I C T

MULUND

A R A B I A N   S E A

ANDHERI

GHATKOPAR

BANDRA

CHEMBUR

T H A N E   C R E E K

WORLI

MUMBAI

COLABA

LEGEND

River

Lineament

Hilly Area

Soft Rock
(Sand & Mud flats)

Hard Rock (Basalt)

SURVEY OF MIGRANT POPULATION IN SUBURBAN DISTRICT OF MUMBAI

SURVEY DONE BY MRS. A.A. KULKARNI FOR COMPLETION OF Ph. D. DEGREE

QUESTIONNAIRE NO._____   DATE _____

Name & CONTACT NO. OF SURVEYOR: _____

1. Name of the head of the family _____
2. Address _____
3. Telephone No. _____   Mobile No. _____

A : TABLE OF DEMOGRAPHIC CHARACTERISTICS:

Sr. No	Name	Relation with Head of family	Sex	Age	Educational Level	Married / Unmarried/ widowed/ divorced	Occupation	Remarks
1.								
2.								
3.								
4.								
5.								
6.								

TOAL FAMILY MEMBERS :   MALES: FEMALES:

B: Knowledge of Languages:

4. Languages known : Please enlist the languages you know:

Sr. No.	Name of Language	Understand (Total No.)		Speak (Total No.)		Read (Total No.)		Write (Total No.)	
		Past	Present	Past	Present	Past	Present	Past	Present
1.									

2.								
3.								
4.								
5.								
6.								
7.								

C : KNOWLEDGE OF LOCAL LANGUAGE – MARATHI

1: Was there any problem of understanding Marathi Language?

    a) Yes ---------   b) No ----------

2: Have you taken special efforts in learning Marathi?

    a) Yes -----------   b) No ------

D :Information about Migration:

5.When did you come to Mumbai? Stay for Total No. of ---------YRS.

5 A) Reasons for In MIGRATION to Mumbai. Please tick the proper choice.

a) Attraction of Mumbai City

b) For starting own business

c) For Education purpose : A) Self :----------B) Children:--------

d) To help someone in business

e) Relatives brought here

f) No scope for employment at Native place

g) Better job opportunities at Mumbai

h) Any other reason ;please specify. --

5 B) Which is your native place?

a) Name : _____

b) District: _____

c) State:--

5   C) How did you come here?

a) Alone _____ or   b) With Family_____

5. Who helped You? Please tick the correct alternative.

6. A) No one _____ b)Relative _____ c) Friend_____

7. Name of the area where you lived first :_____

8. Have you changed your place of living since then? AND WHY?

a) Yes ----------   b) No_____

_____

_____

9.   Which was your first job? A) Temporary_____ OR B) Permanent_____

10. How have you reached to your present position?

   a) By changing previous job

   b) By doing the same job for _____ years

   c) By getting promotion

   d) You are in the same position _____

11. Which factors have contributed to this success?

   a) By taking higher education in the concerned field

   b) By acquiring the necessary professional skills

   c) There was need of more people in the field

   d) Someone has lifted you

   e)   By taking loan from the bank to expand the business.

12. How have your colleagues or neighbours accepted you?

   a) Happily

   b) Opposed

   c) Normal Reaction

13. Whom have you married ?

a) A lady from your native place

b) A lady from MUMBAI

14. **How many of your children are born here?(They are Non migrants)**_____

15. **If You were already married ,how many children are born here?** _____-

16. **Is your wife   a) Migrant** _____ **b) Non migrant** _____

E : About Living Conditions in Mumbai

17. **Do you live in a)** Rented House _____ or **b)** Ownership Flat _____

18. **Any specific reason for selecting this Area for living?**

a) House rates are cheap

b) Nearness to workplace

c) Many community people are living here

d) This is the housing colony of YOUR company

e) Hostel accommodation

f) Living with the relatives

g) The commission agent selected this area

19. **What is the type of house you are staying now?**

a) Chawl b) SRA Flat c) Shanti d) Slum Area e) 1 BHK f) 2 BHK g) 3 BHK

h) Row house i) Bungalow j) Shared room k) As a paying guest l) Hostel

m) Company Housing Colony n) Any other

20. **Do you want to live here permanently?**

a) Yes

b) No

21. **Are you a member of any Religious or Cultural Organisation?**

a) Yes

b) No

22. **Since how long are you a member of this organisation? No. of years--------**

23. **Which specific activities are conducted through it?**

a) Cultural

b) Social

c) Educational

d) Entertainment

e) Awareness

f) All above

24. Does your family participate in this?

a) If yes, why ---

b) If no, why---

F : LINKAGES WITH THE NATIVE PLACE:

25. How many times do you go to your Native place?

a) Never

b) Once in a year

c) Once in 2 years

d) Two times a year

e) Frequently

f) At the time of some occasions i) Festivals ii) Marriage iii) Family get together iv) On request of some relative v) Death vi) Illness of family member

26. How do you go there?

a) Govt. bus   b) Private Vehicle   c) Railway   d) Air e) Any other

27. How do you help the people at the native place?

a) By sending money

b) By sending medicines

c) By bringing them here for medical treatment

d) By allowing them to see Mumbai – as a tourist centre

e) By calling the young ones for education purpose

f) By sending gifts

g) By offering them a job in your business

28. Do you want to go back to your native place in future?

A) Yes ------------   B) NO --------------

29. Do your children like the native place?

A) Yes ---------   B) NO ------------

30. Do you want to stay here permanently at Bombay?

A) Yes -------B) No --------

G :About working conditions / occupation.

31. **How do you go to your place of work?**

    a) By Bus

    b) By Local train

    c) Auto Rickshaw

    d) Taxi

    e) Own vehicle

    f) By shared taxi

    g) Combination of bus and local train and rickshaw

    h) By office vehicle

    34. A :How much time is required for reaching the work place?

    Please specify time in a) Hours _____ b) Minutes_____

32. **How many members are working in your family ?**

    Males :_____   Females :_____   Children :_____Total:_____

    Table of working members in the family:

Sr. No.	Name	Age	Sex	Type of work	Income (Monthly)

H) Standard of living:

    a) Monthly income from all sources : Rs:----------------------

    b) Are you satisfied with it ? a)Yes --------- b) No -----------

    c) What is your monthly approximate expenditure? Total -----------

    1) On Food --------------------------------------

2) On Clothing --------------------------------------

3) On Medicine -------------------------

4) On Transport ---------------------------------------

5) On Rent -----------------------------------

6) On Education of children ------------------------

7) On Mobile & Telephone --------------------

33. Do you possess the following?

GROUP 1 :

a) Gas b) T.V. c) Mobile d) Landline phone e) Bicycle f)Two wheeler g) Mixer

GROUP 2 :

a) Fridge   b) Computer   c) Laptop   d) A. C. e) Mobile f) Washing Machine

g)four wheeler h) Microwave

H :DEGREE OF SATISFACTION

34. Do you feel that you have settled here permanently?

a)   Yes -----------------------   b) No ----------------

35. Are you satisfied here in Mumbai? A)Yes_____ B) NO_____

36. Please specify   in percentage?

37. A) 25% B)50% C)75% D)100% OR E)_____

38) If you are not satisfied, then

a)   Are you planning to go back to your native place? Yes---- No-----

b)   Will You allow your children to stay here in Mumbai?

a)   Yes ---------   b) No --------

39) Any comment, Suggestion, criticism about Mumbai:

40) Please comment.

जगातील स्थलांतरित भारतीयांची संख्या

Middle East

Saudi Aracia	1,400,000
United Arac Emirates	1,200,000
Kuwait	500,000
Oman	350,000
Qatar	175,000
Bahrain	140,000
Yemen	100,000
Jordan	4,100

Asia

Hong Kong S. A. R.	35,000
Malaysia	2,300,000
Singapore	400,000
Philippines	125,000

South America

Guyana	326,782
Suriname	162,113
Trinidad	473,735

Africa

South Africa	1,200,000
Mauritius	800,000
Reunion	250,000
Kenya	70,000
Uganda	60,000
Tanzania	50,000
Madagascar	30,000
Mozamcique	21,000
Zambia	20,000
Zimbabwe	20,000

Europe

United Kingdom	1,500,000
Netherlands	300,000
France	70,000
Germany has	35,000
Switzerland	13500
Austria	12,000

North America

United States	3,100,000
Canada	800,000
Fiji	350,000
Australia	150,000

दीपक करंजीकर । ९८८१५४६५७८
deepak.karanjkar@gmail.com

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Mumbai Suburban District

Names of Wards and Sections

Sr. No.	Section No.	Ward name	Section Name
1.	39	H/W	Slaughter House
2.	40	H/W	Colwada, Bandra Hill
3.	41	H/W	Pali hill
4.	42	H/W	Danda
5.	43	H/W	Khar Scheme
6.	44	H/W	Khar and Pali
7.	45	H/E	Hill road, Turner Road
8.	46	H/W	Santacruz(w)
9.	47	H/W	Santacruz (Central)
10.	48	H/E	Santacrus (East)
11.	49	K/E	Vile-Parle East
12.	50	K/W	Vile- Parle West
13.	51	K/W	Juhu
14.	52	K/W	Andheri west
15.	53	K/W	Versova
16.	54	K/W	Madh
17.	55	K/E	Andheri (East)
18.	56	K/E	Jogeshwari (East)
19.	57	K/W	Jogeshwari (West)
20.	58	P/S	Goregaon &Village Maroshi
21.	59	P/S	Aarey
22.	60	P/S	Eksar Pahadi
23.	61	P/N	Erangal& Daroli
24.	62	P/N	Malad(west)
25.	63	P/N +S	Malad (East)
26.	64	P/N	Kurar,Dindoshi,Chincholi, Vadhwan
27.	65	P/N	Valnai, Malvani, Akse & Marve

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28.	66	P/N	Manori Island
29.	67	R/S	Kandivli & Charkop
30.	68	R/S	Poisar & Akurli
31.	69	R/C	Borivli & Shimpoli
32.	70	R/N	Eksar
33.	71	R/C	Gorai & Kulvem
34.	72	R/C	Kanheri
35.	73	R/N+C	Magathane
36.	74	R/N	Dahisar
37.	75	L	New Mills, Kurla
38.	76	L	Station Takia, Kurla
39.	77	L	SwadeshiMills,Chunabhatti, Khajuribhatti,&Mandala
40.	78	L	Bazar Church Hall,Naupada,& seven villages
41.	79	M/E+W	Chembur Proper
42.	80	M/W+E	Mahul,Trombay,Govandi,Vadavali,Borla,Mankhurd,and Mandala
43.	81	N	Ghatkopar
44.	82	N	Kirol, Ghatkopar
45.	83	N	Panjrapol
46.	84	N& S	Vikhroli
47.	85	S	Bhandup
48.	86	T	Mulund East
49.	87	T	Mulund (West)
50.	88	T	Nahur, Tulsi, Gundgaon,Vihar, Sai & Klerobadi

जगातील स्थलांतरित भारतीयांची संख्या

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दीपक करंजीकर । ९८८१५४६५७८
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EVOLUTION OF BEST BUS TRANSPORT IN SUBURBAN DISTRICT OF MUMBAI

APR 1951 — SUBURBAN DISTRICT, ARABIAN SEA, MUMBAI CITY

JAN 1955 — THANE CREEK

JAN 1959

MAR 1964

NOV 1969

JUL 1974

DEC. 1978

KILOMETRES
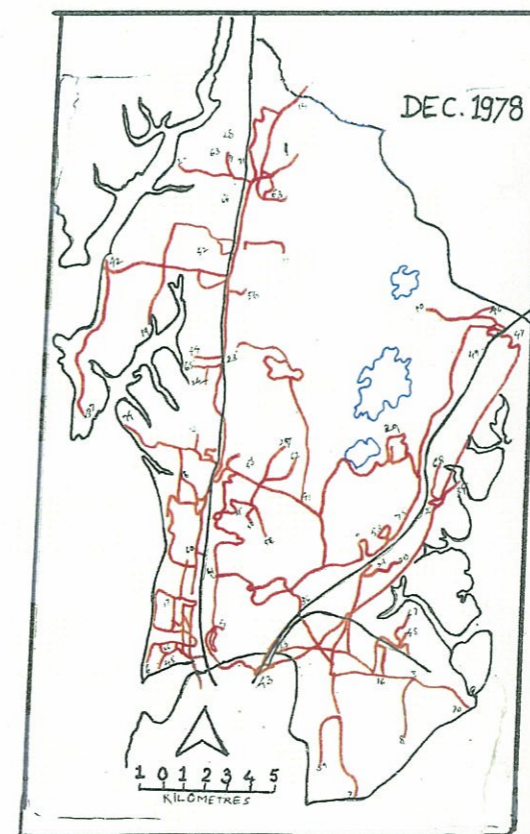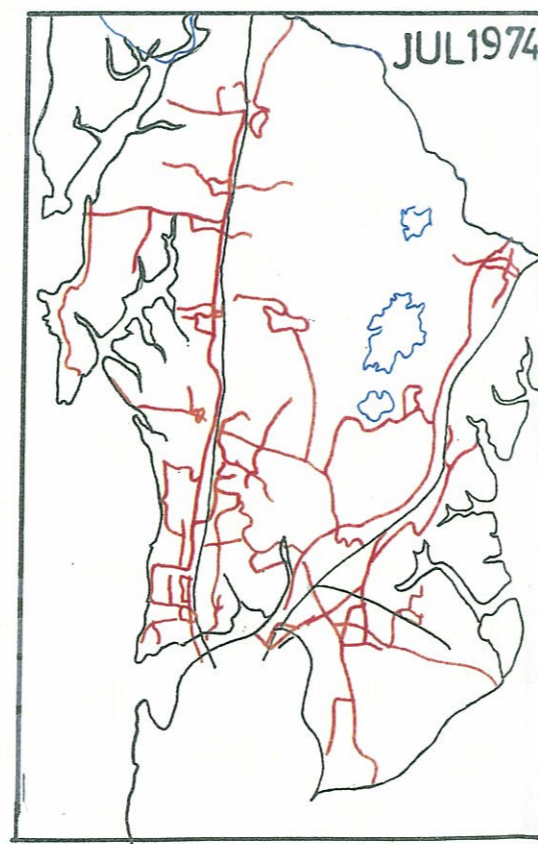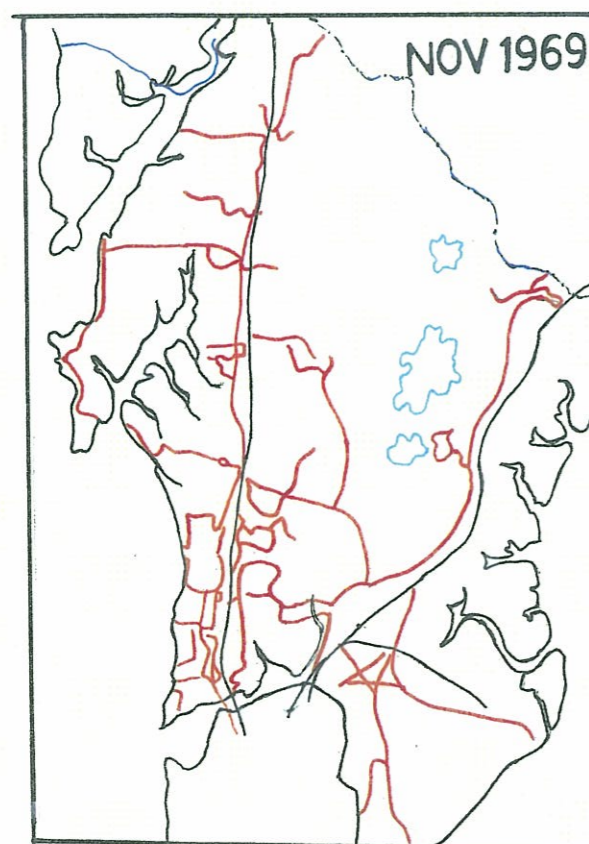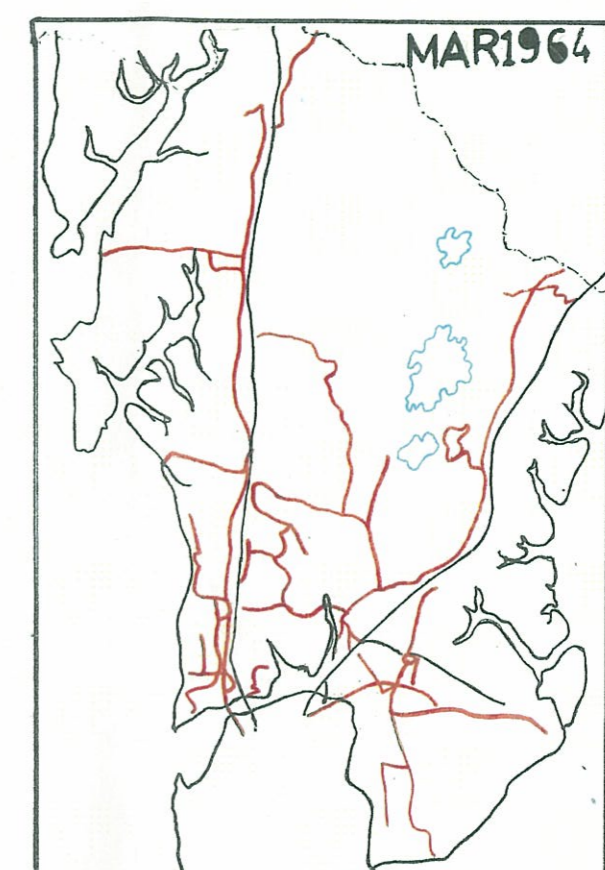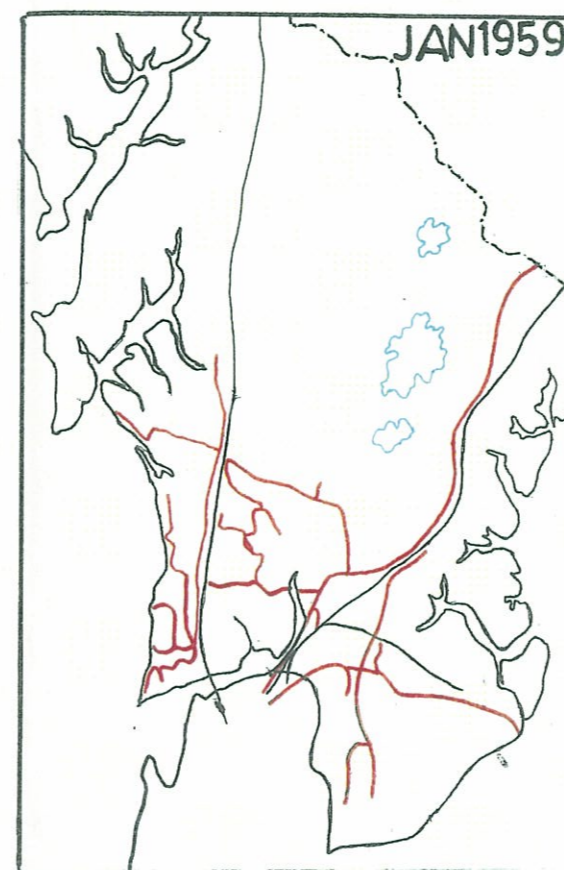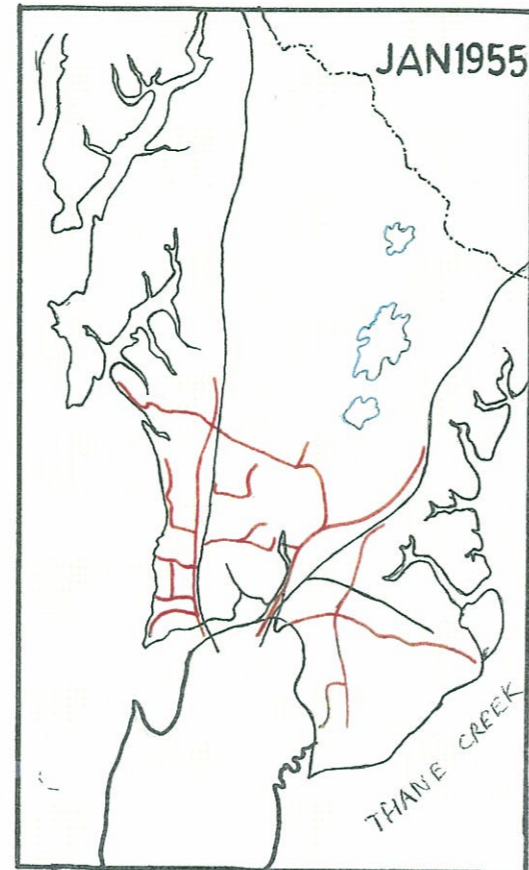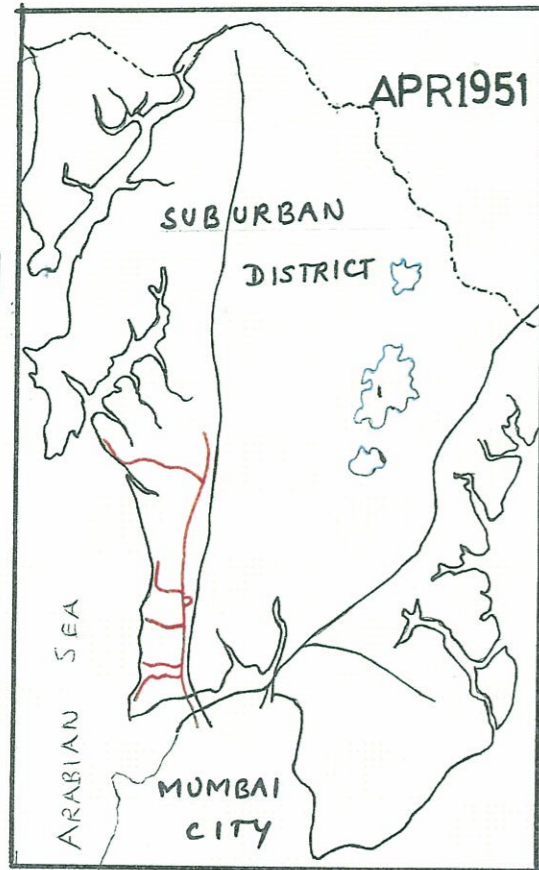
1.Abhinav Nagar	28. I. C. Colony	52.Paras Nagar
2. Andheri R.S.	29. I.I.T.	53.Park SITE
3.Anushakti Nagar	30. Jogeshwari	54. Poisar Depot
4.Bandra Bus Station	31. Juhu Beach	55.Pump House
5.Bandra Railway Stn	32. Juhu Bus Stn.	56. Pushpa Park
6. Band Stand	33. Kandivali R. S.	57.Refineries
7. B.A.R.C.	34. Kandivli R.S.	58.Sahar
8.B.A.R.C.N. Gate	35.Kannamwar Ngrr	59.Sainath Road
9.Barve Nagar	36. Khar Raily Stn	60.Santacruz Dptt
10.Bhandup Comp.	37. Madh	61.Santa. R. S.
11.Bori Bus Station	38. Mahim	62. SEEPZ
13.ChemburRail.Stn	39. Mahul	63. Shanti Ashram
14.Dahisar Cheque	39. Mahul	64.Shastri Marg
15.Damu Nagar	40.Malad	65. Shastri Nagar
16.DevnarDepot	41.Marol	66. Shimpoli
17.Dr.Ambedkar Rd	42.M.C. CHARCOP	67.Shivaji Nagar
18.E.S. I.C. Nagar	43.Malad	68 Tagore Nagar
19.Gaikwad Nagar	44.Motilal	69. Tata Station Recg
20.Ghatkopar Depot	45. Mt. Mary	70.Trombay
21.Ghatkopar R. S.	46.Mulund Bus Snn	71.Vallabh Nagar
22.Gorai Creek	47.Mulund R. S.	72. Vazira Naka
23.Goregaon Bus Stn	48.Municipal Colny	73. Veera Desai Rd.
24.Goregaon Bus Det	49.Nahur Village	74.Versova
25.Hanuman Road	50.New Quarters	75. Vikhroli Depot
26. Hill Road	51.Oshiwara Bridge	76. Vikhroli R. S.
27.Holy Spirit Hospital		

SOURCE:- M.A. DISSERTATION OF H.M. PEDNEKAR.

Ward H (East)
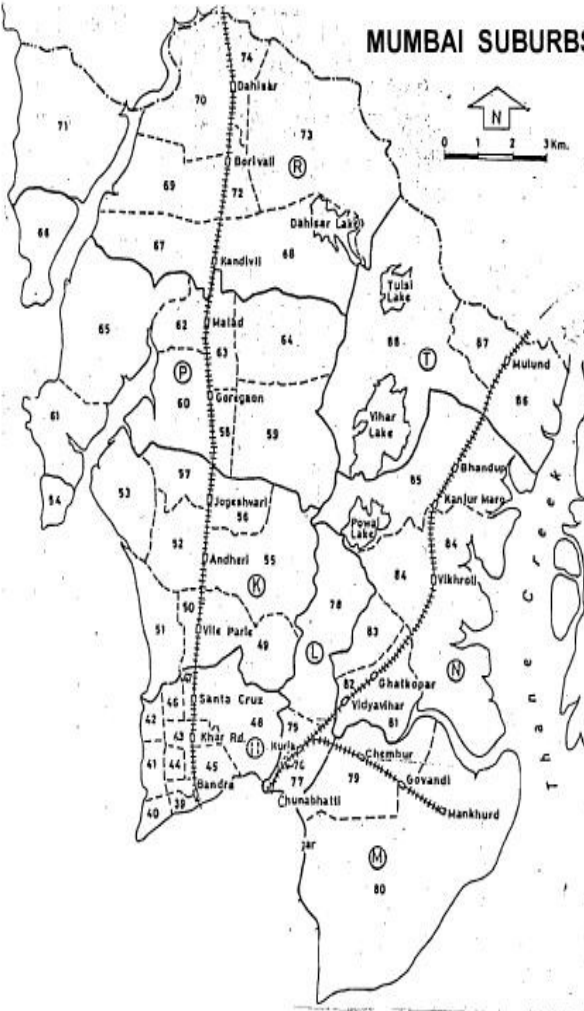
Areas covered under H/E are Hill Road and Turner Road, Khar Scheme, Santacruz (E) etc. The Domestic and International Airports are located here. Hill Road and Turner Road, Khar Scheme, Santacruz (E) etc. The Domestic and International Airports are located here.

Boundaries:

East: Mithi River, CST Road, Santacruz (E)& V.Parle

West: West Railway Station.

North: Milan Subway.

South: Mahim Causeway

- **Area**: 18.53 km².
- **Population**:579,123 (2011 census)
- **Total Households**:114,423
- **Railway stations**:1
- **Best Depot** : 1
- **Municipal health services : 9**:
- **Other hospitals**: 1
- **Cemeteries**: 6
- **Schools**: 63 +m
- **intellectually challenged children : 2**
- **Roads**:Major-26, Minor- 113;Nalas-Major-03, Minor-27
- **Garbage generation per day**:400 metric tons

Landmarks:

Orchid , an Ecotel Hotel, Sahara hotel

Description:

Gardens :6,Play grounds:5 Recreational Grounds -3 Parks and open spaces - Nil

MUMBAI SUBURBS

Ward H   (West)
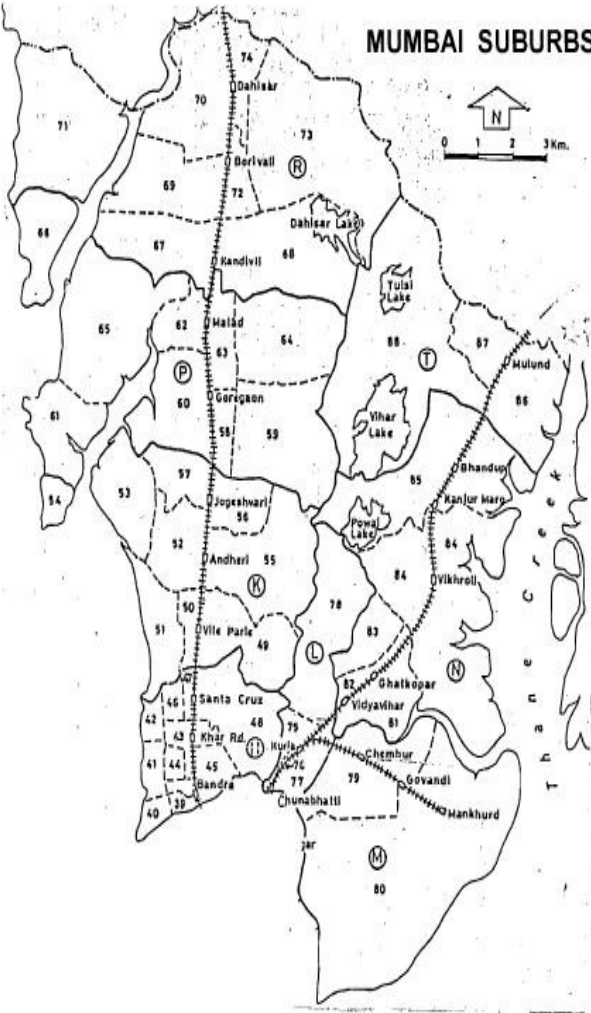
Areas covered under H/W Koliwada and Bandra Hills, Slaughter House(Bandra West), Hill Road and Turner Road, Palli Hill, Khar and Pali, Khar Scheme, Danda, Santacruz(west),Santacruz (Central), and Juhu.

Boundaries
East: Western Railway Line.
                    West: Seaface.
                                    North: Milan Subway Road.
                    South: Mahim   Causeway
- **Area**: 11.55 km².
- **Population**: 421,141 (2011 census)
- **Total households**: 73,874
- **Density** : 29,211 persons / sq. km.
- **Railway station**s :3
- **Police stations**:4
- **Municipal health services** :11
- **Cemeteries**: 8
- **Schools**: 44

Landmarks:
JFW Marriott hotel, Sun n Sand hotel, Juhu beach.
Description: Gardens-13, Play grounds-8,Recreational Grounds-21, Parks-2Open Spaces-2,Plots-31
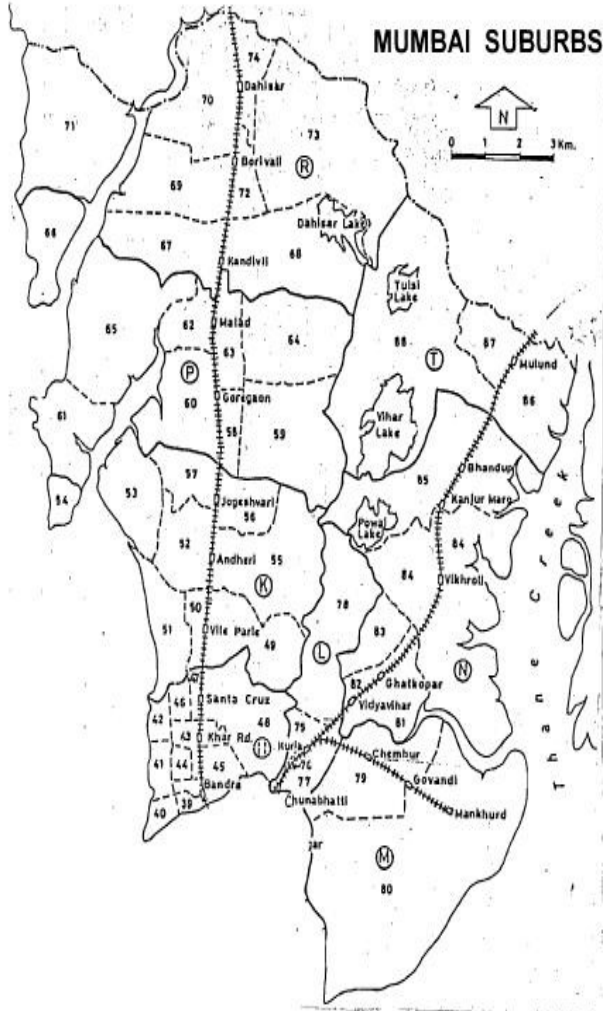
MUMBAI SUBURBS

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Ward K (East)

MUMBAI SUBURBS

Areas under K/W ward are Juhu/ Vile-Parle(w) Andheri (W), Versova and Jogeshwari (W).

Boundaries :

 East: Railways

West: Arabian Sea

North :Oshiwara River

South – Milan Subway

Area: 28.Km2.

Population : 806,360 (2011 census)

Households: 175,859

Density: 32,688 persons / sq. km.

Railway Station -1,

Best Depot:2

Police stations:6

Major roads:17, Minor :30

Municipality heath care services :12

Schools:

Cemeteries :1

Garbage generation : 700 metric tons per day/m

Landmarks :

Domestic Airport, Sahara hotel, Orchid Ecotel hotel.

Description:

Gardens -13,Play Grounds -19, Recreational Grounds-23,Parks-6,Open Spaces-2, Plots- 14.

Ward K (West)

Areas under K/W ward are Juhu/ Vile-Parle(w) Andheri (w), Versova and Jogeshwari (w).

Boundaries:

East: Railways

West: Arabian Sea

North –Oshiwara River

South – Milan Subway

- **Area**:23.30 km².
- **Population**: 6,94000(per 2011 census)
- **Total Households**: 149,161
- **Density** :29,956 persons / sq. km.
- **Railway stations**:1, Best Depot : 1
- **Police Station** :5
- **Eating houses**: 283
- **Municipal health services:8**
- **Major roads:155kms.; Minor roads:75 kms.**
- **Major Nalhas:4, Minor nalhas:12**
- **Cemeteries**: 17
- **Schools**: 542
- **Garbage generation** :600 tons per day

Landmarks: Gilbert Hill,Juhu Beach,
- Cooper Hospital,,ISKCON,,Andheri
- Sports Complex,, Mahakali & Jogeshwari
- Caves
- **.Composition**:Gardens-21,Play grounds-
- 19,Recreational Grounds-23,Parks-3,
- Open Spaces-5, Plots-13.,

Description:
One third Marathi speakers, One third Muslims, Remaining Gujarathi, Maharashtrians 27%, N. Indians 205 followed by Sindhis, Punjabi, Gujarati, and Marwari. VersovaBeach is microcosm of India given its population of Minorities, Migrants, Celebrities and Native Kolis.This ward is a combination of very rich and very poor people.

MUMBAI SUBURBS

MUMBAI SUBURBS
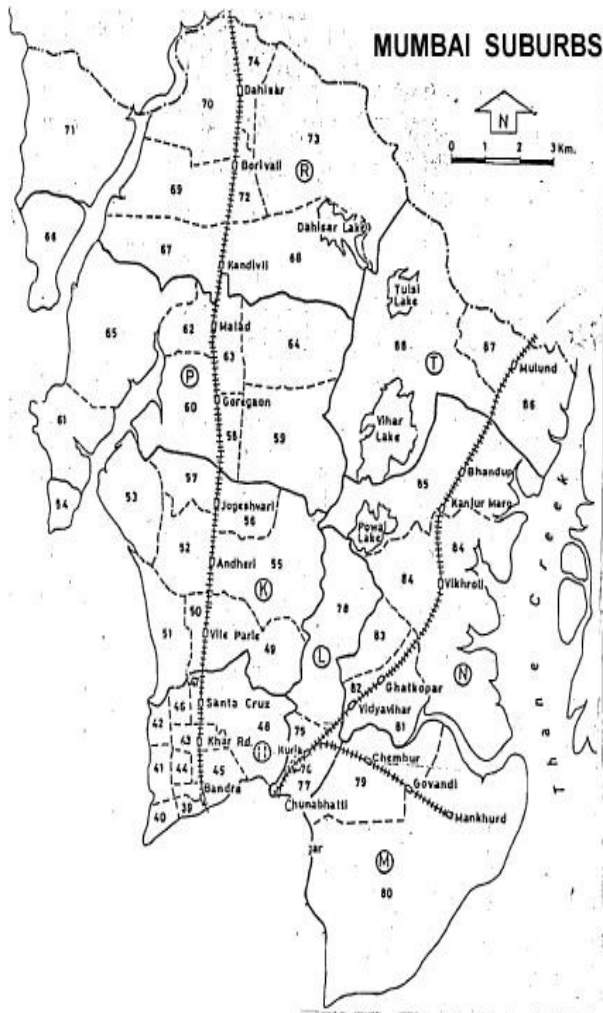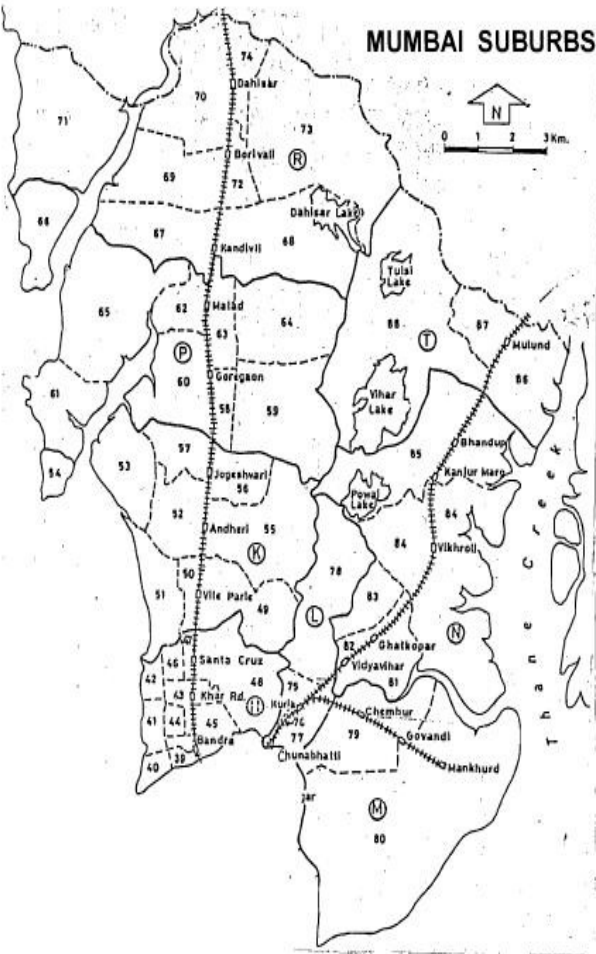
Area covered in P/N ward is Erangal &Daroli, Valnai, Malvani,Akse, Malad (w), Malad(E),Kurad,Dindoshi, and Manori Island.Population:946571(2011 **Census)Highest Density** of Population is found here **i.e.41,651persons/sq. km**..

Boundary:

East: National Park(Forest Dept. & T ward Boundary)

  West: Arabic Sea Bank

  North-R/S ward office Boundary,Kranti Nagar, Appa Pada, Gandhi Nagar, P/S Ward Office Boundary, Chincholi Bunder Road.

  South-Govind Nagar,Gen. Arun Vaidya Marg,East side of Film City

• **Area**: 46.67 km².
• **Population :**7,89645 (2001census)
• **Total Households**:171, 009
• **Density** :41, 651 persons /sq. km.
• **Municipal health services 12**
• **Major roads;42, Minor roads:155**
• **Railway station :1,Bus Depot :2, Police station:5**
• **Major Nalls:9, Minor Nalls-32**
• **Cemeteries**:1
• **Garbage generation :370** MT
• **Schools**: 1390

Landmarks :

The area is having highest no of slum population

Description:

GARDENS-12,Play grounds-27 Recreational Grounds-21,Parks-1,Open space Nil,Plots-61

Ward   P (South)

Areas covered under Ward P /S are Eskar Pahadi,Goregaon,Aarey Colony , and village Mareshi.

Boundaries:

East: Film city RD. & Aarey colony;

West :Sea Beach.

North : Chincholi Bunder,

South: Oshiwara

Area:29.56. km

- **Population**: 451,907(2011 census)
- **Total Households**:95,188
- **Density**: 17,915 / sq. km.
- **Municipal health services**: 4
- **Other hospitals**: 44
- **Cemeteries**: 2
- **Schools**: 51, **police station**:3,
- **Best bus depot: 3**
- **Major Roads**:11, minor roads:208
- **Major nalla**:3, Minor nalla:16
- **Garbage Generation :260 MT/ DAY.**:

Landmarks :

High rising Towers are competing with each other on Link Road.The Eastwen Rani Sati Road is polluted to the highest extent.In Malad we find Mahanand Dairy, Film city, Bimbisar Nagar,Chincholi Bunder,Upper Govind Nagar,Kranti Nagar, and Gandhi Nagar. Industries of metals and warehouses of scrapped material and a lot of queue for transport trucks is seen throughout. The uncontrolled growth of slums is leading to pollution.

Description:

Gardens-20,Play Grounds-9, Recreational Grounds-22,Parks and Open spaces-Nil,Plots-16
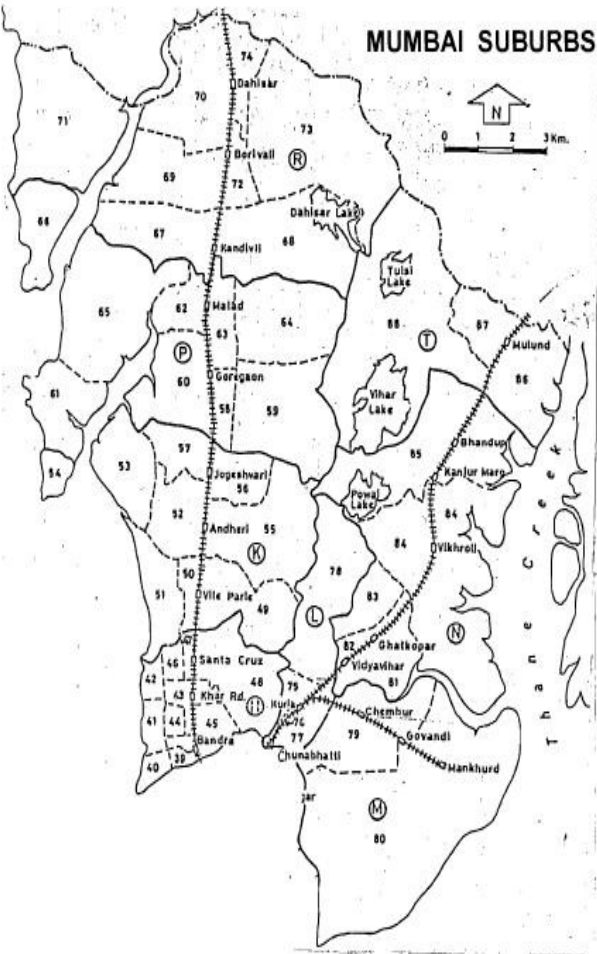
MUMBAI SUBURBS
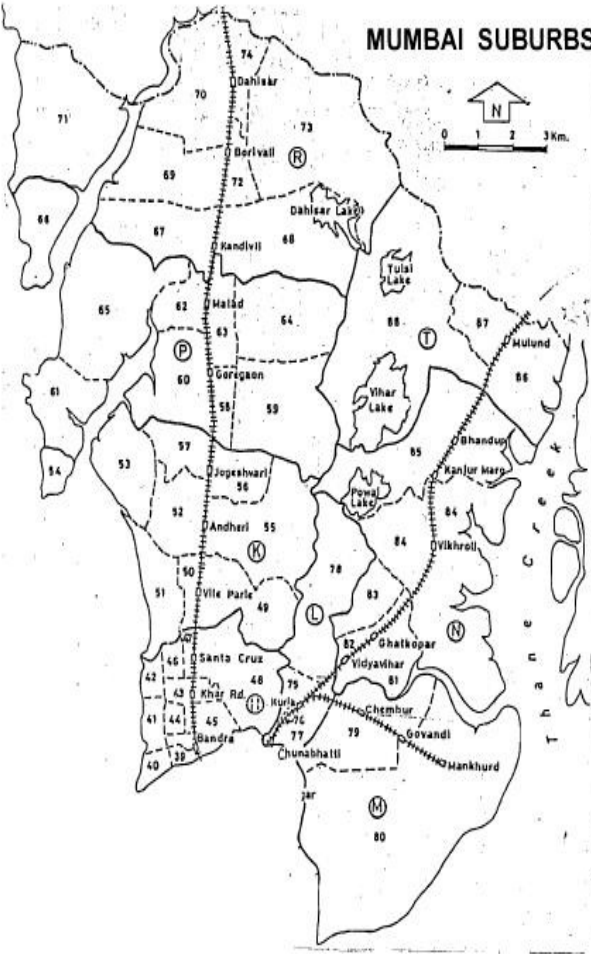
Ward   R (Central)

Areas covered under Ward R- Central which is the newly created ward which includes Borivli west, Shimpoli and Kanheri caves.

Boundaries:

East: Sanjay Gandhi National Park.

West : Gorai, Kulvem Village (Devidas Lane).

North: Overbridge&DaulatNagar,Borivli (E),Railway Subway Poisar.

South: Khatav Estate,Bhor Industries,90' wide D.B. Road, Railway Subway Poisar,Depot,90' Borsapada Rd.,Mahavir Nagar,RDP-4, Charcop upto creek.

- **Area** : 50 sq.km.
- **Population:** 681377(2011 CENSUS)
- **Total Households**: 117,294.
- **Density** :10,262 / sq. km
- **Railway stn.** 1
- **Police stn**.: 3
- **Best Depot** :4, t.:3
- **Municipal Health care services**:8
- **Major roads**:49, Minor rds:125
- **Major Nallas**:7, Minor Nallas:19
- **Garbage generation** :315 MT/day

Landmarks:
Kanheri is the historical Heritage site.
Description: Gardens-11,Play Grounds-24,Recreational Grounds-26,Parks-Nil,Open Spaces-9,Plots-34.

MUMBAI SUBURBS

Ward   R (North)

MUMBAI SUBURBS

Areas covered under Ward R /N: The last ward of the suburb in the north includes Magathane, Eskar & Mandapeshwar, Dahisar and Gorai.

Boundaries:

East : T ward

West : Dahisar Creek

North : Dahisar Check Naka

South : Devidas Lane.

Area :18 sq. km.
Population :363,991
Total Households:83,433
Density:20,213 /sq. km.
Railway st. 1,
Best Depot:1, Police st.:2
Municipal Heath services;2
Major roads:16, Minor Roads:12,
Major Nallas :5, Minor Nallas:2 ,
Garbage generation :130 MT/DAY

Description:
Gardens-4,Play Grounds-32, Recreational Grounds-13,Plots-25

Landmarks:
Ganapat Patil Nagar is the Biggest slum area twice the size of Oval Maidan is located here. It recorded 2nd highest growth next only to Mankhurd. Several Hindi films were shot here in 1940 qnd 1950.To reduce the menace of Malaria, all the tanks and lakes are breeding Guppy Fish. There are 193 open spaces.

MUMBAI SUBURBS
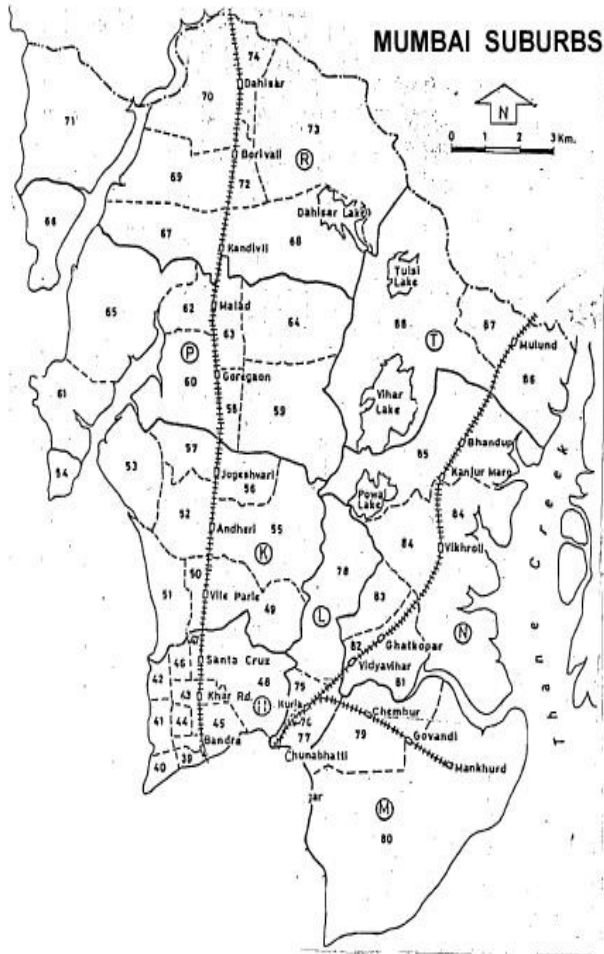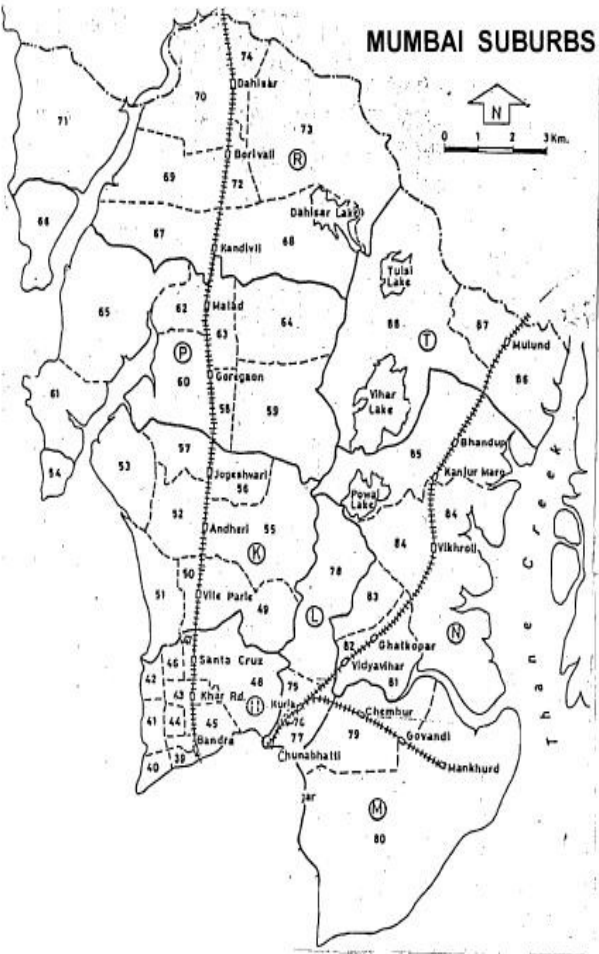
Areas covered under Ward P covers Eskar Pahadi,Goregaon,Aarey Colony , and village Maroshi.
Boundaries:

    East: Film city RD. & Aarey colony.
  West : Sea Beach.
      North : Chincholi Bunder.
- **Area**:29.56.**South**: Oshiwara
- **Population**: 451,907(2011 census)
- **Total Households**:95,188
- **Density**: 17,915 / sq. km.
- **Municipal health services**: 4
- **Other hospitals**: 44
- **Cemeteries**: 2
- **Schools**: 51,
- **police station**:3,
- **Best bus depot** :3
- **Major Roads**:11, minor roads:208
- **Major nalla**:3, Minor nalla:16
- **Garbage Generation :260 MT/ DAY.**:

Landmarks :

    High rising Towers are competing with each other on Link Road.The Eastwen Rani Sati Road is polluted to the highest extent.In Malad we find Mahanand Dairy, Film city, Bimbisar Nagar,Chincholi Bunder,Upper Govind Nagar,Kranti Nagar, and Gandhi Nagar. Industries of metals and warehouses of scrapped material and a lot of queue for transport trucks is seen throughout. The uncontrolled growth of slums is leading to pollution.

Description:
Gardens;20,Play Grounds-9, Recreational Grounds-22,Plots-16,Open spaces & Parks- NIL
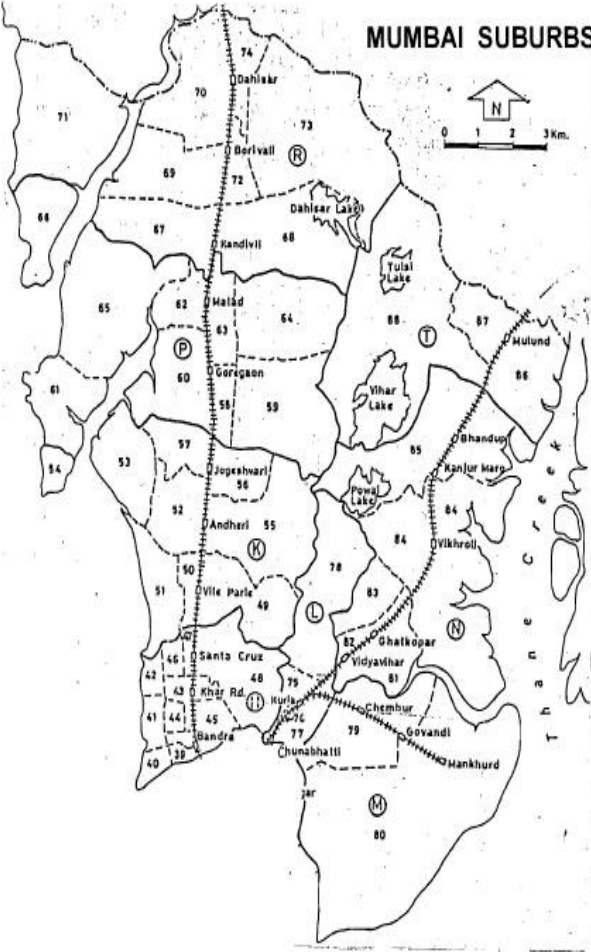
Areas covered under Ward R (South)
This ward covers Poisar and Aakurli &
Charkop. It witnessed a rapid growth in
the form of both highrises and hutments.
85% Population lives in slums .
Boundaries:
                                    East : Gautam
Nagar.
                        West : Charkop Sector 1 and
2.
North : Borsapada Rd. 90. D.P. Rd.
Kandivali (E).
  South: Goraswadi,Bandongari,
Kandiyli(w)
Area:17.78 sq. km.
Popuation: 8,29,127(June 2007
        end pulse polio survey)
Total Households:128,995.
Density:33,177/ sq. km.
Railway st. :1,
Best depot: 3,
Police stn.: 3
Municipal Health care services: 7
Major roads:38, Minor roads:125
Nallas:17,Minor nallas:11
Garbage generation: 225MT/day
Cemetery:1

Description :
Gardens-14
Play Grounds-26,
Recreational Grounds-07,
Parks-04,
Open Spaces-04
Private PLOTS-30

MUMBAI SUBURBS
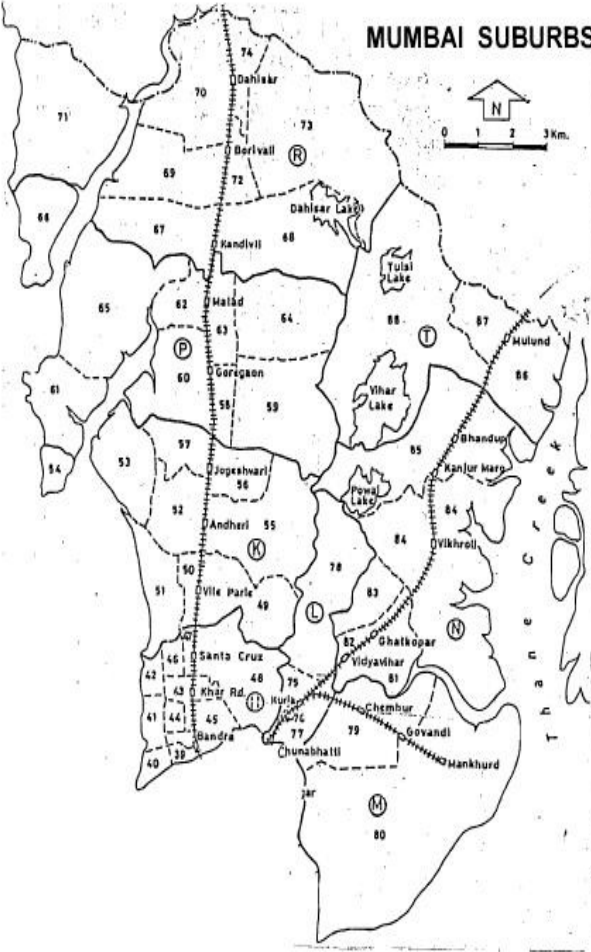
Areas covered under Ward N This ward includes Panjarpol, Kirol, Ghatkopar and Vikhroli

Boundaries :

East : National Park (Forest Dept.) & T ward office

West : Arabic Sea Bank.

North : R/S ward office boundary, Nursing Lane, Kranti Nagar, Appa Pada, Gandhi Nagar.

South : P/S ward office boundary,Chincholi Bunder Road, Upper Govind Nagar, Gen. Arun Vaidya Marg. East side of Film City.

Area: 39 km².
•**Population**: 614,945(June 7,end pulse polio (survey)
•**Total households:129, 228**
•**Density: 23866/Sq. km**
•**Railway St.: 3,**
•**Best Depot: 2,**
•**Police Stn.: 3**
•**Major Roads:27; Minor Roads:197**
•**Municipal Healthcare services :9**
•**Other hospitals**: 80
•**Cemeteries**: 6
•**Schools**: 102
•**Major Nallas**:3, Minor Nallas:37
•**Garbage generation**:265MT/Day

Description :
Gardens-15,
Playgrounds-13,
Recreational Grounds-10
Open Spaces-02,
Private Organization Spaces-12
Parks- Nil.

MUMBAI SUBURBS

Ward S

Areas covered under Ward S This ward includes Bhandup

Boundaries:

East : P/N (Forest Dept. & T Ward office.

West : Arabian sea bank.

North : R/S Office Boundry, Nursing lane, Kranti Nagar, Appa Pada, Gandhi Nagar.

South : P/S Ward office Boundray, Chincholi Bunder.

• **Area**: 64 km².
• **Population**: 8,29,127 (June 7 end pulse polio   survey)
• **Total H**ouseholds :1,48,731
• **Density**:10,800/SQ. KM.
• **Railway St.** 4,

Best Depot:None

• **Municipal Healthcare services:9**
• **Major roads ;99, Minor roads :116**
• **Major Nallas:24, Minor Nallas;1)Open:59,**
• **Closed;42**

Cemeteries: 9

• **Garbage generation:325MT/Day**

Landmarks:

This is house to Shivaji Talao. Forty years ago, it was a dense forested area,now converted into industrial belt.Asia's biggest water filteration plant. Nearest railway station from Tulsi lake.Powai lake is also located here.
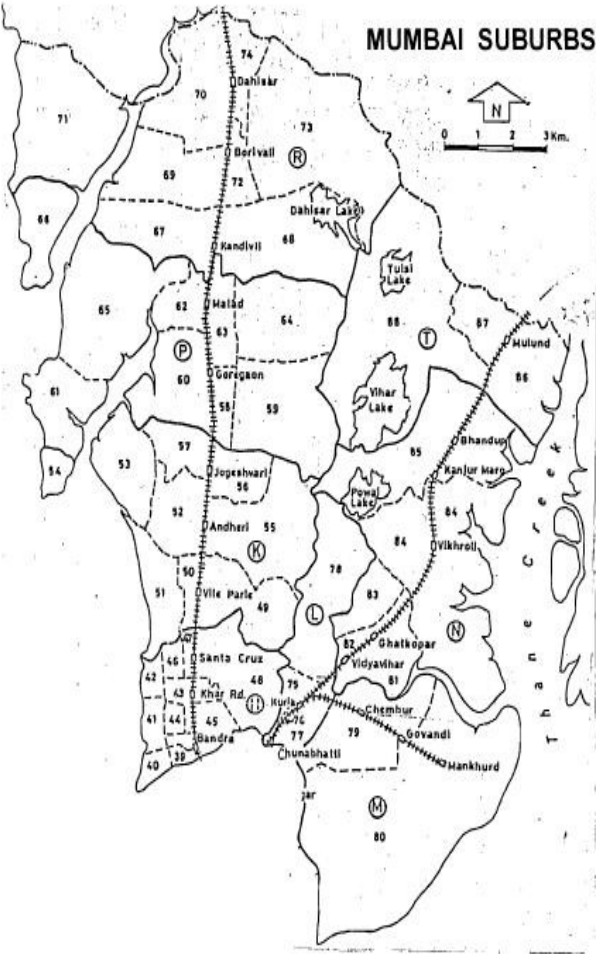
Description:

Majority people are Hindus speaking Marathi language.Total 12380 industries are located here including Crompton Greaves, CEAT Tyres, Asian Paints etc.Gardens-15, P.Gs.-13,R.Grounds.-2,PRIVATE Spaces-2, Open Spaces-2.
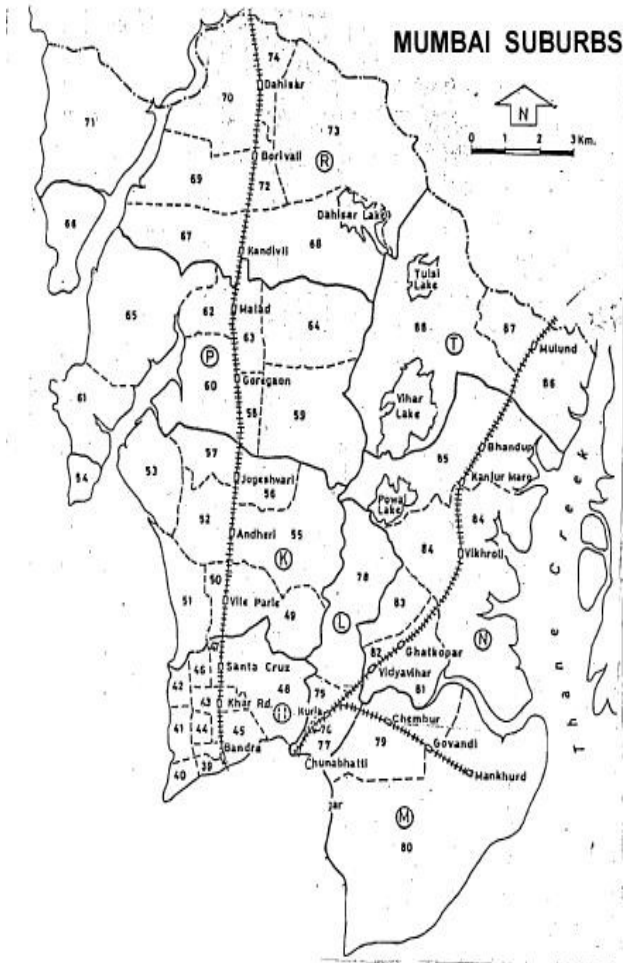
MUMBAI SUBURBS

Ward M (W)

Areas covered under Ward M West

Chembur proper comes under it.

Boundaries :

East:W.T.PatilMarg,G. M. Link Road. **West**: Tansa Pipe Line Nos. 2.

North : Somaiyya Nalla.

South: Mahul Creek.

- **Area**: 19.37 km².
- **Population**: 4,13,727(per 2011 census)
- **Total Households**:86,911
- **Density**:21,233/sq. km.
- **Railway St**.:1,
- **Best Depot** :3,
- **Police Stn**. :3
- **Municipal healthcare services :9**
- **Other hospitals**: 60
- **Major Roads**:27, Minor roads:27
- **Major Nallas**:8, Minor Nallas:38
- **Garbage generation /day**:310MT/Day.
- **Cemeteries**: 3

Landmarks:

This area is known as the Gas Chamber because of the Petroleum Refineries like Bharat Petroleum, O.N.G.C.; IPCL ETC.

Description:

Gardens-14,Play grounds-19,Recreational Grounds-12,Private Organization Spaces-13,Parks-Nil

MUMBAI SUBURBS

Ward M (E)

Areas covered under Ward M East

Boundaries: Sundaries: Mills and Chunabhatti

East : Thane Khadi.

West: Ramkrishana Chemburkar Marg,R.C.F.Colony,C.G. Marg, Panjarpole,Jn.W.T.Patil Marg,Central Sutosh Nagar Nala.

North : Arabian Sea.

South :Thane Khadi

Area;
Population:
Density;
Railway Stn.
Best Depot;
Major Roads.
Garbage Generation:

Description:
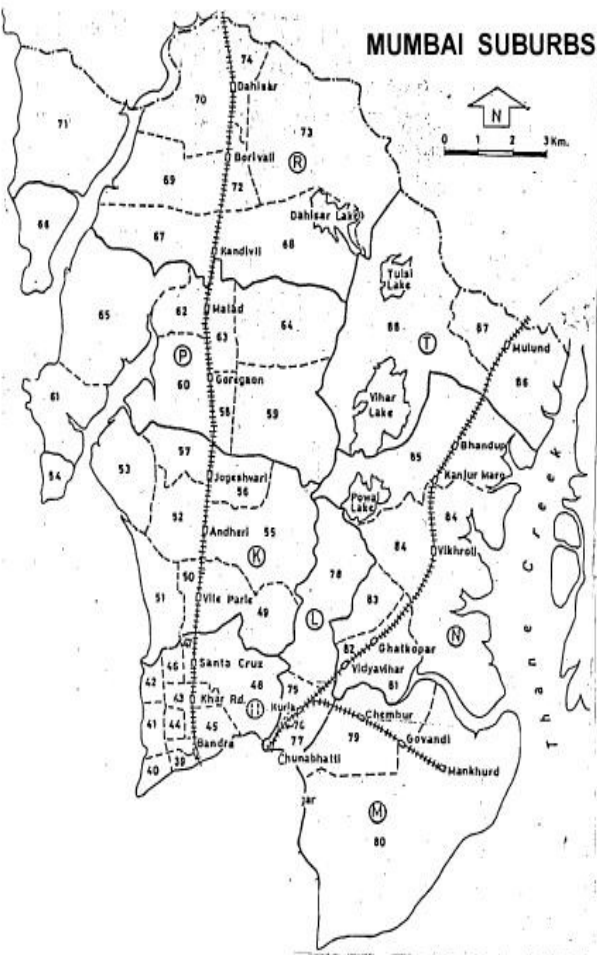Gardens:14
Play Grounds:26
Recreational Grounds-07
Parks-04
 Open Spaces-4
Plots-30
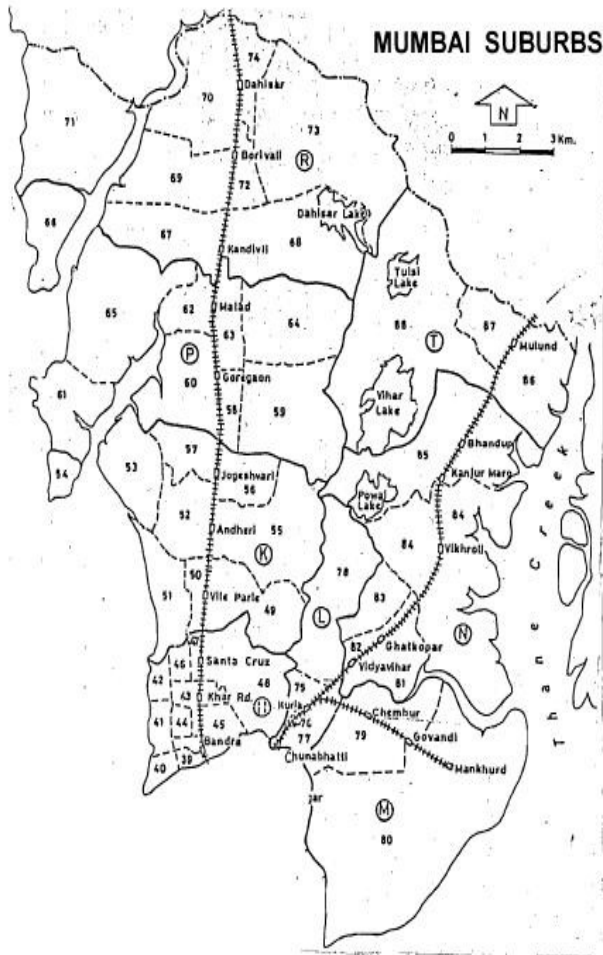
MUMBAI SUBURBS

MUMBAI SUBURBS

Areas covered under Ward L is Chembur

- **Area**: 32.5 km².
- **Population**: 8,6,433 (per 2011 census)
- **Total Households**;133,416
- **Density** ;20,765/sq. km.
- **Railway St**. :2,
- **Best Depot** :3;
- **Police St**.:4
- **Municipal healthcare services:10**: 1
- **Other hospitals**: 55
- **Major Roads**:32, Minor roads:183
- **Major Nallas**:13, Minor Nallas:48
- **Garbage generation**;322MT/Day
- **Cemeteries**: 4
- **Schools**: 202

- **Description:**
- Gardens- 15
- Play Grounds-13
- Recreational Grounds-10
- Parks-2
- Private organization spaces-5
- Open Spaces- Nil

MUMBAI SUBURBS
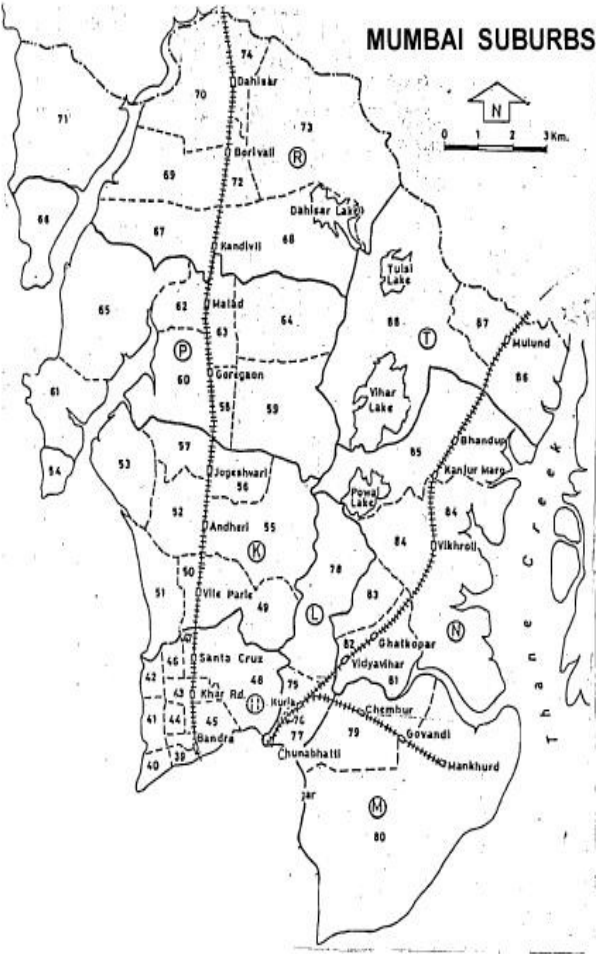
Areas covered under Ward T are
Mulund EAST and West along with Nahur, with Vihar lake and Tulsi lake.
Boundaries :

East: Ibrahim Rahimatullah Marg.

West : Sanjay Gandhi National Park.

North :L.B.S Road check Naka Boundary Nalla. **South** :Mulund Goregaon Link Road.

· **Area**: 45.41 km².
· **Population**: 5,10,472
· **Total Households:73,540**
· **Density:7270/Sq. km.**
· **Railway St.:1,**
· **Best Depot:1,**
· **Police St.:2**
· **Municipal Healthcare services :5**
· **Other hospitals**: 20
· **Cemeteries**: 3
· **Major Roads**:47,Minor Roads:103
· **Major Nallas**:18, Minor Nallas:39
· **Schools**: 49
· **Garbage Generation**:170MT/Day
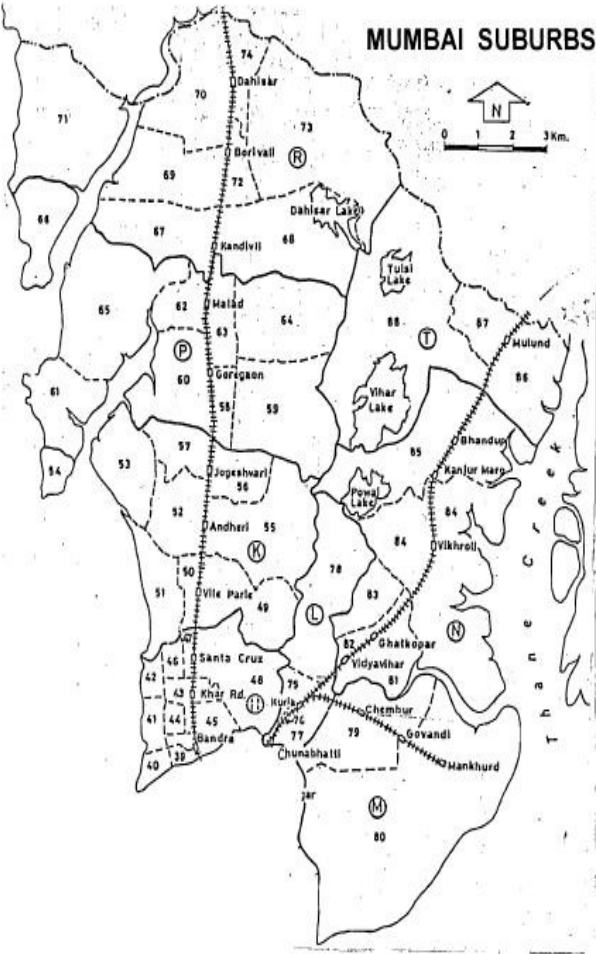
Description :
Gardens-11
Play Grounds-20
Recreational Grounds-12,
Parks-01
Private Organisation Places-03

Areas covered under Ward S This ward includes Bhandup

Boundaries:

East : P/N (Forest Dept. & T Ward office.

West : Arabian sea bank.

North : R/S Office Boundry, Nursing lane, Kranti Nagar, Appa Pada, Gandhi Nagar.

South : P/S Ward office Boundry, Chincholi Bunder.

•**Area** 64 KM²
•**Population**: 8,29,127 (June 7 end pulse polio survey)
•**Total H**ouseholds :1,48,731
•**Density**:10,800/SQ. KM.
•**Railway St.** 4,

•**Best Depot:** None
•**Municipal Healthcare services: 9**
•**Major roads ;99, Minor roads : 116**
•**Major Nallas:24, Minor Nallas;1**
• **Open:59,**
•**Closed;42**
Cemeteries: 9
•**Garbage generation:325MT/Day**

Landmarks:

This is house to Shivaji Talao. Forty years ago, it was a dense forested area,now converted into industrial belt.Asia's biggest water filteration plant. Nearest railway station from Tulsi lake.Powai lake is also located here.

Description:

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MUMBAI SUBURBS