



**District Human Development Report - 2017**  
**CHENNAI DISTRICT**

**EXECUTIVE SUMMARY**

**State Planning Commission**  
Tamilnadu

## **EXECUTIVE SUMMARY**

# **DISTRICT HUMAN DEVELOPMENT REPORT CHENNAI DISTRICT**

### **Introduction**

- Chennai is one of the 32 districts in Tamil Nadu which is fully urban (100%) in character. Chennai is well connected by all means of transportation. Chennai otherwise called as Madras city is the Capital city for the State of Tamil Nadu.
- Chennai is the fourth largest metropolitan city in India with an area of 174sq.km and a population of 4.68 million (as per census 2011).
- The Project area comprises of the expanded area of Chennai Corporation covering an area of 255.79 Sq. km. As many as nine municipalities, eight town panchayats and twenty five village panchayats have been brought under the Chennai Corporation limits, raising the city population from 46.81 lakh to 62.2 lakh (as per 2011 Census).
- Merger of the expanded area has resulted in an increase in the area of Corporation from 174 Sq. Km. to 429.79 Sq. Km.
- According to the present status, Corporation of Chennai is divided into fifteen (15) administrative zones out of which eight (8) zones namely Thiruvottiyur, Manali,

Madhavaram, Ambattur, Valasaravakkam, Alandur, Perungudi and Shozinganallur fall in the extended area and remaining seven zones are in old city area.

- Chennai is divided into four broad regions: North, Central, South and West. North Chennai is primarily an industrial area.
- Central Chennai is the commercial heart of the city and includes important business district, Parry's Corner. South Chennai and West Chennai, previously mostly residential, are fast becoming commercial, home to a growing number of information technology firms, financial companies and BPOs.
- The city is expanding quickly along the Old Mahabalipuram Road and the Grand Southern Trunk Road (GST Road) in the south and towards Ambattur, Koyambedu and Sriperumbudur in the west.
- Our study has used data of 10 zones which existed during Census 2011. It may be noted that Corporation of Chennai widened its jurisdiction in October 2011 taking the total from 10 to 15 zones.
- In this process, there has been a reorganization of the earlier 10 zones.

## **Geography**

- Chennai is a coastal city located in the coast of Bay of Bengal where the sea is an ecstasy in blue, hugging the second largest beach in

the world known as Marina Beach. Chennai, sometimes referred to as the “Gateway to South India”, is located on the south–eastern coast of India in the north–eastern part of Tamil Nadu on a flat coastal plain known as the Eastern Coastal Plains.

- Its average elevation is around 6.7 metre (22 ft), and its highest point is 60 m (200 ft).
- Two rivers meander through Chennai, the Cooum River through the centre and the Adyar River to the south. A part of the Adyar river forms a tidal creek before joining the sea.
- A third river, the Kosasthalaiyar, flows through the northern fringes of the city before draining into the sea at Ennore.
- A protected estuary on the Adyar forms a natural habitat for several species of birds and animal.
- The Buckingham Canal runs parallel to the coast, linking the two rivers. The Otteri Nullah, an east–west stream, runs through north Chennai and meets the Buckingham Canal at Basin Bridge. Several lakes of varying size are located on the western fringes of the city.

### **Topography**

- Chennai is a low-lying area and the land surface is almost flat.
- The even topography of the land throughout the area makes it difficult to render the subdivisions into natural regions.

- It rises slightly as the distance from the sea shore increases and an average elevation of the town is not more than 7 m above mean sea level and the average slope varies at less than 0.7 m per Km

### **Soil Condition**

- Chennai's soil is mostly clay, shale and sandstone.
- The city is classified into three regions based on geology and as sandy areas, clayey areas and hard rock areas.
- Sandy areas are found along the river banks and coasts such as Thiruvanmiyur, Adyar, Kottivakkam, Santhome, George Town, Tondiarpet and the rest of coastal Chennai. Here rainwater runoff percolates quickly through the soil.
- Clay underlies most of the city including T. Nagar, West Mambalam, Anna Nagar, Perambur and Virugambakkam. Areas of hard rock include Guindy, Perungudi, Velachery, Adambakkam and a part of Saidapet.
- In clayey and hard rock areas, rainwater percolates slowly, but it is held by the soil for a longer time.

### **Climate**

- Chennai has a tropical wet and dry climate.
- The city lies on the thermal equator and is also on the coast, which prevents extreme variation in seasonal temperature.

- The weather is hot and humid for most of the year.
- The average annual rainfall is about 140 cm.
- The city gets most of its seasonal rainfall from the north–east monsoon winds, from mid–October to mid–December.
- Cyclones in the Bay of Bengal sometimes hit the city.

### **Employment, Income and Poverty**

- The city boasts of the largest number of factories in the country and the largest number of workers employed in the manufacturing sector. Its work participation rates are among the highest in the country for both male and female workers and it is seen that the poverty head count ratio in Chennai is less than 9%.
- This has been possible because the Government of Tamil Nadu has placed a lot of emphasis in the creation of special economic zones, industrial parks and industrial corridors to promote industrial development.
- Workforce composition is one of the major driving forces for a thriving city. Chennai's GDDP in 2011-12 was Rs. 31,55,060 lakh, while the State's GDDP was Rs.4,33,23,803 lakhs which was 7% of the State's GDP.
- Chennai's workforce is young and nearly 50% of the work force is having regular

employment. While this is reasonable, the rise in casual employment figures of 25% is a cause for concern.

- The per capita income in 2010-11 was Rs.66,240/-
- Work participation rates (WPR) are among the highest in the country. Among males 49.5% are regularly employed, 25.7% are self employed and 24.8% are employed as casual labour. The WPR for female workers is less than that of males.
- Tertiary sector (85.72%), viz., services had the highest share in the total GDDP of the district. The main sub-heads under services which are predominant in the local economy include trade, hotel and restaurants, banking and finance, and real estate.

### **Demography, Health and Nutrition**

- Chennai's health and nutrition have improved at the overall level over the years with population growth rate under control.
- The reduction in infant mortality rate, improvement of adult's sex ratio shows a positive trend.
- The credit for the improvement in health and nutrition can be attributed to a number of initiatives like ICDS schemes, Neonatal ICUs and home based newborn care programmes among others. Even so the decline in child sex ratio from 972 in 2001 to 950 in 2011 is worrisome.

- Infant mortality rate has declined to 8.2 in 2011. It was further improved to 6.2 in 2012-13 and 6.6 in 2013-14.
- The MMR for 2012-13 was 27.7 and for 2013-14 was 33. Madhavaram scored poorly in terms of MMR. Tondiarpet, and Royapuram are mostly slum areas and these zones also show poor performance when compared to 2011 data.
- Among the zones, Tondiarpet in North Chennai lags behind on most indicators whereas Mylapore is in the forefront. Kodambakkam, Nungambakkam and Saidapet in Central Chennai have good access to hospitals.
- As of 2014-15, immunization of children under one year, 90% of children were covered.
- The proportion of malnourished children under five years is less than 0.06% in 2013. This is a huge improvement in children's health and the role of ICDS and support from State government should be given credit for this achievement.
- According to Chennai Metro Water and Sewerage Board, only 76.33% households are provided with safe drinking water.
- 95.6% of households have access to latrine facility within premises and only 4.4 % do not have latrine facility. Almost 93% of households have piped sewer connection system for the latrine.



## Literacy and Education

- The male literacy rate is 93.7% and the female literacy rate is 86.64% in Chennai district. It performs well with respect to primary and upper primary education.
- As per norms of the Government of Tamil Nadu, Chennai Corporation areas have more number of schools when compared to the other districts.
- Chennai has an average GER at primary education is 100.19% across all zones in 2012- 13.
- The primary education dropout ratio was around 1%. As it is, there are no substantial differences with respect to zones on this parameter.
- Average transition rate from primary to upper primary is more than 98% for both boys and girls.
- PTR shows a mixed trend over the years for both Primary and Upper primary. In the case of primary, although the overall Chennai data is better at 26, the Zone Tondiarpet has a poor PTR.
- But, there is a high drop-out rate in secondary education primarily due to employment of children, pressure to perform in secondary education. GER secondary education is 88.39 per cent.
- All the schools have more than 3 classrooms. While, Chennai performs well in the other

indicators, it can be seen that there 40 schools or 12% of the total schools are without girls' toilet. This is a cause for concern and steps need to be taken immediately to address this gap.

- Chennai has many Arts and Science colleges. The total number of these institutes stands at 44 as per the Directorate of College Education report. The number of polytechnic colleges in Chennai stands at 18. Out of this, there are 11 Government institutes, 3 Aided institutes and 4 Unaided institutes.

## **Gender**

- Chennai's indicators on Gender dimension shows that it is better in terms of institutional deliveries and ante-natal coverage. But, from the perspective of female participation in the labour market especially in the non-agricultural sector it is lagging behind. This could be primarily due to the predominance of manufacturing industries in Chennai, which employ more male workers than female workers.
- The WPR for females continued to be less than that of males. It however grew from 13.5 in 2001 to 19.4 in 2011.
- The average female literacy rate was lower at 86.64% in 2011, which was an improvement over 2001, from 80.4%
- Chennai has 31,344 self-help groups operating in different zones and total

members in these SHGs are 4,83,322. Some of them are getting financial assistance from government while many are self-sustaining.

- Women have a share of 36.5% at the local level which is better than that seen in the State Assembly.
- The aspect of women safety is another dimension where some focus is needed.

### **Social Security**

- The State of Tamil Nadu has been in the forefront in assuming the role of a protective, benevolent parent, taking care of its citizens. It has been a forerunner for several social welfare measures.
- Chennai is seeing an increasing dependent population.
- It is estimated that about 10 percent population would be in the age above 60 years post 2001. Totally 2,59,000 people are benefitting from the different schemes of State and Central Government.
- There are 6 Homes for the Old Age Persons maintained by the NGOs at Chennai with the assistance of grant and another 25 Old Age Homes maintained without any aid from the Central and State Governments.
- It has been estimated that in Chennai, there are homeless people (0.64%) who lack proper shelter. However the houseless were reported to have ration cards and voter

identities unlike most other cities (NSSO Survey 2004-05). This has been possible due to the Corporation of Chennai's pioneer initiative in providing Shelter for Homeless.

- Between 2010 and 2013, the average number of crimes against women under six categories is around 522. Though crimes like dowry death and molestation have come down over the years, crimes like rape and kidnapping and abduction are unabated.

### **Infrastructure**

- Infrastructure in Chennai is providing the required support at present. The demand and supply of future needs to be constantly monitored as the pressure on the same is growing with increasing population. Good and safe infrastructure is critical to manage an effective communication network in the urban agglomerate. Chennai has long history of infrastructure by way of roads, rail connectivity, bridges, airport and seaport.
- Ennore port matches the demand of all cargo and is emerging as a centre for handling of global container cargo.
- Along demand has been improving access roads close to Chennai port and Ennore port and improving primary and secondary hinter land connectivity for escalating demand. Also need to improve rail connectivity and container terminal facilities which are currently focused.

- The services of buses are widely spread. Introduction of small buses to penetrate into newly developed clusters of housing from main links across the city has been widely appreciated.
- Improving share auto and disciplining of auto fare system are welcome measures regarding traffic movement. The key concerns have been that demand for public transport has not been met by bus operations and there has been an increase in private vehicles especially two and four wheelers which brings pressure on the road.
- Rail transport has been a multifold growth especially on Velachery to Beach station link. Chennai Metro would also ease congestion in traffic enabling commuters to hop from two wheelers and cars by adopting multi modal passenger link for their movement.
- Chennai has good source of power generation linkages and well laid out distribution. However, availability of power could be a larger issue in the years ahead if not addressed comprehensively at the State level.
- Water sources are being linked across city localities. However, drinking water has been always a case of concern. Desalination plants under private–public partnership scheme have helped in addressing the increasing demand.

## **Conclusion**

- The District Human Development Report highlights a number of areas where improvements can be made.
- In terms of education, some of the problems which persist in the corporation and government schools can be avoided through engagement of private sector in PPP mode with the required flexibility, scalability and data fraction of cost.
- The support services in education include Information Technology infrastructure and scientific laboratories which are currently costly for public schools to establish and maintain.
- Based on the success of this model, the engagement can be extended beyond support services to other educational services.
- Chennai is attracting a lot of medical tourists with respect to health care, owing to the availability of enhanced critical care medical facilities.
- Although there is potential for Chennai to evolve as a top medical tourist destination, the available infrastructure needs to be suitably modified for foreign tourists.
- Increasingly, there is a general negative perception on the hygiene and sanitation standards.

- Apart from this, there is no specific policy in place for medical tourists. Government should take necessary steps to improve the public image by providing suitable facilities and creating an awareness campaigns.
- Life style diseases like diabetes and hypertension have an impact on people across socio-economic status and gender.
- A better media campaign and stress in the need to manage health may avoid the dread full impact and also prevent the city from emerging as the diabetic capital.
- There is rapid transformation in Chennai district due to the interplay of the market forces of agglomeration, migration, and specialization changing the economic landscape of the district.
- Over the year's number of slums continued to grow and the existing slums grew beyond their recognized borders as residents built more housing to accommodate expanding families and for rental income.
- Chennai agglomeration economy attracts people and finance from within and outside the State.
- The move toward density has been rather quick and has manifested in the rapid rural-urban migration and has been accompanied by a larger shift from agriculture to industry.
- This has also given rise to a number of unrecognized slums. It is essential that

government comes out with a new list of recognized slums. Making the administrative jurisdiction wider can help in coordinating infrastructure investments.

- Spatially blind social services should continue as part of rural-urban integration, so that people who are pulled to Chennai by agglomeration economies are not pushed out by the lack of schools, health services, and public security.
- Connective infrastructure is also needed to keep such areas integrated. In highly urbanized areas of Chennai besides institutions and infrastructure, targeted interventions may also be necessary to deal with the problem of slums.
- Slum- improvement programs need to be a priority at this stage.
- These interventions will not work unless institutions related to land and basic services are reasonably effective, and transport infrastructure is in place.
- The integration challenge is greatest where adverse density, distance, combine to pose a “two-dimensional challenge” which needs to be met by a three-pronged policy response – in terms of institutions, infrastructure, and (spatially targeted) interventions and requiring coordinated policies at the central, State, and district levels of government.







