

VERSOVA-BHAYANDAR COASTAL ROAD

Same road, less damage

What the BMC's own documents show, and four changes that would serve Mumbai better



Bombay Greenway · October 2026

We are not against roads

This road, as designed, makes choices that are not technically necessary, destroys mangroves the city's own Climate Action Plan calls essential flood protection, and is designed for high-speed motor traffic.

It is a controlled-access road with no dedicated provision for buses, cycling or walking, while the neighbourhood roads Mumbai already planned remain unbuilt.

Where things stand

When	What happened
Sep 2026	Dahisar–Bhayandar link: 60 piles and four piers complete; girder launching from October; completion target December 2028
Aug 2026	Final (Stage II) forest clearance for 103.66 ha of mangrove, conditional on 1.37 lakh mangroves planted over 255 ha
Jun 2026	State approves DP-2034 change: 11.37 km from the GMLR connector to Dahisar plus 3.54 km of connectors and interchanges; GMLR–Valnai alignment scrapped
Jun 2026	High Court seeks affidavits from the BMC and State on compensatory afforestation (Vanashakti plea)
Mar 2026	Supreme Court declines to halt mangrove removal

The road is being built. Still open: the unbuilt stretches, the interchange designs, the construction footprint, the extras, and how restoration is enforced.

Swarajya, 13 Sep 2026; Free Press Journal, 7 Aug, 30 Jun and 25 Jun 2026; LiveLaw, Mar 2026.

The project in numbers

~₹20,000 cr

Estimated cost: ₹16,621 cr Versova–Dahisar plus about ₹3,300 cr Dahisar–Bhayandar

103.66 ha

Mangrove forest diverted

45,673

Mangroves within the diversion area. BMC says about 9,000 will be felled; the rest lie in the deck and shadow zone

0

Dedicated bus lanes, cycle tracks or footpaths in the tender drawings

Only half the diverted mangrove area is the bridge corridor itself

103.66 ha of mangrove diverted, by what it is for:



51.2 ha · Bridge corridor

9.7 ha · Casting and stacking yards

3.0 ha · Links to DP roads

30.7 ha · "Temporary" approach roads

9.0 ha · High-tension line shifting

About 52 ha is for construction logistics, utilities and road links. Dahisar alone has over 10 km of 7.5 m "temporary" roads through mangrove.

About 40% of the elevated deck is interchanges

~27 ha

of deck for interchange ramps, loops, rotaries and links

~41 ha

of deck for the elevated mainline

By length, the interchanges add about 29 km of mostly one-way ramps and links around an 18.3 km mainline. They cost about ₹2,450 crore. Four use loops or a rotary: Madh (840 m rotary), Charkop (two 560 m loops), Borivali (two 340 m loops) and Gorai (two 180 m loops).

Deck areas: ramp lengths × widths from the BMC design-summary tables, Packages A, B, E, F. Mainline assumes twin decks (18 m in A–B; 14.5 m in E–F, consistent with the 36–45 m forest corridor); if E–F were single decks the share would be about 47%. Lengths and costs: TUSPL feasibility report.

Where the land goes

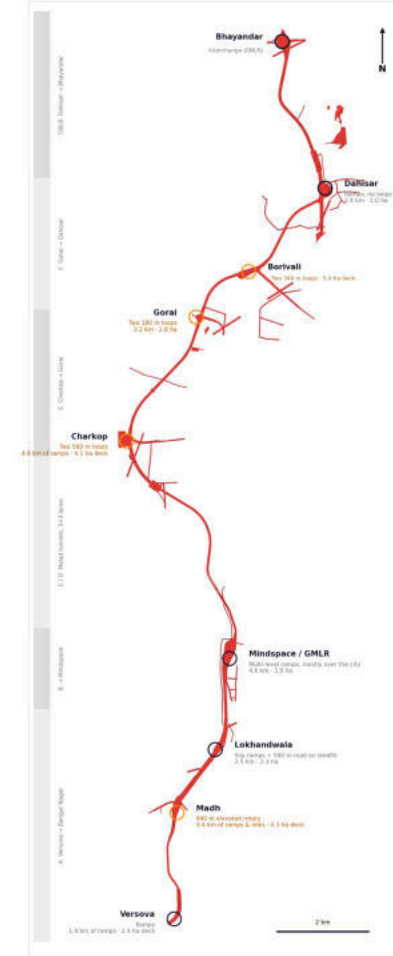
The official Right of Way covers about 260 ha of land in all. The interchanges with loops or rotaries are marked in orange.

Full map, ledger and sources are available from Bombay Greenway.

Versova-Bhayandar Coastal Road: where the land goes

Official Right of Way from the project IRL, all land types, 260 ha. Interchange designs from the BMC tender drawings (TUSPL, 2023). Mangrove diversion from the HRGAC village maps.

Orange circles: interchanges designed with loops or rotaries. Dark circles: ramps without loops.



103.66 ha of mangrove diverted, by what it is for

Half is the road corridor itself. The rest is construction logistics and utilities.



Bridge corridor: 51.2 ha (49%)
Temporary approach roads: 30.7 ha (30%)
High-density line shifting: 8.8 ha (8%)
Other: 3.0 ha (3%)

Mangrove diverted by village (hectares)

Village	Bridge	Temp. roads	MT line	Other	Total
Versova	7.51	1.03	0.06	—	8.60
Charkop	0.89	0.48	—	—	1.37
Goralwari	3.73	2.22	0.31	—	6.26
Pokhari Goregaon	4.51	0.34	0.02	0.08	5.00
Mhad	2.29	—	—	—	2.29
Nariman	1.79	—	0.13	0.12	2.04
Charkop	3.99	0.01	2.90	—	6.90
Goral	—	—	0.43	—	0.43
Borivali	0.45	1.71	0.71	0.71	3.57
Dahisar	5.13	1.89	2.72	0.53	10.27
Dahisar	15.89	7.83	0.55	2.11	26.38
Nariman	1.11	2.21	—	2.14	5.46
Bhayandar	4.39	4.05	0.80	0.83	10.07

Note: 100.00 ha "Other" is corresponding to the 100.00 ha of land in the BMC's own documents. The rest of the land is diverted for other purposes. The data is derived from the HRGAC's own maps. The data is not available in the public domain.

Key facts from the BMC's own documents

- The mainline is twin elevated decks: 18 m each in Packages A-B, 14.5 m each in C-F.
- The official bridge corridor through mangrove is 36.45 m wide.
- About 31 ha — nearly a third — is "temporary (restorable)" approach roads, 7.5 m wide. Dahisar alone has over 10 km of them.
- Four interchanges use loops or a rotary: Mhad (340 m rotary), Charkop (two 340 m loops), Borivali (two 340 m loops), Goral (two 180 m loops).
- The BMC's own design already stacks the two decks over an existing road for 400 m in Package A (drawing TCS 11).

What we are asking for

- Complete the missing DP link first.
Connect neighbourhoods before building new capacity through mangroves.
- Simplify the coastal road.
Replace loops and rotaries with compact junctions: stack the decks over existing roads, as the BMC's own TCS 11 section already does.
- Minimise the construction footprint.
Build from the deck and bridge to divide the 31 ha of "temporary" roads, drop non-essential structures, and make restoration binding.
- Publish the alternatives analysis.
The options, costs and impacts that preceded the decision.

Interchange designs shared from the HRGAC property and the BMC alignment plan: Goral, Borivali, Dahisar and Bhayandar to be confirmed. Package details approximate. Dark areas — long lengths — within from the BMC design summary table.

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Four changes

1

Complete the missing links first

Connect neighbourhoods before building new capacity through mangroves

2

Simplify the coastal road

Replace unnecessary loops and rotaries; stack over existing roads

3

Stop using the mangroves as a construction site

Remove non-essential structures, build from the deck, guarantee restoration

4

Publish the alternatives analysis

The options, costs and impacts that preceded the decision

1 · Complete the missing links first

- DP-2034 treats unbuilt DP roads as “missing links”: ground-level roads that serve neighbourhoods, buses and people on foot.
- The Mindspace–Dahisar alignment was selected later, on land availability and network dispersal. Proposed as a plan change in 2025, 11.37 km of it plus 3.54 km of connectors and interchanges was approved into DP-2034 in June 2026, and the earlier GMLR–Valnai alignment scrapped.
- In 2011 the state's expert committee said no reclamation was needed north of Madh: widen existing roads instead.
- The corridor was noted as fit for a bus lane or BRTS. The tender has neither.



Mumbai already planned these roads

100+ km

Proposed road lines on the 20 DP-2034 sheets from Versova to Dahisar (sanctioned 2018)

380 m

Lagoon Road–Infiniti Mall bridge, Malad West: 36 m wide, cleared by the coastal authority in 2023

3.05 ha

Mangrove diverted for DP road links inside the VBCR itself: Dahisar, Eksar, Malwani, Pahadi

Even the coastal road needs DP roads to connect to the city. We ask for the status and cost of every missing link along the corridor to be published.

Some of these roads have been built since 2018, and some cross no-development zones. Each still needs checking before it counts as a missing link.

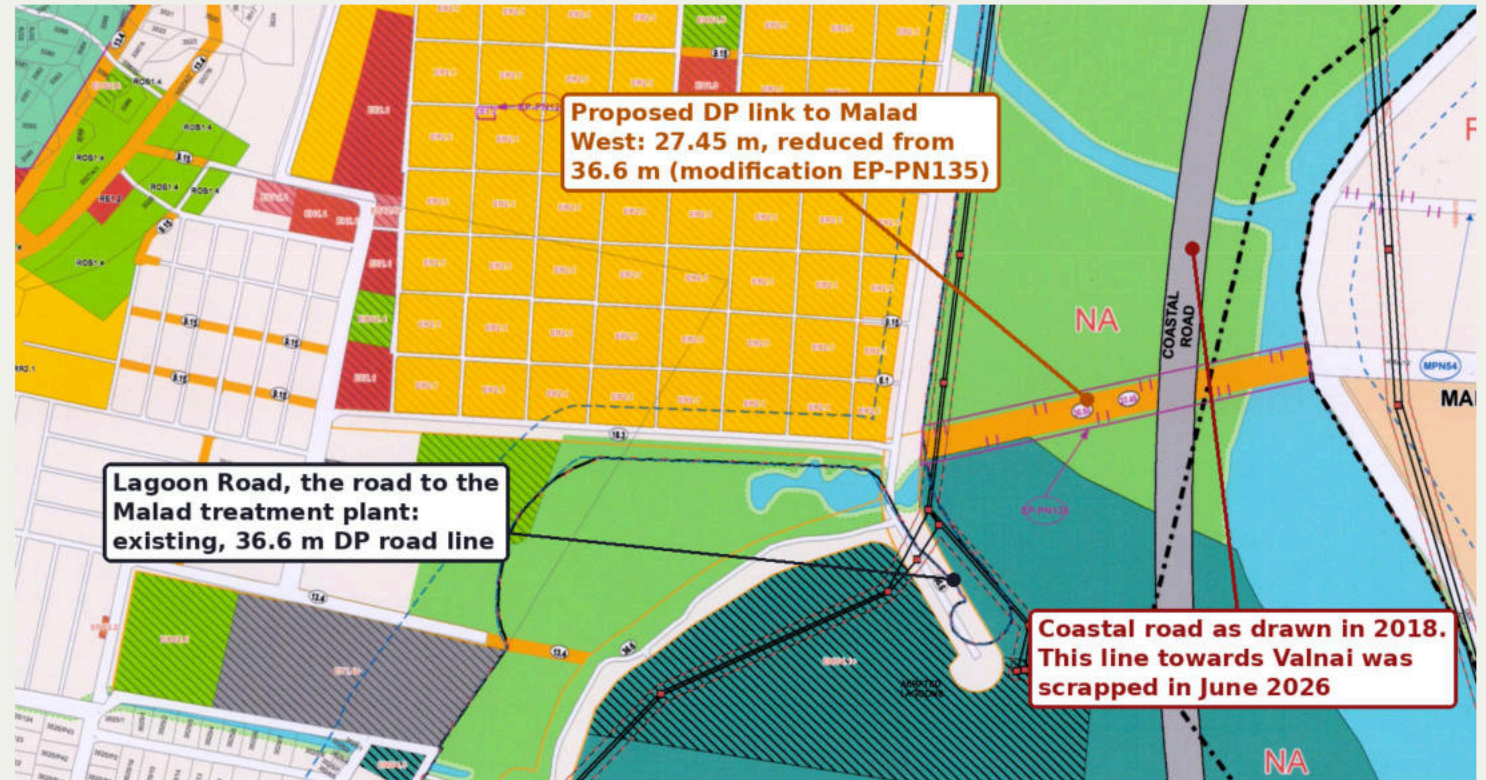
The Lagoon Road link

Lagoon Road in Malvani is an existing road with a 36.6 m DP road line.

The DP proposes a link across the creek to Malad West, reduced from 36.6 m to 27.45 m by a 2018 modification.

Its bridge (380 m long, 36 m wide) was cleared by the coastal zone authority in 2023. Residents had sought it for over a decade.

A neighbourhood link the city planned and cleared, next to the coastal road's tunnel section.



The bridge on this link: 380 m long and 36 m wide, cleared by the coastal zone authority in 2023.

It connects Malvani to Malad West. Residents sought it for over a decade; about 200 mangroves are affected.

Sources: MCGM DP-2034 sheet WS42 (sanctioned May 2018); NBMCW, 11 May 2023; Free Press Journal, 30 Jun 2026.

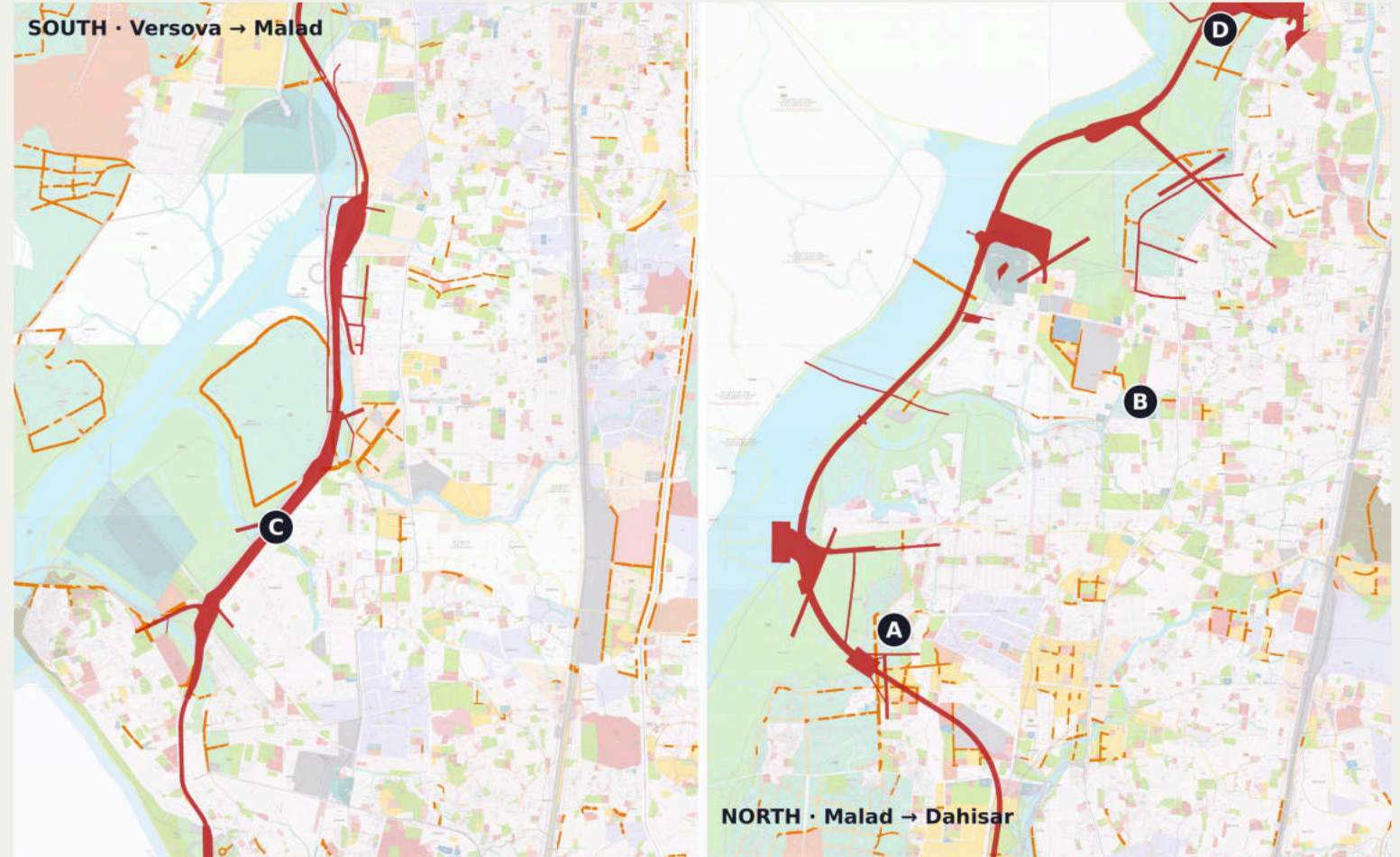


Mumbai already has a road plan

Orange: roads the Development Plan proposes. Red: the land the VBCR takes.

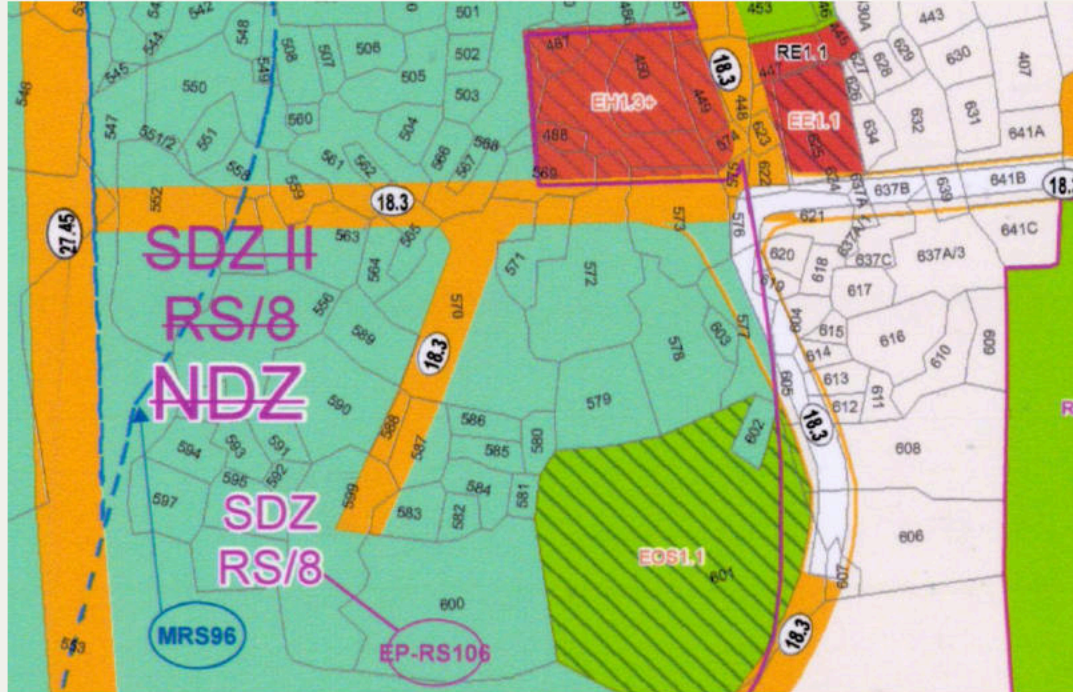
The sanctioned 2018 sheets show no coastal road north of Malad: the plan's coastal road ran to Valnai.

The 11.37 km stretch to Dahisar, through the Charkop, Borivali, Eksar and Dahisar mangroves, was proposed as a plan change in 2025 and approved in June 2026.

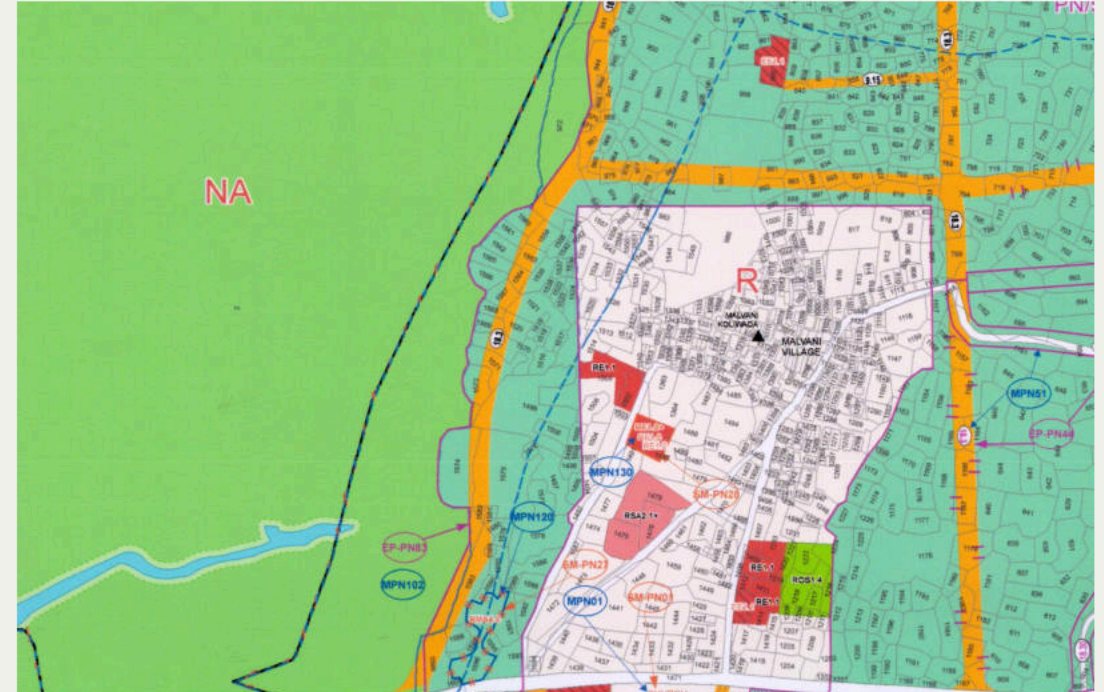


MCGM DP-2034 sheets WS22–WS68 placed on the project Right of Way (KML): about ± 50 m in the south, up to ± 100 m in the north. Knocksense, 20 Mar 2025; Free Press Journal, 30 Jun 2026.

The plan already has a landward road



Charkop (WS52). A 27.45 m road along the landward edge of the mangroves, looping round Charkop Koliwada and continuing south into Malvani.



Malvani (WS47). An 18.3 m road along the mangrove edge, meeting the existing 27.45 m Marve Road, with a grid of 18.3 m and 9.15 m roads behind it.

Four options built from the city's own plans

A Landward spine · Malad → Charkop

Lagoon Road and a 27.45 m DP link across the creek, the Malvani edge road, Marve Road and the Charkop landward road. Serves Malvani and Charkop directly.

B Link Road network · Kandivali → Dahisar

New Link Road plus DP links in Kandivali, Borivali and Eksar. Metro 2A runs overhead, so capacity comes from junctions, bus priority and parallel roads.

C Build over roads · Versova → Malad

Stack the decks over Creek Road with the BMC's own double-elevated section, and replace the 840 m Madh rotary with a compact junction.

D Keep the Dahisar–Bhayandar link

It fills a real connectivity gap. Drop the towers, food courts and parking decks.

These are city roads with junctions, not a 100 km/h expressway. Whether they meet demand is exactly what the alternatives analysis should show.

Bombay Greenway planning concepts, not engineered designs. DP-2034 sheets; BMC tender drawings (TUSPL, 2023); feasibility report, June 2023 TAC minutes.

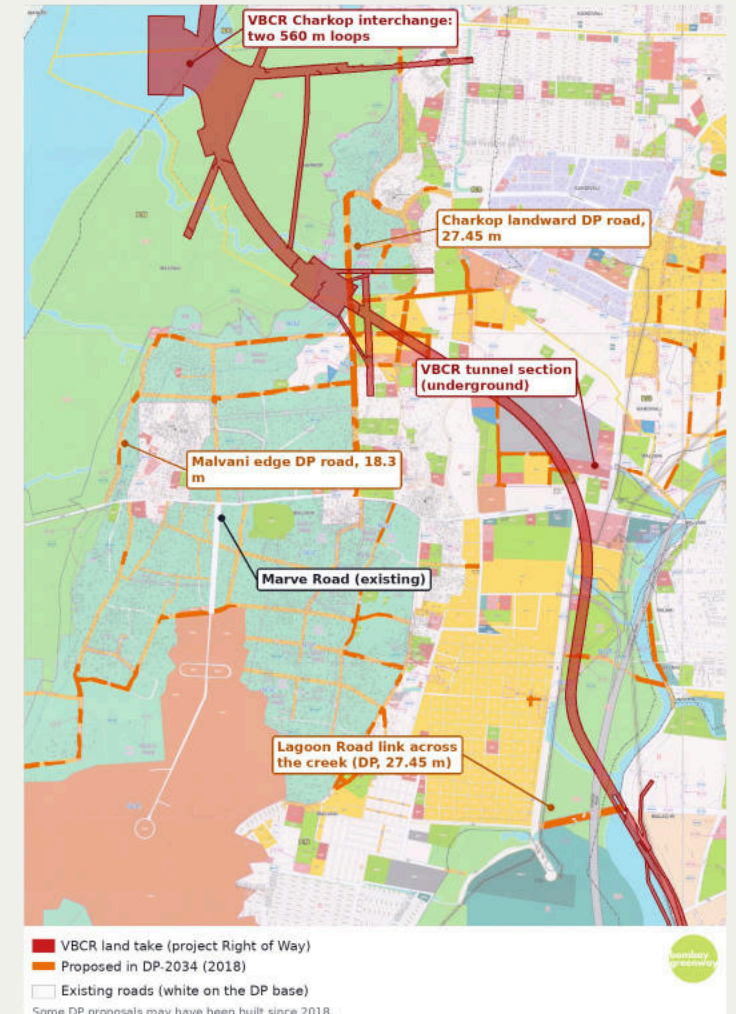
OPTION A

Landward spine: Malad to Charkop

The VBCR runs in tunnel under Malad, then turns into the Charkop mangroves with two 560 m loops.

The DP already has a parallel route on land: the Lagoon Road link, an 18.3 m road along the Malvani mangrove edge, Marve Road, and a 27.45 m road along the landward edge of the Charkop mangroves.

These roads serve Malvani and Charkop directly, with room for buses and footpaths.



MCGM DP-2034 sheets placed on the project Right of Way (KML). Orange: proposed in 2018; some may have been built since. Planning concept, not an engineered design.

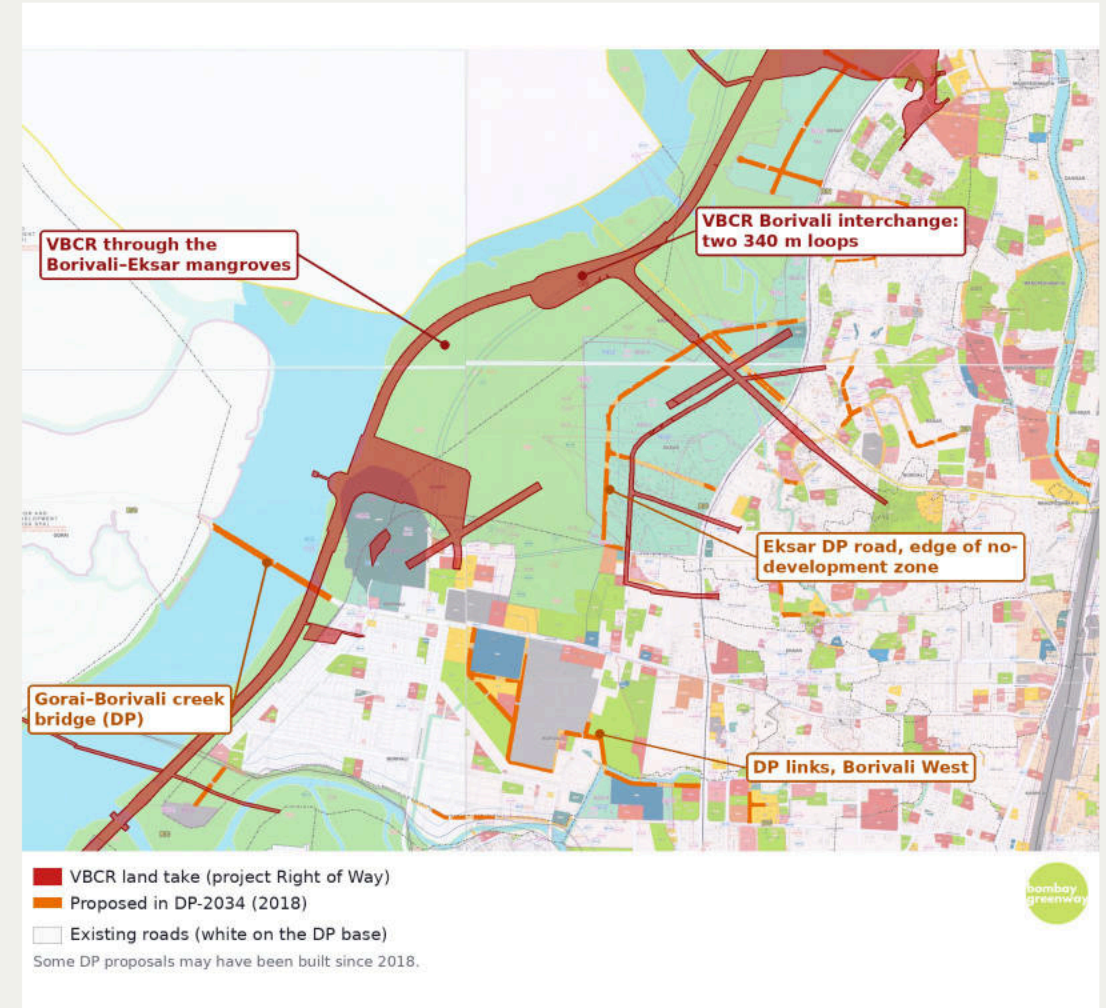
OPTION B

Link Road network: Kandivali to Dahisar

North of Charkop the VBCR crosses the Borivali and Eksar mangroves, with two 340 m loops at Borivali.

Inland, New Link Road already runs the same way, and the DP adds links in Borivali West, roads in Eksar and a Gorai–Borivali creek bridge.

Metro Line 2A runs above Link Road, so capacity has to come from junction fixes, bus priority and parallel DP roads, not a second deck.



MCGM DP-2034 sheets placed on the project Right of Way (KML). Orange: proposed in 2018; some may have been built since. Planning concept, not an engineered design.

OPTION C

Build over roads: Versova to Malad

Here the VBCR follows the DP's own coastal road line, but takes a wide strip of mangrove beside Creek Road and an 840 m rotary at Madh.

Stacking the decks over Creek Road, with the BMC's own double-elevated section, and a compact Madh junction would keep most of that strip standing.

The DP's Pahadi Goregaon ring road runs through a no-development zone and deserves the same scrutiny.



MCGM DP-2034 sheets placed on the project Right of Way (KML). Orange: proposed in 2018; some may have been built since. Planning concept, not an engineered design.

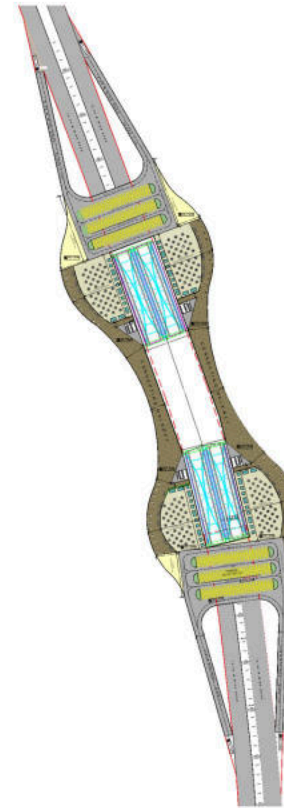
OPTION D

Keep the link, drop the extras

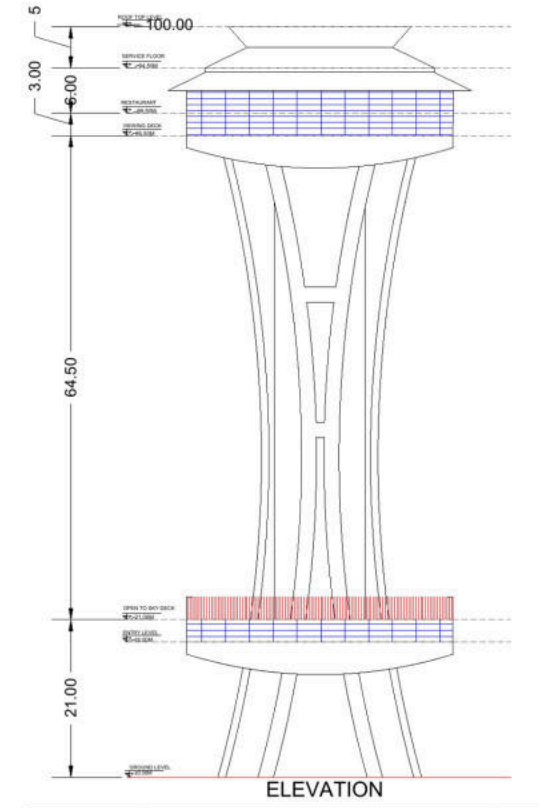
The Dahisar-Bhayandar Link Road fills a real gap: Mira-Bhayandar West has very few road links to Mumbai.

Its tender adds a 100 m viewing tower with a restaurant, parking for 500 cars, a 600-seat food court and 40–50 kiosks at the creek crossing.

Build the road; drop the tourism complex.



Viewing deck plan (AR/3001)



Tower elevation, 100 m (AR/3005)

Tendered with the Dahisar-Bhayandar Link Road at the creek crossing: a viewing tower about 100 m tall with a restaurant at 88.5 m, parking for 500 cars, a 600-seat food court and 40–50 kiosks. Whether these remain in the awarded contract is unconfirmed.

Sources: DBLR tender Vol. 1, scope item (z); drawings TUSPL/BMC/DB/AR/3001 and AR/3005.



DBLR tender Vol. 1, scope item (z); drawings TUSPL/BMC/DB/AR/3001 and AR/3005. Whether the extras remain in the awarded contract is unconfirmed.

Sequence it: prove the need, then build the least damage

1

Complete the missing links

Build the unbuilt DP roads that connect neighbourhoods and existing arterials

2

Prioritise buses and walking

Bus priority, junction fixes and safe footpaths on the existing network

3

Measure the traffic

Assess performance once the links and bus priority are in place

4

Build only what is still needed

If extra capacity is required, build the least-damaging version

This is not “stop the road”. It is the DP's own transport logic: missing links, widening, junction improvements and public transport first.

Where a road already exists, build above it

Beside Creek Road, Lokhandwala, the Right of Way takes about 6.4 ha of mangrove over 635 m.

The BMC's own drawings already include a stacked "double elevated road" that straddles an existing street, and use it for 600 m at Versova.

Build above the road, not the mangrove

VBCR Package A · Creek Road, Lokhandwala (Andheri West)



The project's Right of Way here is about 95–100 m wide, more than twice the 45 m corridor the BMC's own drawings specify for the twin elevated decks (drawing TCS 04). In this 635 m stretch it takes about 6.4 hectares of the mangrove belt.

The BMC's own drawing set already includes a 'double elevated road' (drawing TCS 1): the two decks stacked on portal frames that straddle an existing road, about 29 m wide. Built over Creek Road, the piers stand at the road's edges and the 6.4 hectares of mangrove stay standing.

■ Official Right of Way ■ Stacked double-elevated road, 29 m (to scale) ■ Portal piers, 40 m spans ■ Mangrove no longer needed for the road

Official Right of Way measured from the project ROW file (KML). Section widths and interchange names from the BMC Package A tender drawings (TUSPL 2023). The alternative is an indicative planning sketch by Bombay Greenway, not an engineered design. Satellite image: Google Earth, © 2026 Airbus.

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2 · Simplify the coastal road

At Madh, an 840 m elevated rotary widens the Right of Way from about 40 m to over 150 m.

A signalised junction on the existing road needs about 4.2 ha in the same zone instead of 9.2 ha.

Charkop, Borivali and Gorai have the same problem.

Stop and turn, instead of a rotary in the mangrove

VBCR Package A · Madh interchange (BMC drawing P&P/205)



The Madh interchange is an elongated rotary wrapped around the mainline. To fit it, the Right of Way widens from about 40 m to more than 150 m. Around the junction it takes about 9.2 hectares.

Keep the mainline in the BMC's own 45 m corridor and bring the Madh and Lokhandwala links to a signalised junction at the existing Creek Road crossing, instead of an 840 m elevated rotary (drawing P&P/206). Same zone: about 4.2 hectares, leaving about 5.4 hectares untouched.

Official Right of Way Mainline in 45 m corridor (to scale) Signalised junction on existing road Land no longer needed for the road

Official Right of Way measured from the project ROW file (KML). Section widths and interchange names from the BMC Package A tender drawings (TUSPL, 2023). The alternative is an indicative planning sketch by Bombay Greenway, not an engineered design. Satellite image: Google Earth, © 2026 Airbus.

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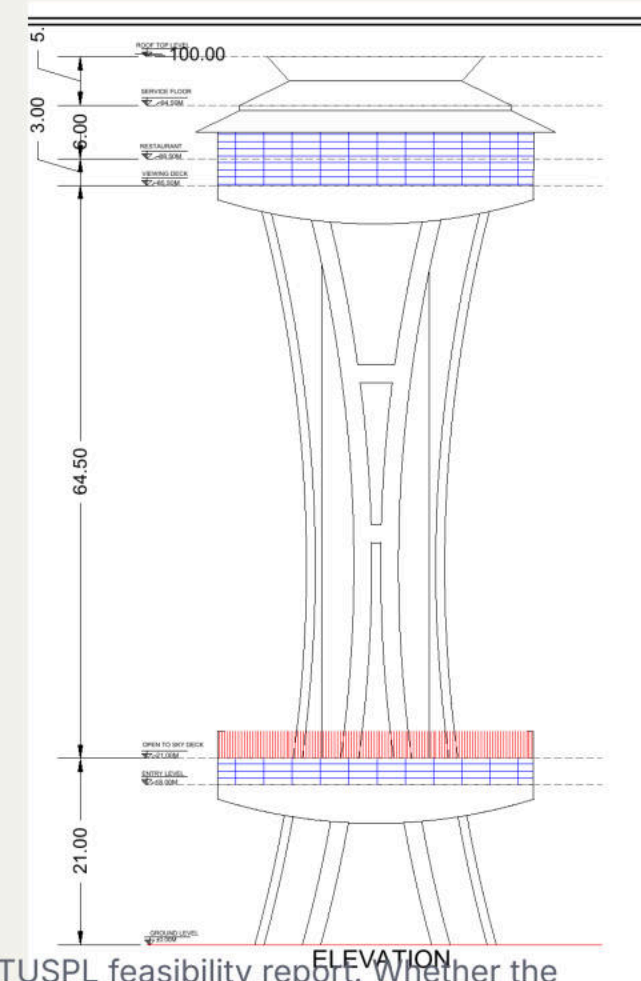
3 · Stop using the mangroves as a construction site

At the creek crossing (Dahisar–Bhayandar tender): a “Space Needle” viewing tower about 100 m tall with a restaurant, parking platforms for 500 cars, a 600-seat food court and 40–50 kiosks.

At Charkop (Package E drawings): a second viewing-tower complex at the interchange.

In the mangroves: 30.7 ha for “temporary” roads, and about ₹1,800 crore of enabling works such as reclaimed access, platforms and jetties.

Build from the deck and from barges wherever feasible, remove non-essential structures, and make restoration measurable, public and binding.



DBLR tender Vol.1, scope item (z); drawing TUSPL/BMC/DB/AR/3005; Package E drawings AR/601–605; TUSPL feasibility report. Whether the extras remain in the awarded scope is unconfirmed.

4 · Publish the alternatives analysis

The January 2023 TAC minutes record that an alternatives analysis had been carried out before the alignment was selected. The analysis has not been found among the documents the BMC has publicly released.

The case for scrutiny is in the BMC's own numbers: if costs rise 10% and benefits fall 10%, the Malad–Dahisar half shows a net loss of about ₹920 crore.

Publish it: the options rejected, the interchange alternatives, costs, traffic performance and environmental footprint, before irreversible work begins on unbuilt stretches.

Same road. Less damage. Built for everyone.



1 · Complete the missing DP links.

Connect neighbourhoods before building new capacity through mangroves.

3 · Minimise the construction footprint.

Build from the deck and barges, remove non-essential structures, guarantee restoration.

2 · Simplify the coastal road.

Replace unnecessary loops, rotaries and duplicated road space.

4 · Publish the alternatives analysis.

Show the options, costs, traffic performance and impacts that preceded the decision.