Historically made up of 7 islands, Mumbai is now one of the largest megacities in India, with an approximate population density of 30,500 per sq km.

Rapid urbanisation and a drastic population increase has led to several urban and social issues. This brochure covers 7 facts representing the city's major issues, and debunks 7 myths which distort the perception of the city. It provides 7 solutions towards the improvement of the city's planning and governance.

Mumbai

7

Islands
Facts
Myths
Solutions
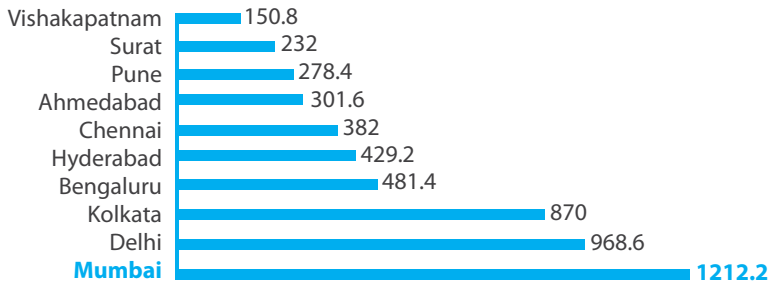
Open
Equitable
Efficient

7 FACTS

FACT Mumbai: an economic, financial and institutional powerhouse

Mumbai contributes more to our country's GDP, capital transactions and tax collections than most of India's states!

Mumbai ranked **31**st out of **50** global cities in the World's Top Metropolitan Economic Entities

Source: Times of India, Nov 28, 2016

City	GDP
Vishakapatnam	150.8
Surat	232
Pune	278.4
Ahmedabad	301.6
Chennai	382
Hyderabad	429.2
Bengaluru	481.4
Kolkata	870
Delhi	968.6
Mumbai	1212.2

Top 10 Most Developed Cities in India by GDP 2016 (in thousand crores INR)

Source: http://www.trending-news.in/2016/07/Top-10-Most-Developed-Cities-in-India-2016.html

FACT Plummeting global rankings

Mumbai ranked **167**th out of **181** global cities based on indicators such as education, health, GDP, governance, urban planning

Source: IESE Cities in Motion Index 2017, IESE Business School, Navarra, Spain

FACT Bad planning affects the city's productivity

Random and unplanned growth in Mumbai has led to a severe lack of affordable housing, inadequate open spaces, increased congestion, affecting its productivity, when cities like Tokyo with a higher population have more open space per capita.

City	Open space
Mumbai	2.86*
Tokyo	4.5
New York	6
Singapore	7.5
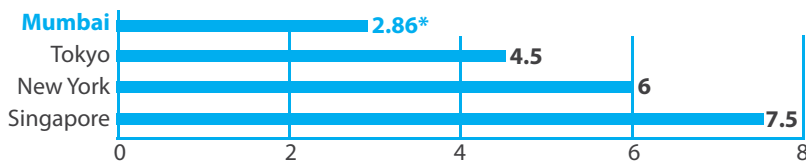
Open space in square metre per capita

* Urban and Regional Development Plans Formulation and Implementation, published by Ministry, recommends 10-12 sqm per capita of open space

Source: Preparatory Studies- Development Plan for Mumbai by MCGM & RDDP Document, 2016

FACT Need for an integrated transport system

Although Mumbai has one of the most extensive local railway and bus transport networks in the country, these are exhausted due to over-subscription. Furthermore, a lack of coordination between the existing transport systems has led to extremely poor last mile connectivity and little inter-modal connectivity. The city is in the process of gaining a metro network and could benefit from a single managing authority to synchronise these efforts with existing networks and create an extensive web of inter-connected mass rapid transport networks.

FACT Housing needs an alternative to slum rehabilitation

Current housing requirement for Mumbai	**1.5 million (approx)**
Housing units built by Slum Rehabilation Authority in 26 years (1990 to 2016)	**158,000**
Hence, at the current rate and without other alternatives, the time required to construct 1.5 million houses	**250 years (approx)**

Source: http://www.sra.gov.in/ (2017) and Revised Draft Development Plan 2034 (RDDP) for Mumbai

FACT No one knows who is in charge of Mumbai!

Cities all over the world are run by elected officials, but in Mumbai the administrative power rests with the Municipal Commissioner who is appointed by the Chief Minister of the State. Thus, in effect, the State, through its Urban Development Department, governs Mumbai, when in fact, such a large and densely populated city requires bottom-up planning emerging at the ward level. Furthermore, the multiplicity of government agencies such as MMRDA, MHADA, MIDC, SRA and Public Works Department responsible for managing different urban issues in the same area, without an overarching authority or a coordinated approach, is creating fractured governance.

FACT City level planning is ineffective

Mumbai comprises wards with varying populations, ranging from 127,290 (Ward B) to 941,366 (Ward P/N), many of these being almost the scale of a small town. These large numbers with a city scale planning have led to a disconnect between people's needs and planning provisions, causing a disproportionate allocation of amenities.
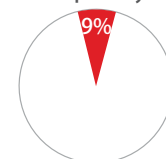
7 MYTHS

MYTH Slums have taken over the city

slum population

41.85%
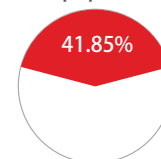
land occupied by slums

9%

Source: RDDP Document, 2016

MYTH No space left for development, we need higher FSI

One of the most commonly held misconceptions about Mumbai is the need for an increased FSI due to the lack of land for development. However, higher FSI often leads to overcrowding and congestion, and should be recommended only when there is adequate infrastructure and amenities to support such densities. Mumbai has more people per unit area as compared to most cities and already faces major overcrowding and has an acute shortage of basic amenities. Undoubtedly, this will be further aggravated by higher FSI proposals.

It is also not true that there is no space left for development, we need to explore the potential of land available in Manori, Gorai, Uttan and Mumbai's vast eastern waterfront.

MYTH More roads will reduce traffic congestion
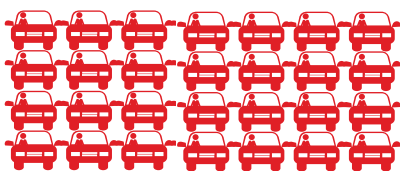
Rather more roads will only encourage more people to drive whereas the solution to reduce traffic congestion lies in an efficient mass rapid public transport system. Public transport is actually 40 times more efficient at using road spaces as compared to private transport. Hence, it would be a far more rational investment of public money as it would not only reduce traffic congestion in the city, but would also require less land and improve commute times.

MYTH Pedestrianisation of streets won't work to relieve congestion

Streets are often overcrowded due to moving and stationary vehicles, shops spilling out on to the street and unrestrained roadside vendors, making it difficult for pedestrians to navigate through, aggravating congestion. In reality, 'pedestrianisation' of streets (with time-controlled access restrictions), coupled with rerouting of vehicular traffic, designating hawking zones and spill-out shop areas, will effectively address the problem of congestion.

MYTH Urban planning does not work

In fact, if urban planning is carried out as an integrated and participatory process, it can create a great city! There are some amazing planning success stories such as Canary Wharf in London, and others in Mexico City, Curitiba, Seoul which have excelled in providing efficient public transport systems, affordable housing solutions and associated amenities, while protecting the natural environment.
In addition, planning should be a participatory process, involving all stakeholders including citizens, professionals and government agencies, advocating a transparent and accountable governance.

MYTH We have done well in Parel and BKC

On the contrary, there has been no integrated planning for the Parel mill lands and Bandra-Kurla Complex (BKC), and redevelopment of these areas has led to overcrowding, traffic congestion, inadequate utilities and overcrowded public transport, without any provision for low to middle income housing in both areas.

MYTH Heritage is not important

It is a commonly held view that heritage is not important and that it only prevents development of the city. But every awe-inspiring city of the world is only so because of the retention of its historic and cultural fabric through its built form, and the integration of new planning of the city into this conserved fabric.

Heritage structures are valuable assets of a city, lending it a unique identity and sense of place and giving a great boost to the tourism industry.

7 SOLUTIONS

SOLUTION Recast Civic Governance

Reformation of governance to achieve better planning
- Move away from city level planning and treat wards as planning units which must prepare their Local Area Plans;
- Boundaries of such wards must coincide with the electoral ward boundaries and not administrative ward boundaries;
- The Mayor should be an integral part of the decision-making process and all development authorities should report to the Mayor and not to the State;
- The Mayor should appoint a cabinet of Aldermen to help him govern the city;
- The elected political heads of each ward must represent the concerns of its citizens to the Mayor's Committee.

In effect, the Mayor, and not the State Government, would become the decision making authority for Greater Mumbai and would become the voice of the citizens.

Demand accountability
Every parastatal should prepare an annual report, open to queries and evaluation by citizens, indicating the performance review for the past year and plans for the forthcoming year.

SOLUTION Improve networks, integrate transport

Make public transport efficient, accessible and sustainable :

- Emphasising and creating east-west connectivity from one artery to another, instead of only strengthening existing north-south corridors;
- Understanding and planning for all modes of transport to improve inter-modal connectivity between railways, metro, buses, monorail and road networks;
- Ensuring last mile connectivity across all networks;
- Improve pedestrianisation and augment cycle infrastructure.

SOLUTION Optimise use of available land
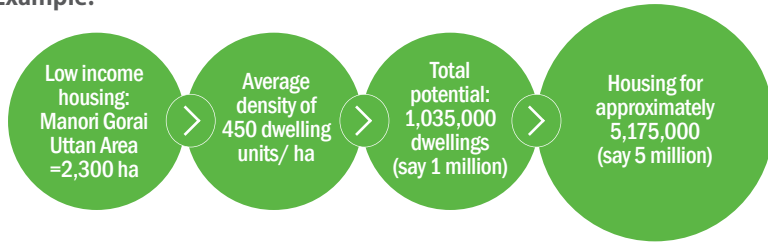
Expand the land area of the city by:

▸ Bringing into use easily accessible lands like underused mudflats which can be rationalised and integrated into the city by the extension of efficient and well-connected public transport
▸ Ensuring that these areas can be serviced to provide necessary utilities and amenities.

Land area available

Manori Gorai Uttan: 2,300 hectares
Mudflats: 1,200 hectares

Eastern Water Front: 712 hectares
Greater Mumbai: 43,771 hectares

Example:

Low income housing: Manori Gorai Uttan Area =2,300 ha
>
Average density of 450 dwelling units/ ha
>
Total potential: 1,035,000 dwellings (say 1 million)
>
Housing for approximately 5,175,000 (say 5 million)

Source: Density based on URDPFI guidelines

SOLUTION Principles first, planning follows

Urban planning must set out clear objectives and targets which can be debated upon, prioritised and adopted, followed by policies and programs to successfully implement these objectives. The Mumbai DP could adopt overarching principles such as:

Prioritise public transport over private transport to reduce traffic congestion

Introduce form based codes instead of FSI-led developments

Preserve the mangroves, beaches and ecologically sensitive areas

Augment and improve open spaces, making them easily accessible to all

Augment and improve pedestrian zones

Source: Mr Shirish Patel
Credits: Icons made by Freepik and OCHA, from www.flaticon.com

SOLUTION Recognise heritage

An increased sensitivity towards the idea of the city's heritage and what it entails, should form one of the prime objectives in this fast urbanising metropolis. To this end, the Development Plan for the city must:

▸ Identify, enlist and grade all sites and structures of cultural, historical, natural, architectural or scientific interest and educational value;
▸ These heritage listings should be further classified under the categories of World Heritage, National Heritage, Local Heritage and the intangible heritage such as culture, languages, art and history, to create awareness;
▸ Prepare and commit to a Cultural Heritage and Tourism Framework Plan;
▸ Allocate funding towards capacity building within ULBs for protection and maintenance of these assets.

SOLUTION Create new opportunities for slum upgradation

Since the SRA model has not been a huge success, the approach to slum rehabilitation needs to be broadened to include incremental upgradation and community-led planning. The proposed development plan for Mumbai mentions the possibility of a 'cafeteria approach' to slum rehabilitation, but without a clear implementation plan.

The overall attitude of the Government must shift from slum eradication to slum upgradation where it is possible for slum dwellers to incrementally upgrade their housing, either individually or through an amalgamation of plots. This upgradation led by slum dwellers should be facilitated through a cohesive framework where the Government could provide trunk infrastructure and SRA authorities could assist with the ward level planning.

# SOLUTION Deepen democracy through public participation

The planning process should become more inclusive and participatory, both at the macro, strategic planning stage and at the detailed, local area planning stage through public meetings and open discussions. The onus for participatory planning lies with both:

The Government for -
▸ Voluntary disclosure of all public information through appropriate channels;
▸ Incorporating a robust grievance system;
▸ Incorporating a single window system for efficient working and progress of projects.

The Citizens to -
▸ Acquaint themselves with the development plan of the city;
▸ Familiarise and understand the Citizen's Charter, the Right to Services Act and the   Right to Information Act and;
▸ Be proactive and get involved in decision making processes on city matters.
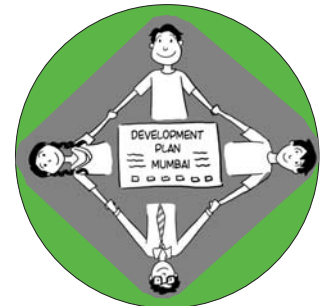
UDRI

URBAN
DESIGN
RESEARCH
INSTITUTE

The Urban Design Research Institute (UDRI) was established in 1984 as a public charitable trust with the aim of enriching the understanding of the urban environment and working towards its improvement. Our mandate is to make Mumbai an inclusive and humane city which balances its cosmopolitan cultural heritage and social fabric with equitable growth and efficient infrastructure; a city where living, moving and working is sustainable, with accessible common amenities and public spaces for sports, recreation and socio-cultural activities for all. UDRI also provides a forum for interaction among architects, urban planners, urban designers and professionals from related fields such as urban economics, sociology, conservation and history.

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