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# MUNICIPAL CORPORATION OF GREATER MUMBAI

## POLICY/CIRCULAR

No: AMC/ES/6217/II dated 30.06.2014

Sub: "Pedestrian First"- Footpath Guidelines

### **Preamble:**

Mumbai is fast growing cosmopolitan mega city. Owing to its geographical position; it has no space to expand horizontally. It grows vertically; in the form of sky scrapers, multi-storeyed buildings; thereby increasing density of population day by day. This is leading to complex traffic scenario with rapidly multiplying surge in number of vehicles plying on road & significant rise in pedestrian population using the road. This large number of vehicles on road and the increasing number of pedestrians has forced to shift focus of attention on the need to provide safe, continuous, uninterrupted & dedicated passage for mobility of pedestrians so as to avoid conflicts between vehicular and pedestrian transportation thereby minimizing accidents and improved ways of travel.

Against this backdrop, following guidelines have been framed to bring in uniformity in construction & maintenance of footpaths in various parts of the city. These guidelines cover engineering design and planning aspects of pedestrian facilities on road sides. Pedestrian facilities at special locations like schools, parking, and transit areas are also covered

The basic principle of footpath planning is to reduce pedestrian conflicts with vehicular traffic to minimum. Efforts should be made to create such conditions that pedestrians are not forced to share the carriageway with the vehicles & walk in unsafe circumstances and that the motorists respect the position of pedestrian

Footpaths should be regarded as a part of transportation system which is connected and continuous, just like roadways and railways. They should not be intermittently placed wherever convenient; but instead should be provided consistently along the road carriageway. In order to be effective, the side- walks

should be provided on both sides of the road and above the level of the carriageway; separated by kerbs. Height of the kerb at the edge should however, not exceed the height of a standard public step/riser i.e. 150mm

### **Physical characters of footpath:**

- The pedestrian facilities shall comply with following physical characteristics:
  - Footpath surface: An even surface without cracks or bumps for comfortable walking. All surfaces should be stable, firm, and slip resistant.
  - Footpath Width: The footpath should be wide enough to accommodate pedestrian flow at any given point of time.
  - External utilities/Obstructions: The obstruction can be an electric pole, tree, garbage bin, post box and hoardings. The location of garbage bin, electric pole and any other feature like signage etc. should be on one side of the footpath so as to give a clear walkway to the pedestrian.
  - Encroachment: The informal commercial activities on footpath are common but undesirable features of the footpath environment in Mumbai. Sometimes the extent of encroachment rises to a level that the footpath facility becomes inaccessible/ non-usable by the pedestrian. For assuring increased comfort, uninterrupted access, optimum footpath width; encroachment of all forms on footpath shall be removed.
  - Potential for Vehicle Conflict: The footpaths need to be distinctly segregated from the roads, where fast moving vehicles ply. The two ways to protect the pedestrian from vehicle conflicts is; the raised footpaths and the guardrails/Railings.
  - Continuity: The continuity of the pedestrian facility is very important for the pedestrian with disability and of old age. Frequent kerb cuts along a street both impede traffic flow and create more conflict points between vehicles and pedestrian, thus reducing the effectiveness of footpaths; frequent ups and downs make the footpath uncomfortable to use by the pedestrian especially the old and forces the pedestrian to share the carriageway along with the vehicles. The provision of kerb ramps is essential for continuity of the footpath.