Planning and Management of Parking in the Central Area of Aizawl City

Participant:
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Hill city, altitude
1132 meters

Population (2011)
2.93 lakhs

City Public Transport
minibuses
taxi (cars)
2-wheeler taxis
 Traffic jams during peak hours, sluggish movement all day
 Narrow roads with sharp curves
 Steep road gradient at many places
 Limited east-west road connectivity due to terrain
 Limited parking space: 9 street parking lots – 248 cars, 46
CENTRAL AREA OF AIZAWL
AIZAWL CITY PARKING PROBLEMS

- Parking is mainly on-street, wherever there is sufficient road width
- Parking lots are identified by the municipality and operated through parking fee collectors
- City Traffic Police regulate vehicle movement
- Taxies (mostly cars with a few bikes) are provided with separate street parking space all over the city due to their large number
AIZAWL CITY PARKING PROBLEMS

- City bus service slowed down by traffic jams
- Two-wheelers becoming popular as they can squeeze through traffic jams
- Poor road network limits scope for one-way traffic movement for reducing road congestion
- Concentration of city activities in the central area adds to congestion
OBJECTIVE AND PROPOSED SOLUTIONS

- Length of main spinal road in project area is 1.5km
- There are nine on-road parking lots in the area accommodating 248 LMVs, 46 taxis (cars), 673 2-wheelers.
- Congestion charging on of parking demand in the area
- Introducing ITS in traffic management
- Introducing CCTV monitoring and parking meters
- Building off-street parking lots
OBJECTIVE AND PROPOSED SOLUTIONS

- This project aims to improve planning and management of parking in the central area of Aizawl.
- Restriction of on-road parking in the central area of Aizawl
- Congestion charging
- Reduction of parking demand in the area
- Introducing ITS in traffic management
- Introducing CCTV monitoring and parking meters
- Building off-street parking lots
Thank You