



# IJMRRS

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# **Transportation Issues In Thane City**

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## **ABSTRACT-**

This research paper focuses on current transportation issues in Thane city. It tries to prove how current transportation is inadequate and insufficient. With the rapidly growing population of Thane city, there is an urgent need to increase, improve and modify the transportation system. There is a need to reduce travel time of people and find solutions to ease out the transportation. Metros will be very helpful for working people and it's better connectivity will make people's travel time comfortable and stress free.

Government's active support and participation in implementation of better transportation will surely make progress and development in the city.

## **INTRODUCTION-**

Transportation issues in Thane city-

Thane city is situated on the outskirts of Mumbai but today it is one of the fastest growing cities in India. The city is witnessing an increase in its population. Thane city spreads from Thane station up to the outskirts of Ghodbunder Road. Many people travel to the city for work and people from Thane travel outside the city for work. Several college students travel to and from Thane everyday. Compared to the fast growing population of working people, there are inadequate and insufficient transportation facilities by which people can travel. People have to spend a minimum of 2 hours travelling. People living in interior parts have very limited access to transportation facilities. Public transport has not been improved so people have to use their private vehicles. People travelling outside Thane for work or college, for them it becomes very difficult to reach Thane station due to heavy traffic. Also, there is tremendous pressure on local trains. The metros are under construction so the roads have become narrower. All these issues help in understanding transportation problems and analyse the cause of it.

## **LITERATURE REVIEW-**

“ Construction of roads for development purposes and narrower roads amidst heavy rains delays the transportation in the city” (Loksatta, Thane, 25th July, 2024).

“Daily commute on Ghodbunder Road is a nightmare- endless traffic, barricades and potholes that turn roads into obstacles. 45 mins to cross the toll from Brahmand? Its time to hold corporators and MLAs accountable”, said one frustrated commuter.

(<https://www.lokmatimes.com/thane/thane-residents-launch-justice-for-ghodbunder-road-campaign-to-address-traffic-congestion-and-poor-road-conditions-a505/>)

“TMT needs to improve their bus services”.

<https://www.hindustantimes.com/cities/mumbai-news/the-great-divide-200-civic-buses-50-000-autos-for-22l-population-is-the-story-of-thane-transport-system-101643988694245.html>

“Bus services interrupted due to ongoing metro and infrastructure projects”.

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<https://community.nasscom.in/communities/digital-transformation/smartcities/mumbai-transportation-system-transformation.html>

“Chaos of poor Transportation.” (Maharashtra Times, Thane Plus, 27th July, 2024)

“Ghodbunder Road Dangerous to Travel.” ( Loksatta, Thane, 31st July, 2024)

## **OBJECTIVES-**

- To know the current transportation facilities in Thane.
- To understand how inadequate and insufficient the transportation facilities are.
- To know the problems faced by working people while travelling.
- To know the reliability of metros after construction. ● To know how metros can unburden local trains.

## **HYPOTHESIS-**

### **Null hypothesis-**

People living in Thane city face transportation problems while commuting from one place to another.

### **Alternate hypothesis-**

People living in Thane city do not face transportation issues while commuting from one place to another.

## **METHODOLOGY-**

I have gathered this data by taking an online survey. This survey was taken on the Google Forms Platform. 31 people filled out the form and shared their views and experiences of the transportation system in Thane city.

Also I gathered some information through daily newspapers like Loksatta, Maharashtra Times where they addressed the issues of transportation and poor conditions of the roads. I also took help of online sites of the newspapers such as Lokmat Times which tried to address the issues of people travelling everyday.



## **EMPIRICAL FINDINGS-**

Thane Municipal Corporation (TMC) was established in 1982 and Thane Municipal Transport (TMT) public transportation was established in 1989. It took 7 long years to start the public transportation system. TMT operates across Thane city, and other neighbouring cities like Mumbai, Andheri, Vasai-Virar, Mira-Bhaindar. Today, there are a total 504 TMT buses and 122 routes across the city. 4,80,017 passengers travel daily by the buses.

Apart from TMT buses, Brihanmumbai Electric Supply and Transport (BEST) buses operate via Thane city. There are also other private buses like Cityflo which travel across Mumbai.

The ratio of number of buses and number of passengers is disturbing.

The construction of metros is one of the most challenging tasks in Thane city. The roads have become narrower but the number of passengers are increasing day by day. The old frequency of public transportation is not sufficient for ever increasing population. The government needs to modify, increase public transportation as a larger amount of the working population is dependent on it because many of them are unable to afford private transportation.

Besides, the arrival of monsoon in Mumbai and Thane, it deteriorates the quality of roads. Potholes, narrower roads due to metro construction, poor, pathetic, and dangerous roads, travel of heavy containers and trucks during peak hours, makes a person's travelling time-consuming, stressful and a headache.

There are 2 major junctions in Thane city. The first is the Teen Haath Naka circle from where there are routes to the main Thane city, eastern express highway, one route to Mulund and also construction of metro via LBS road. There is a systematic traffic signal leading to all routes but with increasing traffic there is a need to find an alternate solution to channelize this traffic. The second major route is the Majiwada Junction. From this junction one route goes to main Thane city, the other goes to eastern express Highway, the third route goes to Nashik highway and the fourth route goes to Ahmedabad highway. Tremendous traffic congestion is witnessed and experienced by the people. Till today there has been no traffic signal at this junction.

As people live away from the main city and station the frequency of buses reduces. It is a very sarcastic fact that those people who are living in Kalyan, Dombivli, reach earlier by train than people who are living within Thane city in the areas of Waghbil,

Kasarvadavli. This clearly signifies the poor condition of transportation.

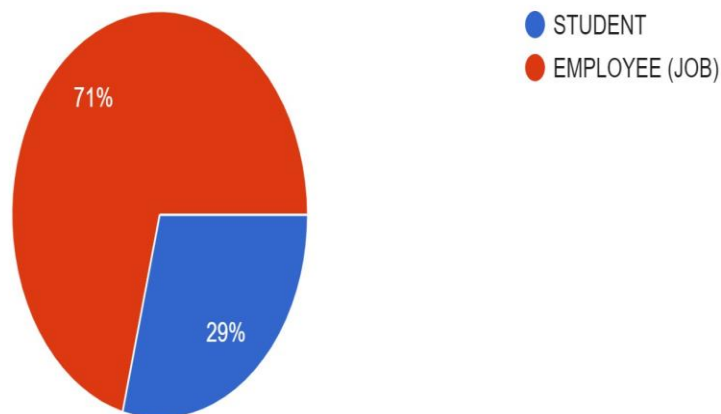
As of July 2024, there are a total 31 accidental spots surveyed by Thane District Transport , Traffic Police on major roads of Thane. Many roads in Thane are under construction, highways are widening, due to heavy monsoon, the construction and overall progress of the roads is difficult. Many roads are concretised. These repair works are done amidst monsoon narrows the roads which creates headache for people travelling everyday for work.

The development of Navi Mumbai and cities was a very successful project to decongest Mumbai and unburden the population and offices in Mumbai. Similarly, Thane city where the infrastructure and housing projects are rising rapidly, many middle class population has shifted to Thane and in recent 5 to 6 years the population has increased greatly. Half of the population is working, so they need adequate facilities for commuting easily.

According to the survey taken by me amongst people living in Thane city, here are some 31 responses accordingly.

#### OCCUPATION

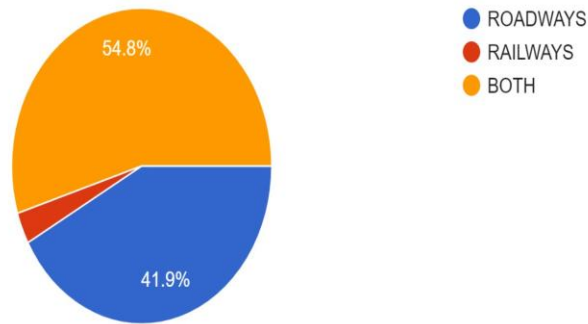
31 responses



Among 31 people, the majority of people are working and the rest of them are students who travel everyday to their colleges.

#### MODE OF TRANSPORT

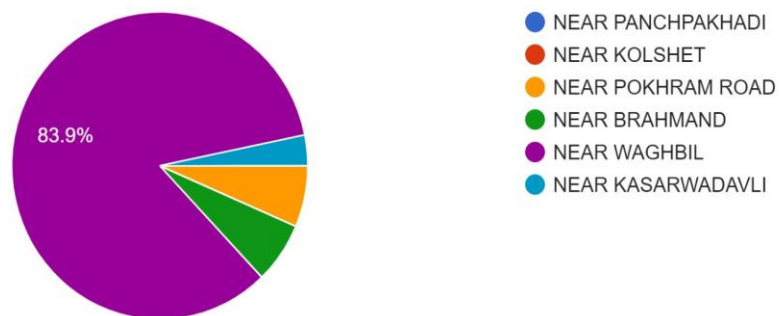
31 responses



From the above pie chart, the majority of people are dependent on both roadways as well as railways to travel.

#### WHERE DO YOU LIVE IN THANE CITY?

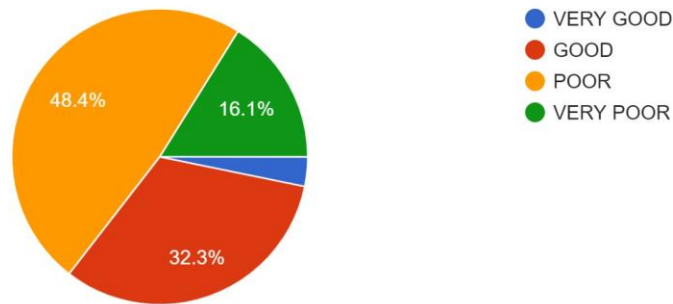
31 responses



Above pie chart shows 83.9% people near Waghbil road which is 8 to 9 kms away from main Thane city and Thane city.

### WHAT IS THE FREQUENCY OF PUBLIC TRANSPORT IN YOUR AREA ?

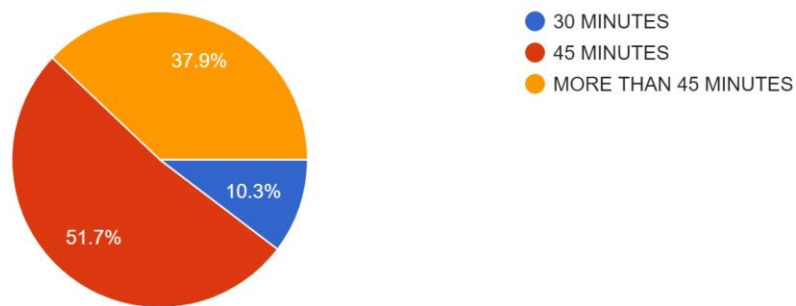
31 responses



This pie chart shows the frequency of public transportation in their respective areas.  $48.4 + 16.1 = 64.2\%$  of the total responses say that the transportation is from poor to very poor. So as people live away from the main city, the frequency of buses reduces.

### IF YOU TRAVEL BY RAILWAYS, THEN HOW MUCH TIME IT TAKES FOR YOU TO REACH AT THE STATION?

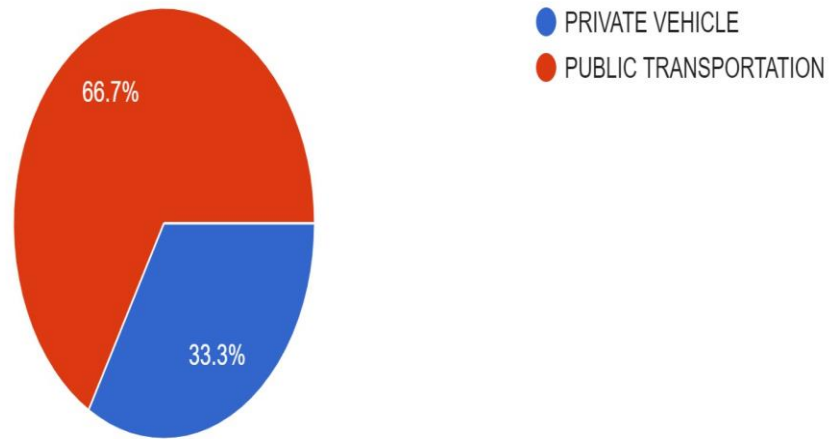
29 responses



From the above pie chart we can clearly analyse that reaching the station is one of the biggest tasks for people and the same while coming home. So excluding their college and work time, people spend at least 3 hours travelling a stressful journey.

### IF YOU TRAVEL BY ROADWAYS, BY WHICH TYPE DO YOU TRAVEL ?

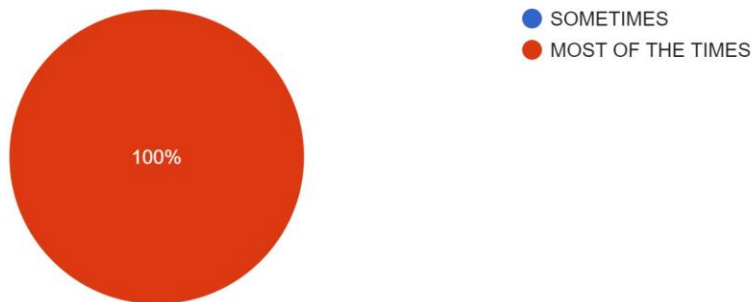
30 responses



33.3% of people travel by their private vehicle. We can say that public transportation is not sufficient so they have to rely on their own vehicle.

### DO YOU FACE TRAFFIC JAMS EVERYDAY?

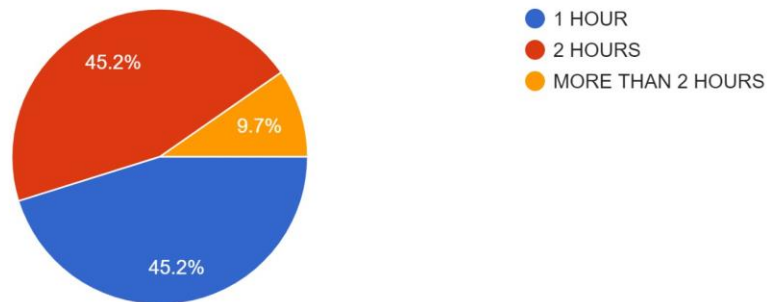
31 responses



Very few days people can witness no traffic in the city.

### HOW MUCH TIME IT TAKES YOU TO REACH AT YOUR COLLEGE OR OFFICE ?

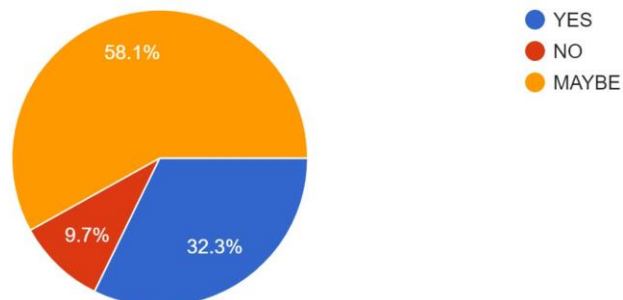
31 responses



It takes 2 and more than 2 hours for more than 50% of the people to reach their office and college.

### AFTER THE CONSTRUCTION OF METROS, WILL IT BE RELIABLE AND HELPFUL TO REACH AT YOUR COLLEGE OR WORKPLACE?

31 responses



Construction of metros is one of the important constructions in progress. It will be reliable and helpful for many people.

Metro station near to the college

We can reach fast or in time at any place.

Efficient in time

Expected that 50% of the commuters may switch to metro from road transport, if they find it convenient

Travelling time will reduce. Especially the sole journey to the station which takes up till 30-45 minutes on a good day and 1 hour on days when there are traffic jam issues or road blockages. As the metro station will be closer to the college, it will also lead to a travel with a bit of comfort.

I will get vehicle at one place instead of moving here and there to catch buses from here and there. There will not be traffic jam. Frequency of metro will certainly be better.

After the construction of metros, it will be reliable and helpful for reaching college or the workplace. It will reduce travel time, avoid traffic congestion, offer a consistent and predictable commute, and provide an eco-friendly transportation option. Additionally, it will make long-distance commuting more feasible and comfortable.

Travel time is saved

Timely and comfortable mode of travel will be available

No need to use trains, direct connectivity to suburbs/town

There will be one more mode of transportation

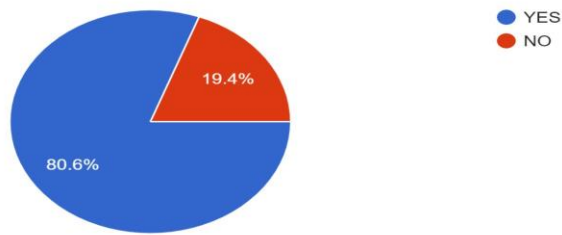
Will reach quickly at our destination due to metro

A metro station is 2 mins away from my college

These responses clearly tell us that metros are the future of the city.

OTHER THAN PUBLIC TRANSPORT AND METROS, IS 3rd TRANSPORTATION NECESSARY IN FUTURE ?

31 responses



Metros are the future but the pace of development, population, opportunities, suggest that there is a need for a 3rd other mode of transportation.

From the above survey we can clearly analyse that more than 60% of the people face transportation problems and there is an urgent need to increase, modify transportation in Thane city.



## **CONCLUSION-**

Smooth and efficient transportation are the indicators of growth and development in the country. Positive inputs by the government and construction companies foster a ray of hope among common people.

Similarly if public authorities invest in transportation and better infrastructure, it can make a lot of changes. Fast growing cities like Thane should have a separate committee to continuously review the transportation system. Metros can really be a boon for people travelling to main cities like Mumbai. With metros coming at the doorstep can easily take us to our destination quickly. This will unburden the local trains and also reduce the amount of congestion on roads. Important junctions in Thane city like Majiwada and TeenHaath Naka should start alternate facilities of bus stops, auto rickshaws and other private transportation facilities to cities like Kalyan, Dombivli, etc which can even reduce the burden on local trains.

## REFERENCES-

Google form link for the survey [https://docs.google.com/forms/d/e/1FAIpQLSceDcHu1xhezHXS\\_3x2Ft9CwbDsVBt6-hOXp](https://docs.google.com/forms/d/e/1FAIpQLSceDcHu1xhezHXS_3x2Ft9CwbDsVBt6-hOXp)

[5syKLnjSzB-iQ/viewform?usp=sf\\_link](https://en.wikipedia.org/wiki/Thane_Municipal_Transport)

[https://en.wikipedia.org/wiki/Thane\\_Municipal\\_Transport](https://en.wikipedia.org/wiki/Thane_Municipal_Transport)

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