Minutes of the 171st Meeting of Maharashtra Coastal Zone Management Authority held on 15th December, 2023

Item No. 15: Proposed underground road connectivity from Eastern Freeway- Orange Gate to Coastal Road at Marine Drive, Mumbai by MMRDA.

INTRODUCTION:

The MMRDA officials and consultant presented the proposal before the Authority. MMRDA had constructed the eastern freeway from Ghatkopar-Mankhurd link road at Mankhurd up to P'Demello road near Orange Gate, MBPT in South Mumbai. This road provides faster connectivity to South Mumbai.

The traffic from eastern freeway merges with existing traffic on P'Demello road which causes traffic congestion and it queues on up as well as down ramps of eastern freeway during peak hours.

The Mumbai trans-harbour link (MTHL) is proposed to be connected with the eastern freeway via interchanges at Sewri railway station. Therefore the traffic from MTHL would add up on existing traffic on the eastern freeway.

Therefore in order to reduce the traffic congestion at P'Demello junction and provide a seamless East-West connectivity across the Mumbai city, the MMRDA has proposed the construction of tunnel road from the Eastern freeway road behind the Mumbai Port Trust (MbPT) up to Netaji Subhash Chandra road near Marine drive in Mumbai.

The proposed project provides the shortest connectivity between west and east part of the city. The estimated travel time via proposed tunnel route is estimated to be 3.65 min which is about 85% reduction in time as compared to the travel time via existing routes such as SV Patel road (24.25 min), Reay road station to Haji Ali junction via Byculla S bridge (31.98 min), Orange gate to Haji Ali junction via Tardeo(39.63 min), Orange gate to Kemps corner via Nana Chowk (39.14 min), Carnac bridge to marine drive via metro cinema (19.05 min).

Length of project (km)- LHS is 5.687 Km and RHS is 3.547 Km

The traffic plying from MTHL can easily reach the western part of the city via proposed tunnel. The proposed project would also provide access to the coastal road. The traffic from western part of the city can easily reach eastern freeway via proposed tunnel road.

Member Secretary

Chairman

Minutes of the 171st Meeting of Maharashtra Coastal Zone Management Authority held on 15th December, 2023

DELIBERATIONS:

The Consultant presented that total of five alternate routes were studied for assessment of travel time, distance and average speed for proposed east west connecting road in the Mumbai city. These routes are from

1. Reay road station to Haji Ali junction (via Byculla S bridge),
2. Orange gate to Haji Ali Junction (via Tardeo),
3. Orange gate to Kemps Corner (via Nana Chowk),
4. Sardar Vallabhbhai Patel marg (East-West tunnel) (Preferred Route)
5. Carnac bridge to Princess street flyover at marine drive (via metro cinema).

The Consultant presented the details of CRZ area which is as follows:

Total project area in CRZ-

S.no.	CRZ Area	CRZ categories (Area in sqm)	
		CRZ II	NDZ Within CRZ II
1	Proposed Tunnel Road (LHS)	14331.7	0.09
2	A1 Area to be Permanently Acquired	4267.05	-
3	A2 Area to be Permanently Acquired	1493.07	-
4	A3 Area to be Permanently Acquired	2841.78	-
5	A4 Area to be Permanently Acquired	13738.9	-
6	Proposed Ramp Down (ARM)	1397.28	-
7	Proposed Tunnel Road (LHS)	10281.7	
8	Proposed Tunnel Road (RHS)	10336.73	-
9	Total	58688.22	0.09
10	Total project area in CRZ	58688.31	

Total project length in CRZ-

S.no.	Proposed Project Activities	CRZ categories (Length in km)	
		CRZ Landward of HTL- CRZ II	NDZ Within CRZ II-Greater Mumbai
1	Proposed Tunnel Road (LHS)	2.97	-
2	Proposed Tunnel Road (RHS	1.15	-
3	Total project length in CRZ	4.12	-

Member Secretary

Chairman

Minutes of the 171st Meeting of Maharashtra Coastal Zone Management Authority held on 15th December, 2023

The Authority noted that the MMRDA has submitted the EIA report prepared by Nabet Accredited consultant. Observations and mitigations measures as suggested in the EIA report has been noted.

Expert Member noted that the said project of underground road connectivity is vital infrastructures project for the city of Mumbai for easing the traffic and reducing the travel time. The project is mostly passing though the developed area i.e. CRZ II area. However, considering the underground project, MMRDA need to implement all safety measures along with proper disaster management plan during construction and operation phase of the project.

The Authority further noted that as per para 7(iii) of the CRZ Notification, 2019: *"For all other permissible and regulated activities as per this notification, which fall purely in CRZ-II and CRZ-III areas, the CRZ clearance shall be considered by the concerned Coastal Zone Management Authority..."*

DECISION:

In the light of above, the Authority after deliberation decided to recommend the proposal to concern planning Authority under CRZ Notification, 2019 (only for CRZ area) subject to following conditions:

1. The proposed construction should be carried out strictly as per the provisions of CRZ Notification, 2019 (as amended from time to time) and guidelines/ clarifications given by MoEF&CC from time to time.
2. MMRDA need to implement all safety measures along with proper disaster management plan during construction and operation phase of the project.
3. There shall be no disposal of solid or liquid waste in the coastal area. Solid waste management shall be as per Solid Wastes Management Rules, 2016.
4. During the construction phase, all possible efforts/ measures should be taken to maintain the coastal ecology and biodiversity.
5. Project proponent should implement Environment Management plan for the project effectively and efficiently during construction and operational phase of the project to ensure that coastal environment is protected.
6. All the other mandatory permission from different statutory authorities should be obtained prior to the commencement of work of project

Member Secretary

Chairman