

Justification

The city of Mumbai, due to its Geographical constraints has grown in a linear manner. The historical development of Greater Mumbai is characterized by concentration of commercial and business activities in the Island city in the South and development of predominantly residential activity towards the North along the Western and the Eastern Suburbs.

The transportation corridors in Mumbai have also therefore evolved longitudinally traversing along the North – South axis with very few East-West linkages. With rapid growth of the Eastern and Western suburbs of Greater Mumbai in the last few decades, an urgent need was felt for strengthening of the East–West road connectivity between the eastern and western suburbs. The transportation Study carried out by M/s Wilbur Smith and Associates, as early as 1963, had emphasized the need for development of the East-west linkages for Greater Mumbai. Four major East-West link roads were then planned for connecting the Suburbs to minimize travel time and cost. Of these three east west links are already operational and have reached their saturation levels. The need to augment the east- west connectivity has therefore become very crucial and is required to be addressed to on war footing.

The GMLR is the fourth and the most important east- west link planned for providing the much needed connectivity for the suburbs. The GMLR envisages road connectivity from Western Express Highway at Goregaon in the Western suburb to Eastern Express Highway at Mulund in the Eastern suburb with no cutting of trees from Sanjay Gandhi National Park. The completion of the GMLR will vastly decongest the existing road network of the Mumbai's suburbs. Presently, this link of varying road width is in operation on both the eastern and the western suburbs. On the eastern suburb, the road is existing from E.E.H. to Khindipada junction, while on the Western suburb the road is existing from W.E.H. to Film City. The stretch of GMLR between Film city and Khindipada Junction forms the missing link. The missing link is reflected in the Development Plan sanctioned by the State Government in 1991-92 as a 45.70 mt wide D.P. road. The said proposed D.P. Road passes through Sanjay Gandhi National Park (SGNP) and has therefore not been developed. This East-West link is therefore incomplete and does not serve the intended purpose. It has therefore become necessary to explore the possibility of constructing this missing link to ensure complete connectivity along this Goregaon Mulund link road. Various options to develop this missing link were therefore explored. The alignment involving construction of the tunnel underneath SGNP is considered as the most desirable option as it does not involve diversion of any surface forest land, does not involve cutting of trees with in forest land thereby offsetting any adverse impact on environment.


Chief Engineer
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