आज़ादी का अमृत महोत्सव

G20 भारत 2023 INDIA

सत्यमेव जयते
GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS

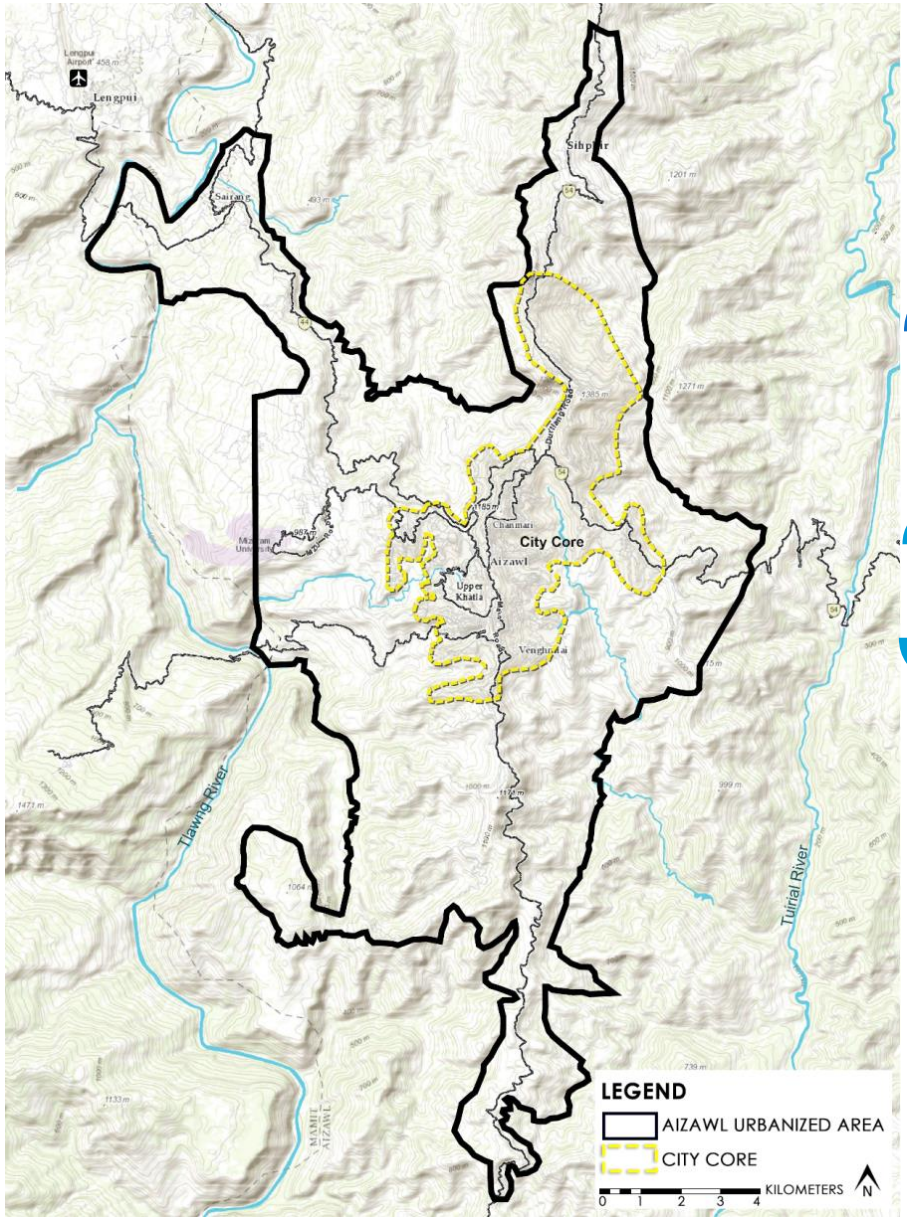
स्वच्छ भारत
एक कदम स्वच्छता की ओर

STRATEGIES FOR MEETING CHALLENGES IN MULTI-MODAL INTEGRATION OF TRANSPORT SYSTEMS

NEED FOR MULTIMODAL INTEGRATION IN SPECIAL TERRAINS

16th Urban Mobility India Conference & Expo 2023

AIZAWL PROJECT



1 **Preparation of a Comprehensive Mobility Plan (CMP) for Aizawl Urban Area**

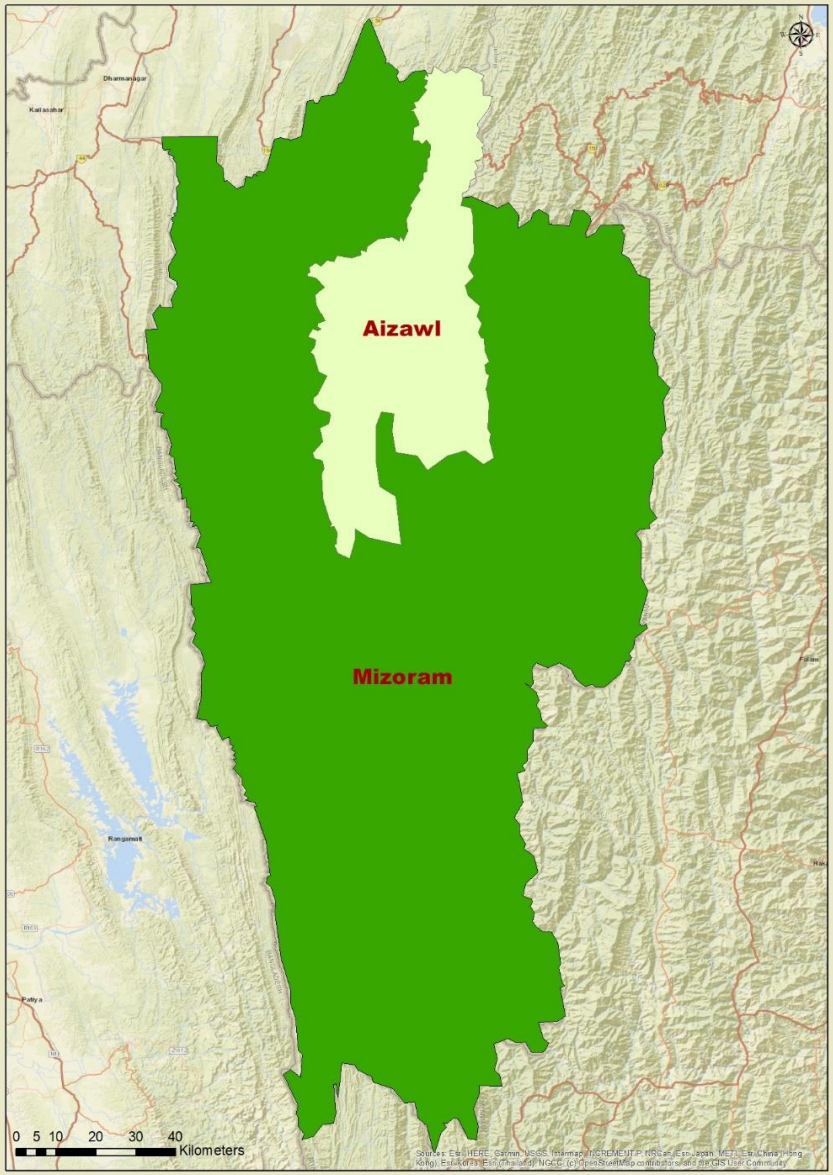
2 **Prepare Feasibility studies, And project preparatory activities for prioritised projects**

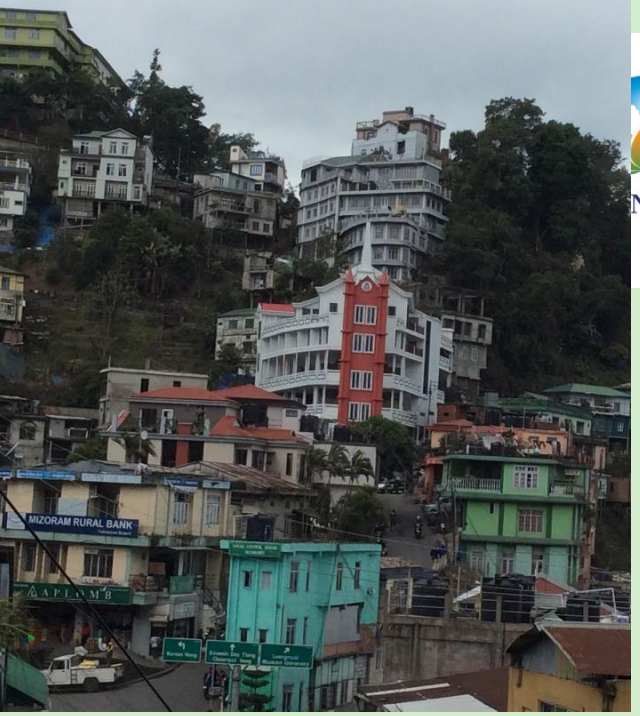
3 **Strengthen Capacity Building & Institutional Development**

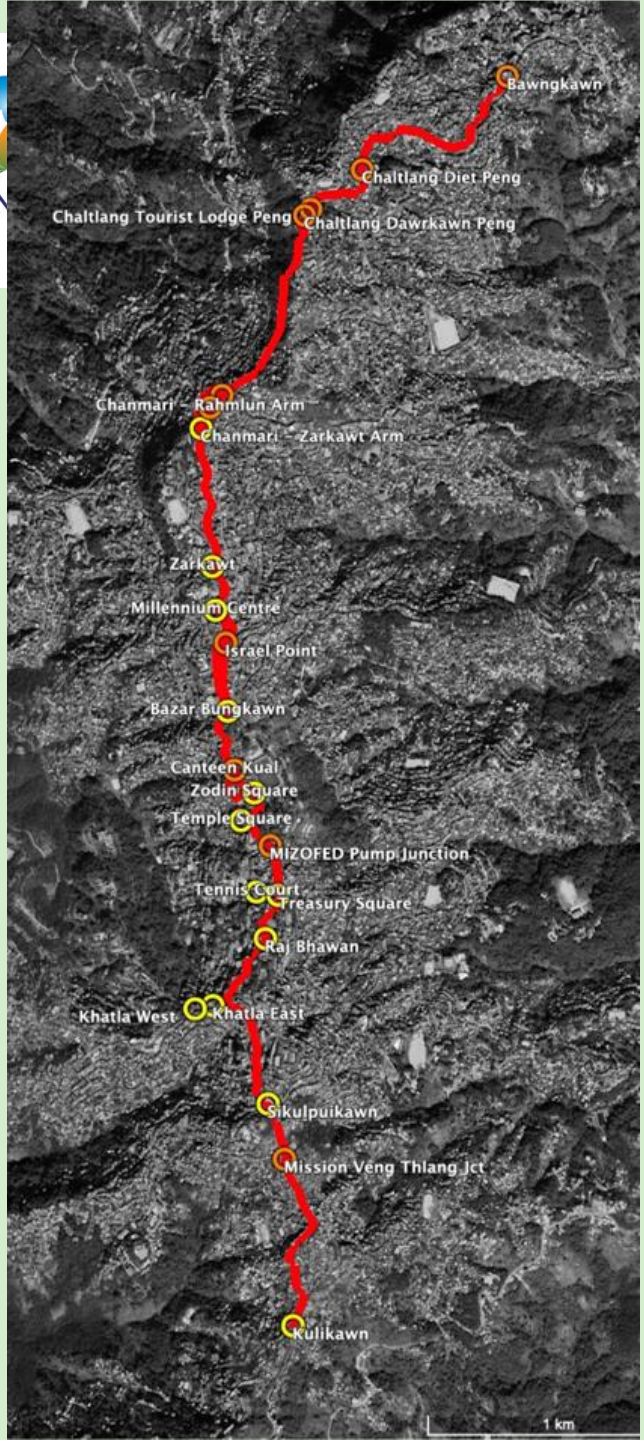
Implementing Agency: Urban Development and Poverty Alleviation Department (UD&PA)

Funded By: Asian Development Bank


INDIA
Mizoram
Kabul
Peshawar
Islamabad
Rawalpindi
Faisalabad
Multan
Bahawalpur
Kathmandu
Hyderabad
Dhaka
Rajshahi
Chittagong
Mandalay
Mumbai
Yangon
Bay of Bengal
Colombo
Sri Jayewardenepura Kotte
SRI LANKA
Male
MALDIVES
Banda Aceh
Indian Ocean
0 125 250 500 750 1,000
Kilometers


Aizawl
Mizoram
Dharmanagar
Kailashahr
Rangamati
Pattya
0 5 10 20 30 40
Kilometers


MIZORAM RURAL BANK


Bawngkawn
Chaltlang Diet Peng
Chaltlang Tourist Lodge Peng
Chaltlang Dawrkawn Peng
Chanmari - Rahmlun Arm
Chanmari - Zarkawt Arm
Zarkawt
Millennium Centre
Israel Point
Bazar Bungkawn
Canteen Kual
Zodin Square
Temple Square
MIZOFED Pump Junction
Tennis Court
Treasury Square
Raj Bhawan
Khatla West
Khatla East
Sikulpuikawn
Mission Veng Thlang Jct
Kulikawn
1 km

CHALLENGES

1. Topographical constraints
2. Poor regional connectivity
3. Disaster prone – Earthquake Zone 5
4. High cost of Travel in urban areas
5. Limited land availability

CHARACTERISTICS

- Area under AMC – 103 sqkm
- Present Population of AMC estimated at 3.6 lakh
- Future projections by MP-2040 is 8.0 lakhs by 2040
- 429 km road length

1

Average age of vehicles

Two wheeler – **3.5 yrs**
Car - **5 yrs**
Two wheeler taxi – **2.8 yrs**
Car taxi – **6.2 yrs**

2

Road space

80% has less than 8m RoW

90%of roads have no footpaths

3

Staircases 850,

Car Taxi stand 129,

Bike taxi stand 41 and

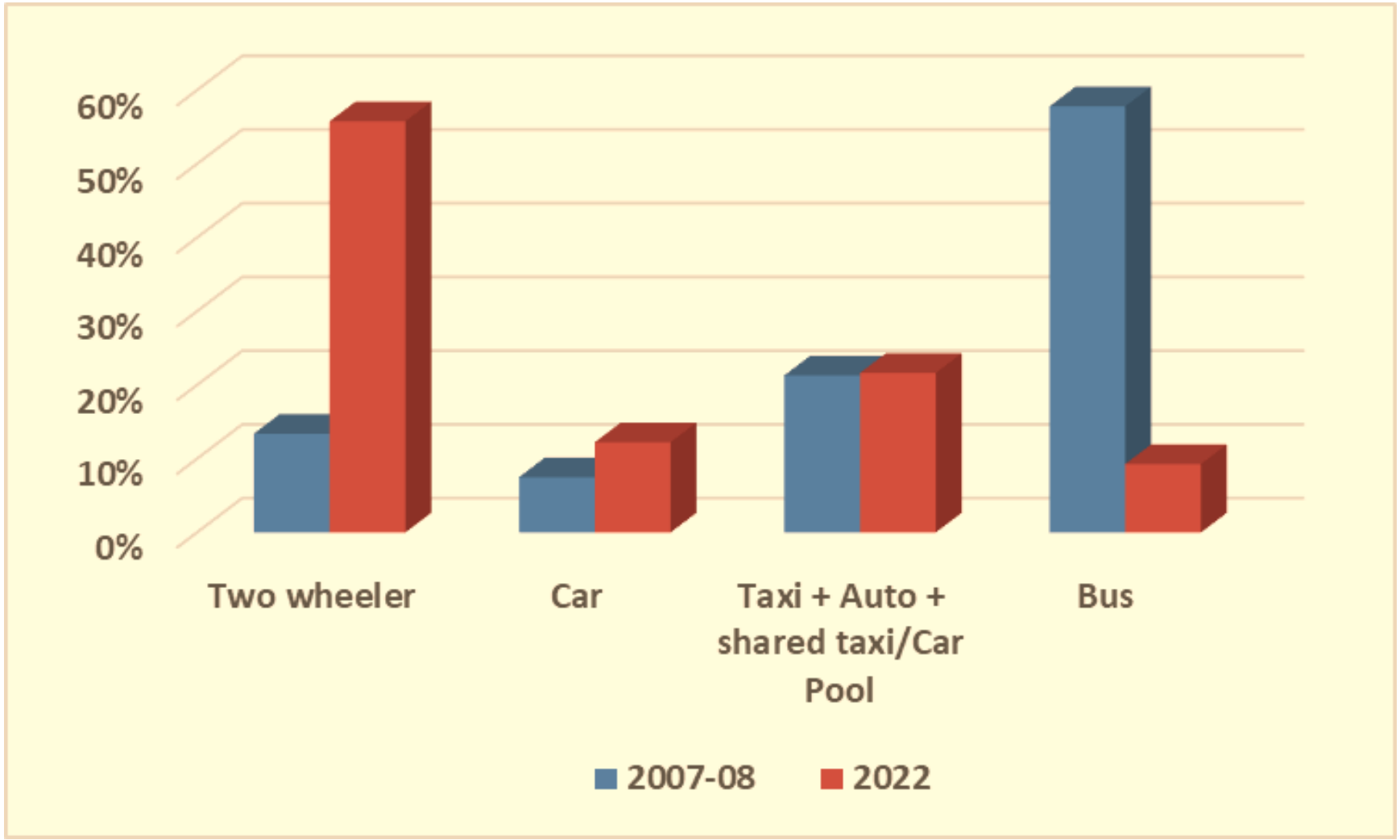
4

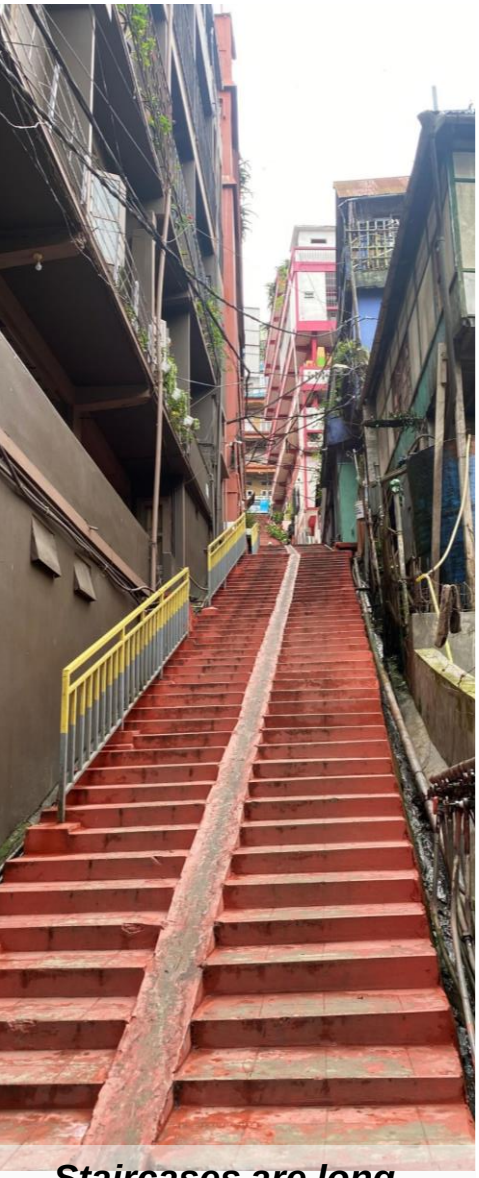
Cost of travel

10% of average HH income

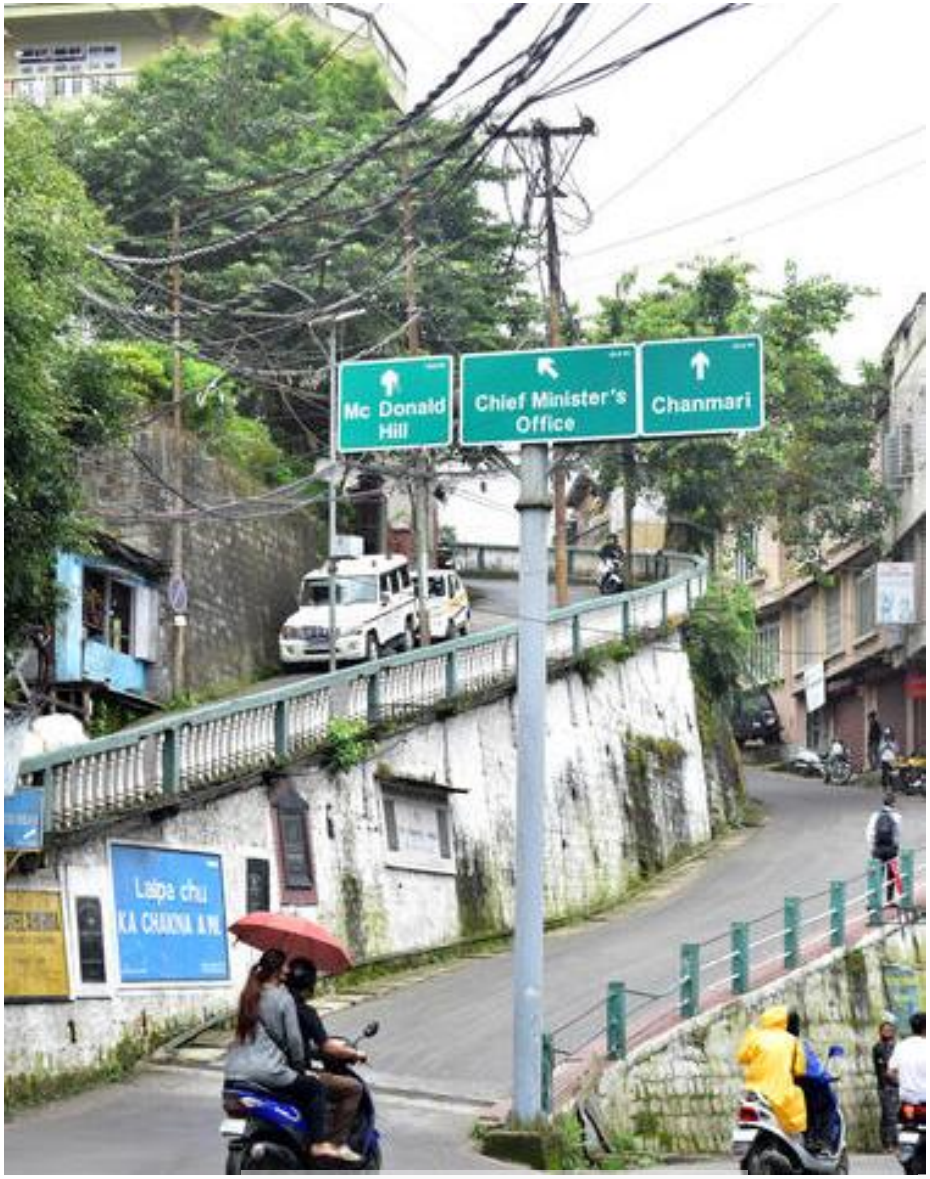
TRAVEL DEMAND CHARACTERISTICS

Modal Share in 2007-08 and Present





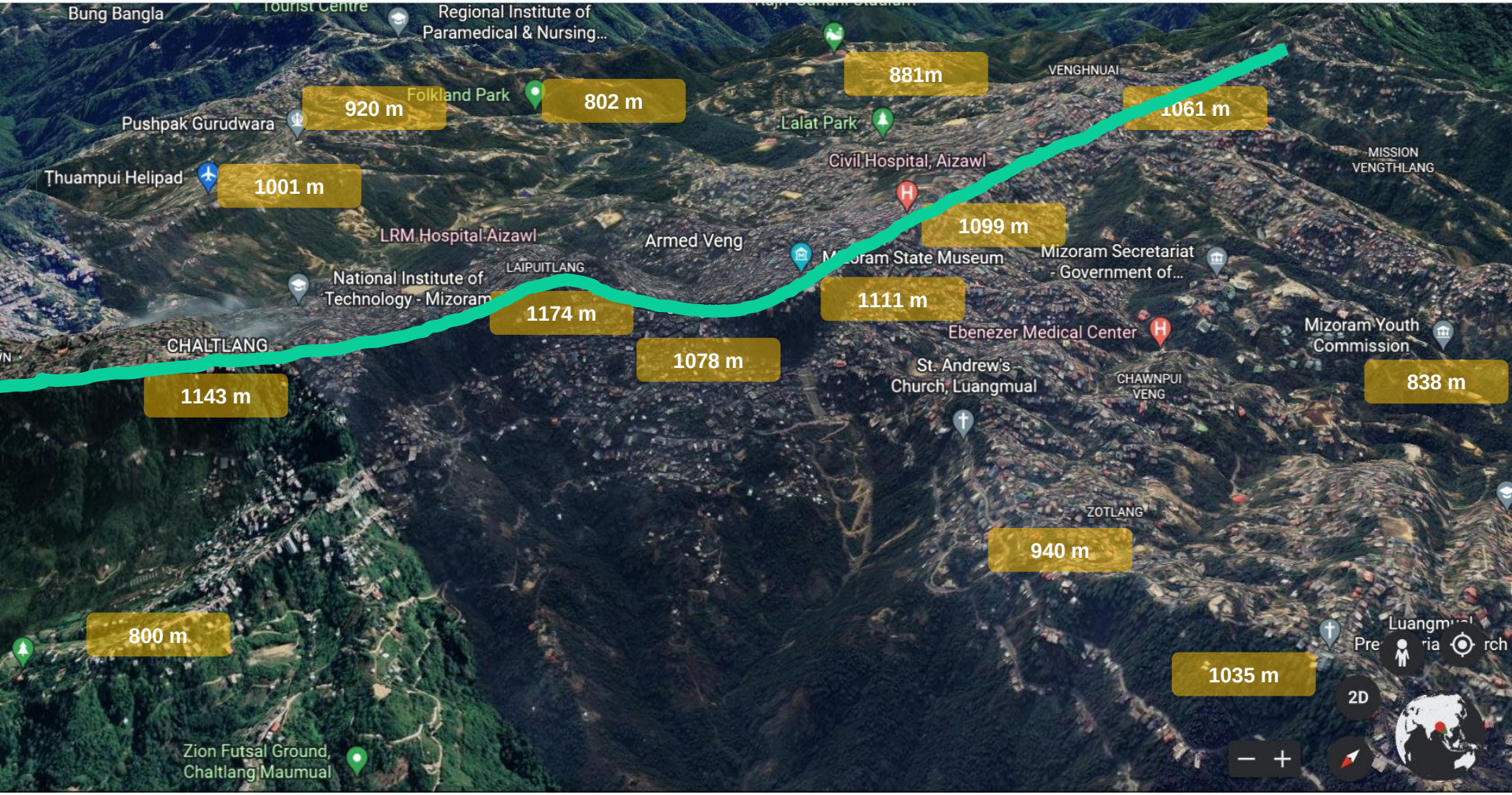
Staircases are long, steep, most are narrow and dark



Limited road space due to terrain

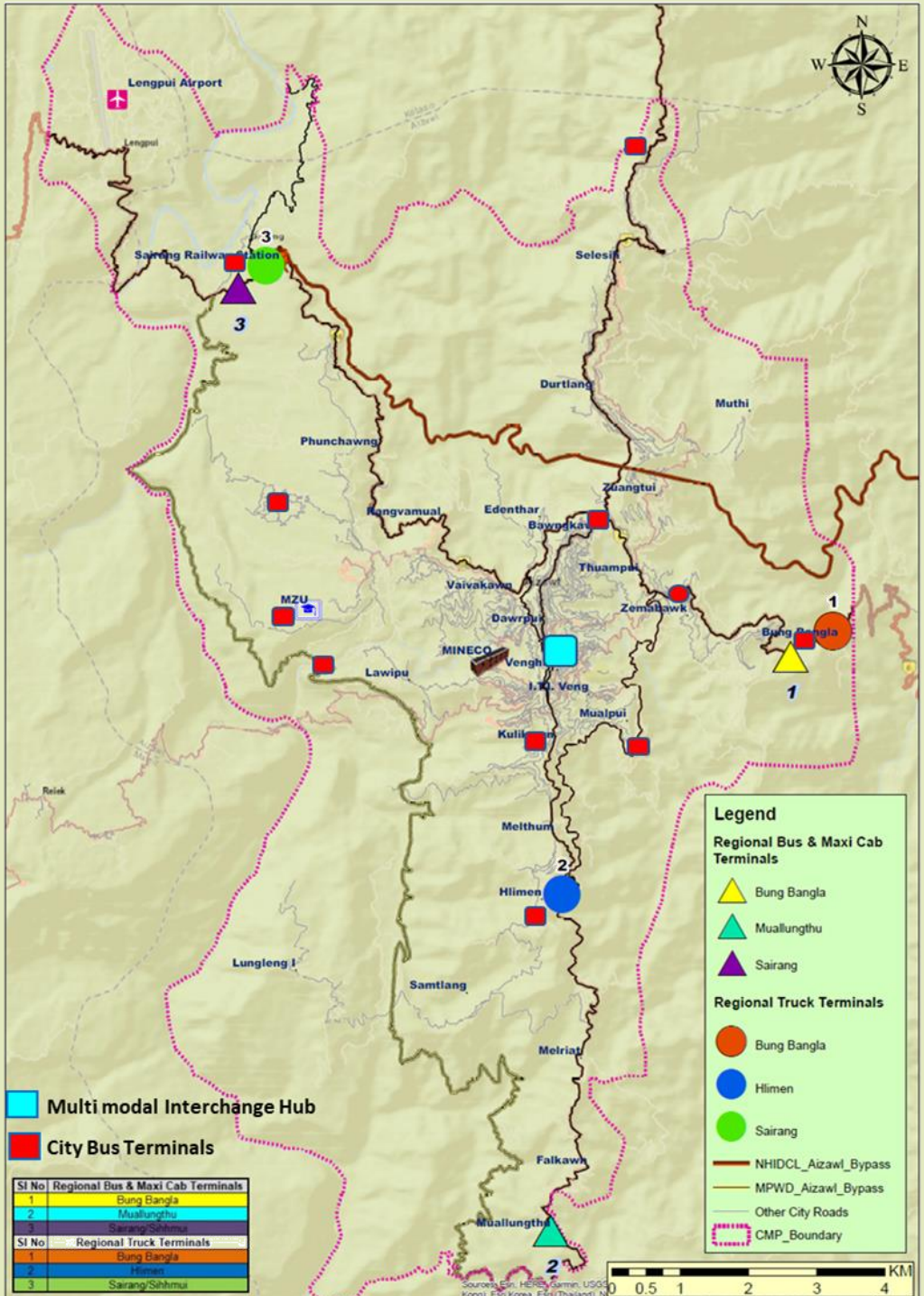
Pavements blocked by parking, shops & vendors

TRAFFIC DISCIPLINE

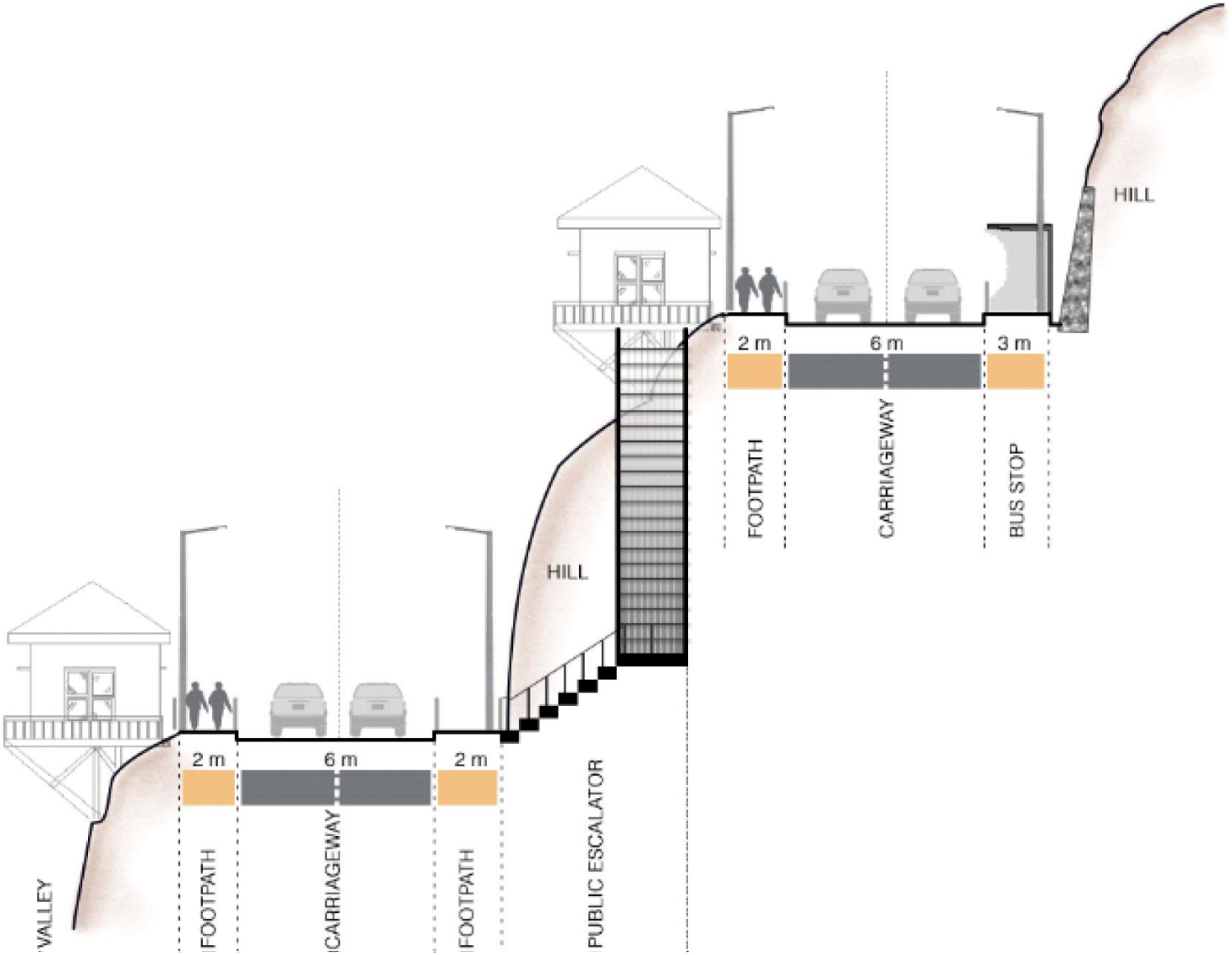

Bung Bangla
Regional Institute of Paramedical & Nursing...
881m
VENGHNUAI
920 m
Folkland Park
802 m
1061 m
Pushpak Gurudwara
Lalat Park
Civil Hospital, Aizawl
MISSION VENGTHLANG
Thuampui Helipad
1001 m
1099 m
LRM Hospital Aizawl
Armed Veng
Mizoram State Museum
Mizoram Secretariat - Government of...
LAIPUITLANG
National Institute of Technology - Mizoram
1111 m
1174 m
Ebenezer Medical Center
Mizoram Youth Commission
CHALTLANG
1078 m
St. Andrew's Church, Luangmual
838 m
1143 m
CHAWNPUI VENG
ZOTLANG
940 m
800 m
1035 m
2D
Zion Futsal Ground, Chaltlang Maumual

SOLUTIONS

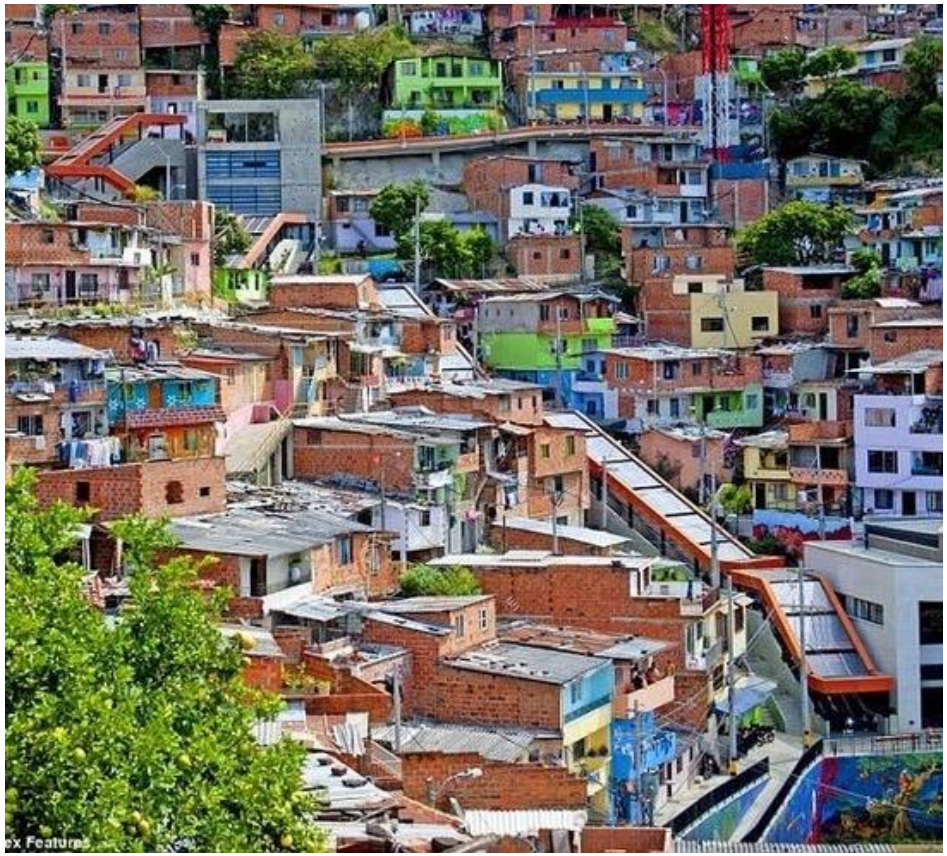

Promote Walkability
Strengthen Vertical Connections
Ropeway
Improve Bus Services
Ensure Seamless interconnections


Lengpui Airport
Lengpui
Sairang Railway Station
3
3
Selesih
Durtlang
Muthi
Phunchawng
Zuangtui
Rangvamual
Edenthar
Bawngkawn
Thuampui
Vaivakawn
Zemabawk
1
1
Bung Bangla
MZU
Dawrpui
MINECO
Venghlui
Lawipu
I.T. Veng
Mualpui
Kulikawn
Melthum
2
Hlimen
Lungleng I
Samtlang
Melriat
Falkawn
Muallungthu
2
Legend
Regional Bus & Maxi Cab Terminals
Bung Bangla
Muallungthu
Sairang
Regional Truck Terminals
Bung Bangla
Hlimen
Sairang
NHIDCL_Aizawl_Bypass
MPWD_Aizawl_Bypass
Other City Roads
CMP_Boundary
Multi modal Interchange Hub
City Bus Terminals
Sl No | Regional Bus & Maxi Cab Terminals
1 | Bung Bangla
2 | Mualungthu
3 | Sairang/Sihhmui
Sl No | Regional Truck Terminals
1 | Bung Bangla
2 | Hlimen
3 | Sairang/Sihhmui
0 0.5 1 2 3 4 KM

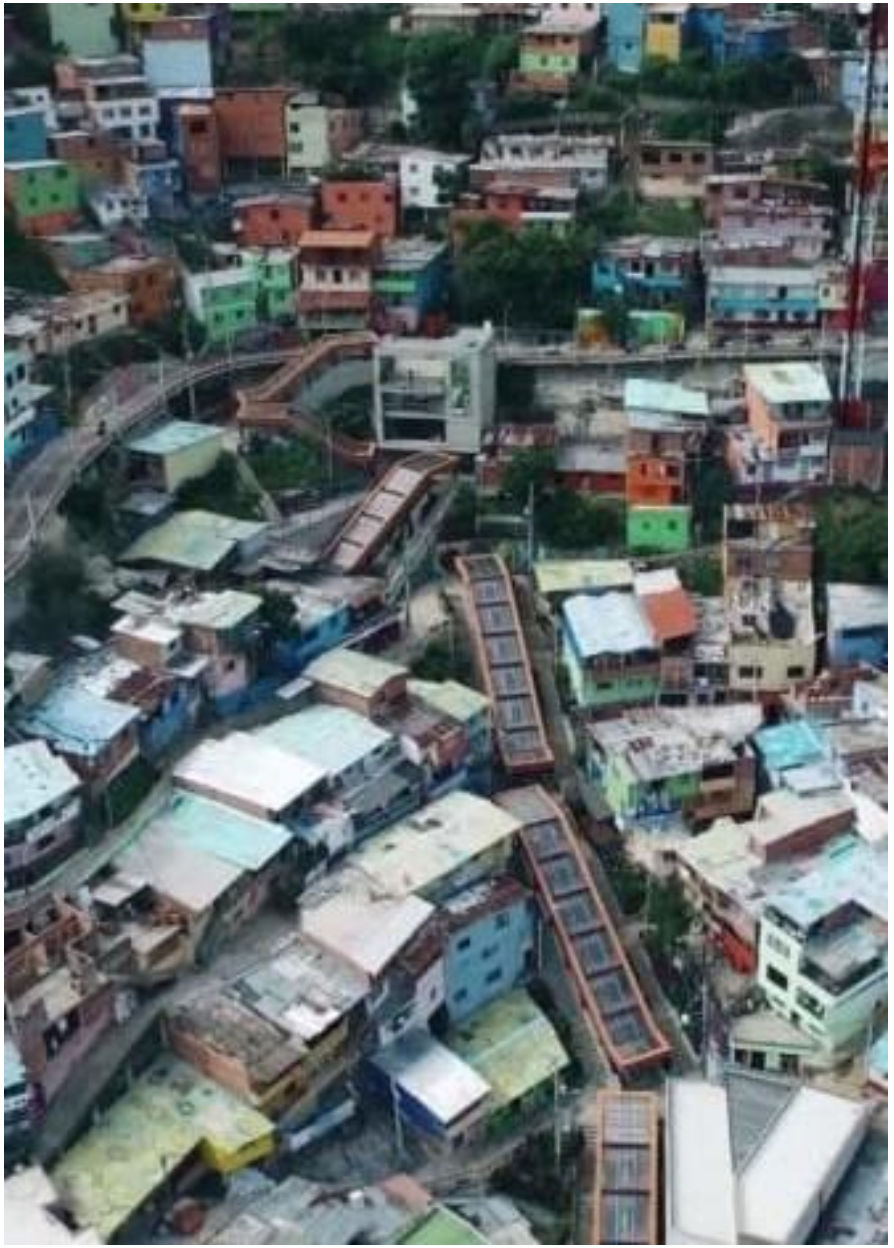
PUBLIC STAIRCASES

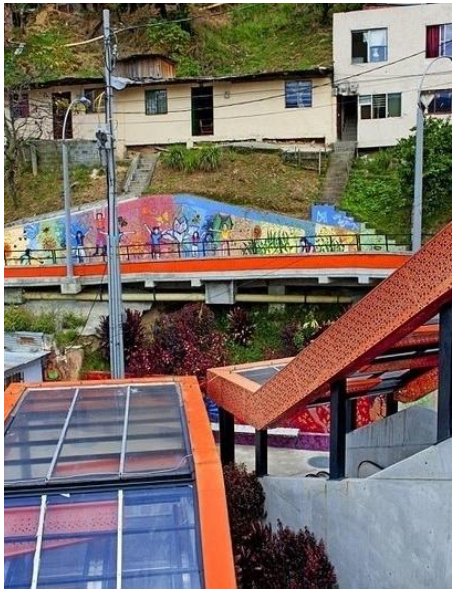


MEDELLIN, COLOMBIA



Comuna 13 neighborhood - 231,000 residents
Opened in 2011
Previously: 28 stories of elevation (350 steps)
25 minutes arduous walk → comfortable 6 minutes
384 meter long – split in 6 sections





ROPEWAYS AND FUNICULARS

Conclusion

Public transport systems are more user friendly when they provide end to end connectivity. Multi-modal integration is the key to sustainable growth

Making traditional modes more user friendly e.g. walking will arrest the rampant increase of private vehicles

Innovative use of technology/ systems to be explored to complement buses as public transport system