



**IMPROVEMENT OF  
FOOT-PATHS  
FOR PEDESTRIANS  
IN  
AIZAWL CITY**

# PARTICIPANTS

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## ***Sponsoring Department:***

***Urban Development & Poverty Alleviation Department, Govt. of Mizoram***

# DEPARTMENTS & AGENCIES INVOLVED

- **URBAN DEVELOPMENT & POVERTY ALLEVIATION DEPARTMENT, GoM**
- **AIZAWL MUNICIPAL CORPORATION, GoM**
- **PUBLIC WORKS DEPARTMENT, GoM**
- **TRANSPORT DEPARTMENT, GoM**
- **POLICE (TRAFFIC) DEPARTMENT, GoM**

# — ABOUT MIZORAM —

Mizoram is located at North Eastern corner bounded by International and Inter State Border

## **International Border**

(a) With Myanmar in the East - 404 Kms

(b) With Bangladesh in the West - 318 Km

## **Inter State-**

(a) With Assam (North)- 123 Kms

(b) With Manipur (North) - 95 Kms

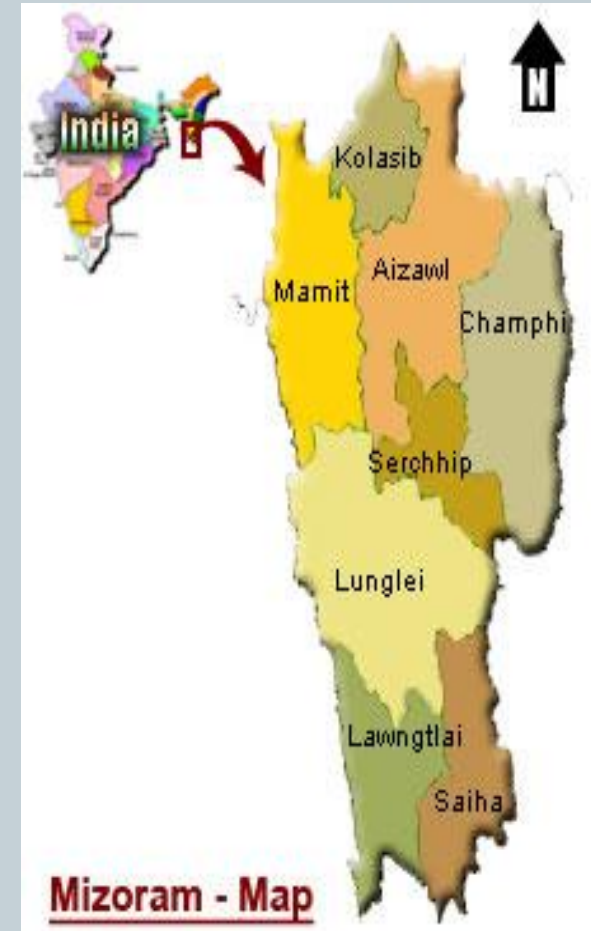
(c) With Tripura (North West)- 277 Kms

❏ Mizoram became a State in February 1987

❏ **Area:** 21,081 Sq Kms

❏ **Population:** 10,91,014 as 2011 Census

❏ Mizoram has hilly terrains with steep slopes and deep gorges.



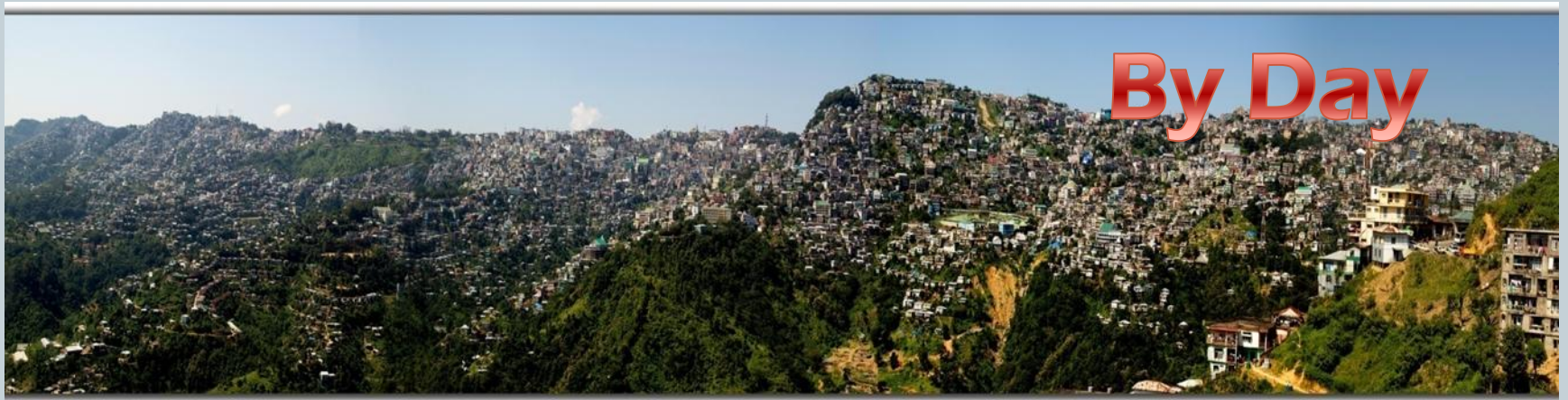


# — AIZAWL —

**By Night**



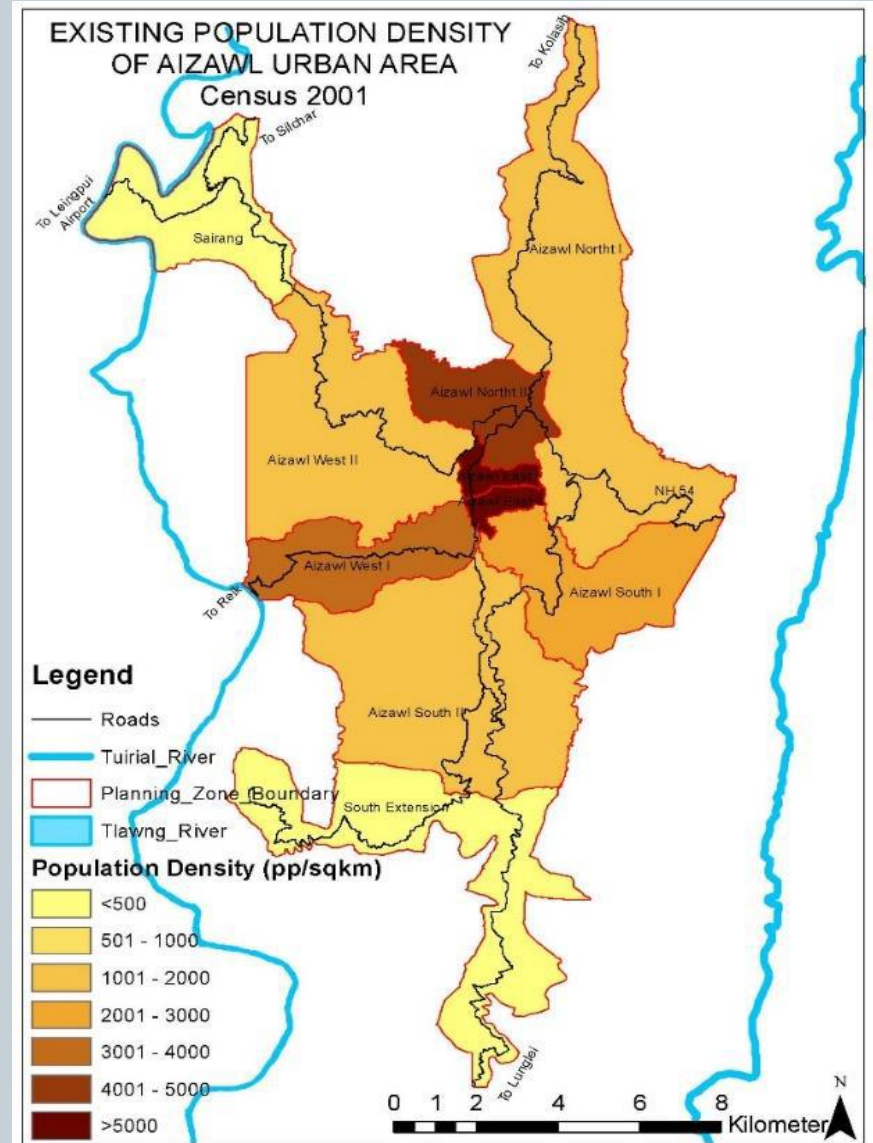
**By Day**



# AIZAWL

Population -291,822 ( Year 2011)  
Density -2246.33 person/sq.km

- ❖ Aizawl, the capital city of Mizoram is political, commercial, educational and cultural hub of the State.
- ❖ Situated on a ridge of 1100m above MSL, bounded by Tlawng River to the West, Tuirial River Valley to the East.
- ❖ AUA - 160 Sq.Km (as per Master Plan : Vision 2030)
- ❖ AMC Area - 129.91sq.km
- ❖ Pedestrianisation in Aizawl can be enhanced considerably by providing state-of-the-art walking and cycling infrastructure in the city.



# OBJECTIVE

- IMPROVEMENT OF FOOTPATHS FOR PEDESTRIANS IN AIZAWL CITY.
- EVALUATION OF PEDESTRIAN FACILITY
- Safe **crossing facilities** at strategic points and intersections.
- Identify Gaps & Issues
- Recommend Solutions
- **Improve** overall **traffic movements** within the city.
- Suggest establishment of **unified urban transport authority** for Aizawl City.

# — METHODOLOGY —

- ∅ Pedestrian Counts
- ∅ Parking Surveys
- ∅ Vending Zones where Human Mobility is Constrained
- ∅ Identify & Analyze for safe crossing facilities at strategic points and intersection by conducting survey and collecting accident data.
- ∅ Analyze growth of vehicles, present on-street parking condition and identify vehicular obstacles i.e., electric poles, trees etc. in the city.
- ∅ Identify problems & issues at various stages of implementation by stakeholders.



# — SCOPE —

- ✓ To improve pedestrian facilities by up-grading existing footpaths etc. and newly propose new ones at various locations in the city.
- ✓ Identify locations to install CCTV and improve Solar Street Lighting System to address safety and security issues.
- ✓ Improve crossing facilities at intersections by introducing Zebra crossing and construction of foot over bridge.
- ✓ Formulation of proper parking policy.
- ✓ Study to minimise existing on-street parking and reconstruction of pavement which cause traffic congestion.

# **Aizawl City – Need for Improvement**

- **Aizawl City, with a population of 2.9 lakh is a very fast growing city.**
- **Being a hill city with difficult terrain, it has its unique problems, and solutions for urban transport require a different set of solutions suitable to its geographical settings.**
- **Population growth and the high growth in vehicular traffic has resulted in serious traffic congestions, along with issues in pedestrian safety.**
- **Although the length of the City core area is a walkable distance, there are in-adequate pedestrian footpaths.**

# **Aizawl City – Need for Improvement**

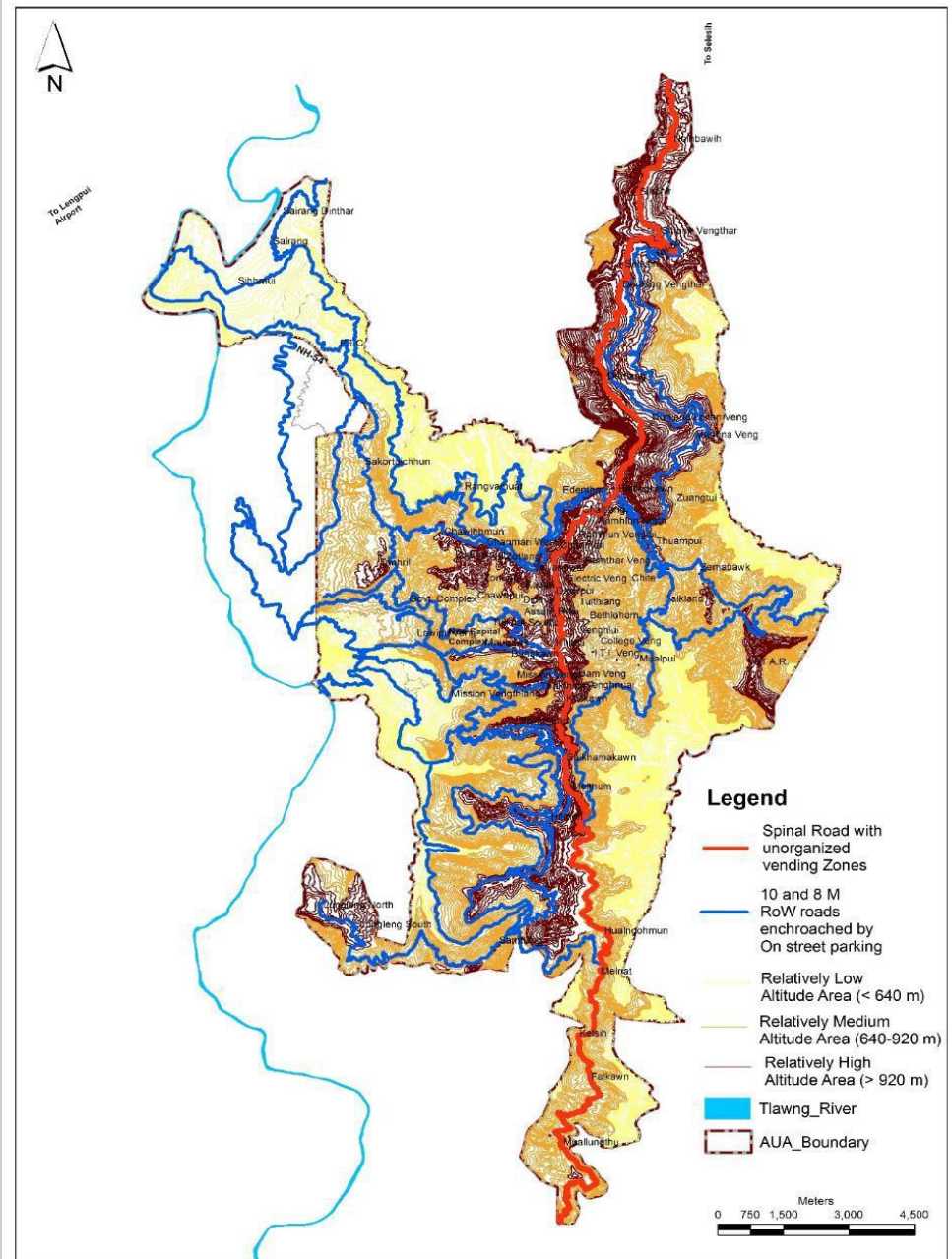
- There is no proper integration of land use and transport system.
- Lack of pedestrian facilities along the main spine of the city and poor facilities at major intersection points. Efforts required to improve pedestrian facilities and their safety concerns with special focus at traffic junctions.
- Absence of Parking Facilities, particularly off-street parking. This results in proliferation of on-street parking, making pressure on the narrow roads.
- Absence of Co-ordination among the Agencies is one reason for difficulty in addressing mobility issues.

# PROBLEMS & ISSUES

## NMT ISSUES

Man made and Natural Barriers –

- Unorganized on-street vending spaces.
- On-street parking on main roads.
- High and low terrain of the City.





# PROBLEMS & ISSUES

- Encroachment of roads and public spaces.
- Enormous roadside on-street parking leads to traffic congestion.



- Lack of controlling informal sector/street vendor obstructing pedestrian walkway.
- Narrow roads and no separate lanes for two wheelers.



# PROBLEMS & ISSUES



- Absence of pedestrian paths, narrow width of existing pedestrian paths and poor maintenance of pedestrian facilities need to be addressed.

- Organic growth/Un-Planned city which leads govt. offices, business centers and schools and colleges are located along with N to S main spine.





# PROBLEMS & ISSUES



- Safe Crossing facilities need to be introduced at intersection points.
- Absent of Pedestrian foot path at important main spine.



- Violation of parking at various places which leads to traffic congestion.
- Lack of coordinating various agencies/stakeholders

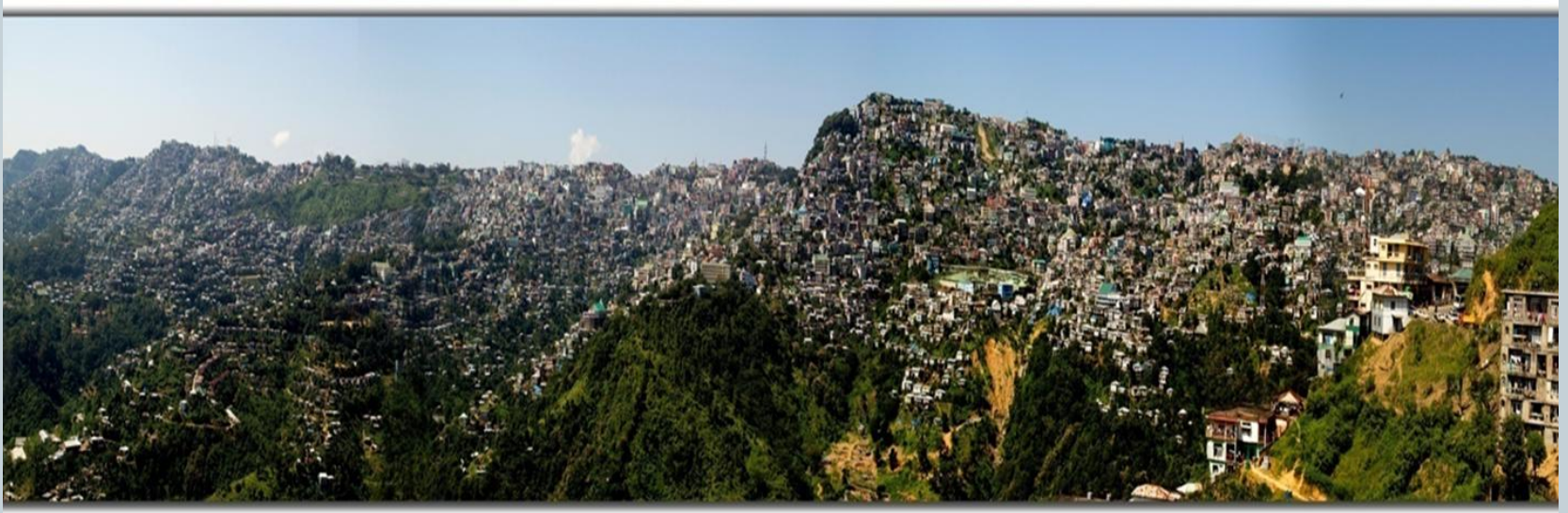
# — SUGGESTIONS & PROPOSALS —

## ***Absence of Co-ordination among the Agencies and need for unified authority:***

- ✓ Different Departments/Agencies are dealing with different aspects of urban transport, viz. 1) Traffic Police, 2) Transport Deptt., 3) Aizawl Municipal Corporation, 4) PWD. There needs to be a focal point of activities and co-ordination of activities.
- ✓ An unified authority will need to be established, either under the chairmanship of Chief Minister/Home Minister/UD or Chief Secretary (to be finalized after thorough discussions, State Gov't may notify in the Government Gazette).

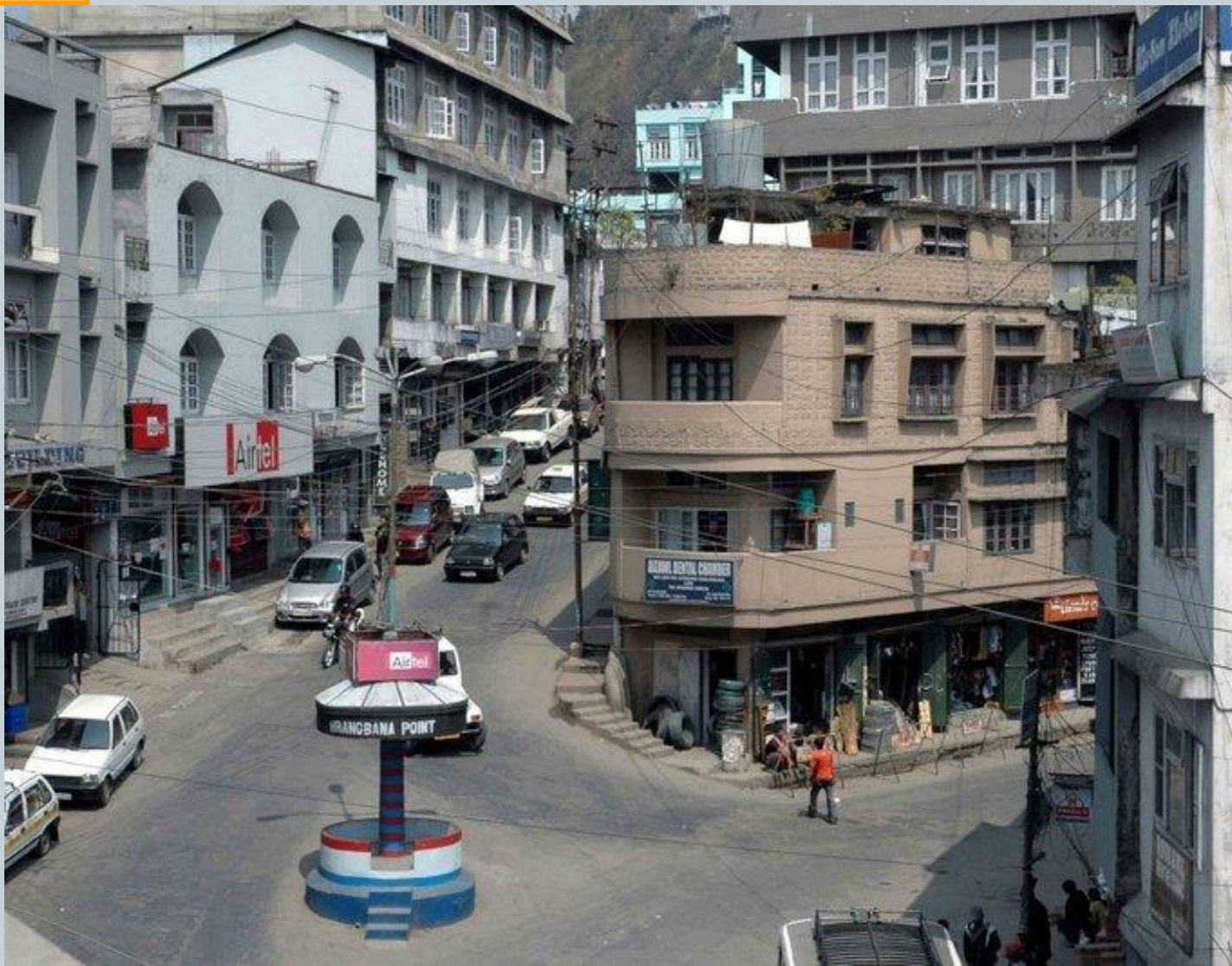


# PROJECT COVERAGE



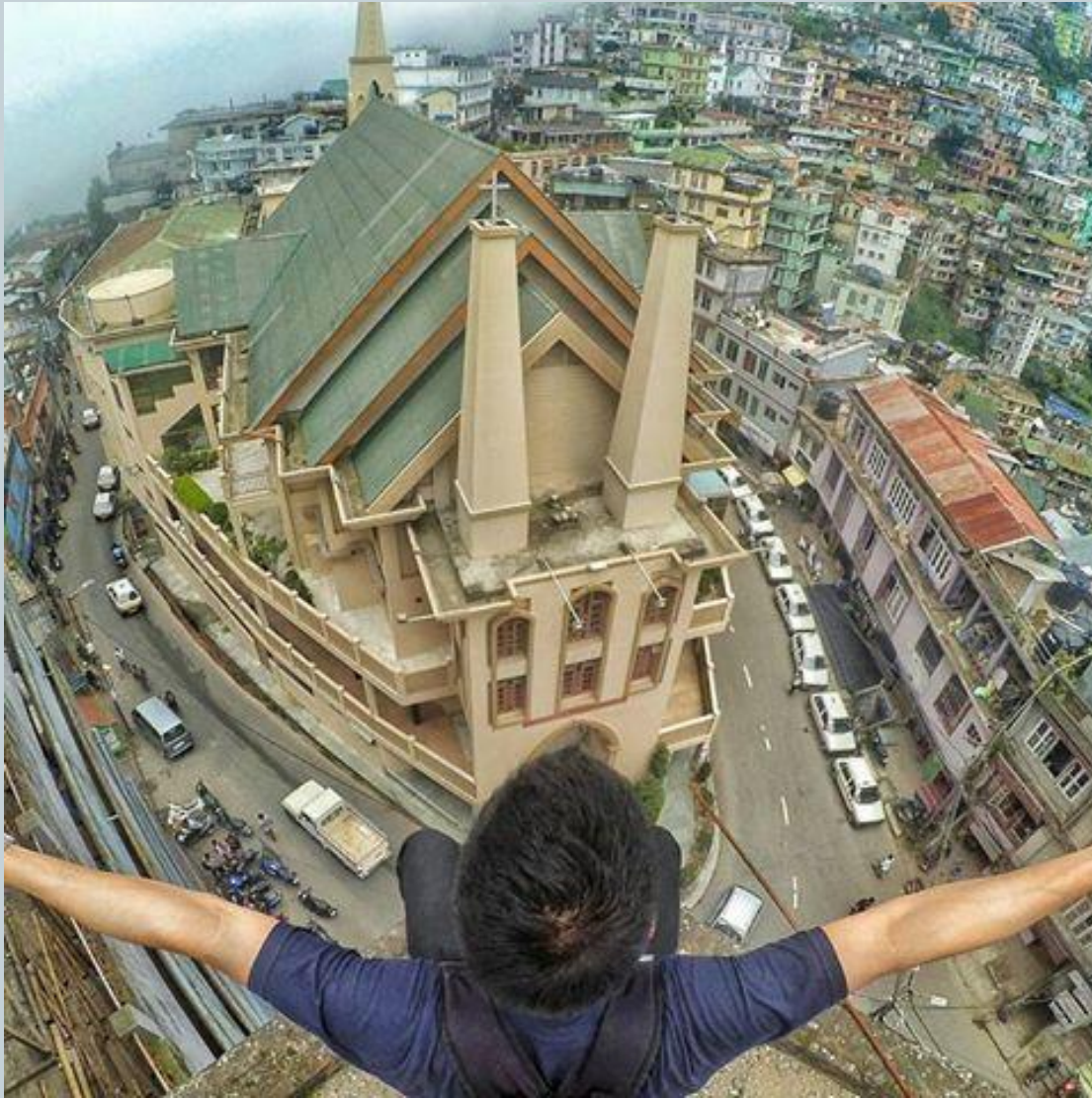
- The Group focuses on suggestions which are implementable in the short-term period (up to 3 years).
- Implementation Schedule of proposals will be worked out.
- Suggestions for Medium and Long Terms will be put forward for follow-up actions by the unified authority.

# Enhancement and Improvement of footpath from Axis Bank, Chanmari to Hrangbana Traffic Point (85 mts approx. in length).





# Enhancement and Improvement of footpath from Hrangbana College to Sumkhuma Traffic Point, Zarkawt (523 mts approx. in length)



# Construction of footpath over side-drain from Hrangbana Traffic Point to New Market Junction (685 mts approx. in length)





THANK YOU