



# Navi Mumbai municipal Corporation



**Standardizing designs of all Footpaths**

# Appeal

- Nmmc is proposing to standardise all footpaths in its jurisdiction as per the following presentation, with a aim to have uniform and user friendly footpaths .
- Citizens are requested to please go through the presentation and mail their valuable feedback/suggestions to [cenmmc@yahoo.co.in](mailto:cenmmc@yahoo.co.in) with a cc to [bhogaonkar\\_r@nmmconline.com](mailto:bhogaonkar_r@nmmconline.com)

# Criteria for designs of Footpaths



- ❑ Footpath is an integral part of roads (as means of segregation of pedestrian traffic from vehicular traffic).
- ❑ Footpaths should of Uniform Level along the width for convenience of walking
- ❑ Design should ensure comfortable usage by Disabled and Senior Citizens – should include directions encoded for blinds.
- ❑ Should integrate smoothly with other features of roads for pedestrians like Zebra Crossings – to ensure smooth walking experience from source to destination

# Roadmap to provide Uniform Level and Disabled Friendly Footpaths

- Look at Code Provision
- Norms and Methodology to be adopted for Mumbai Roads
- Implementation



# IRC Provisions: (IRC: 103-2012)

- ❑ Height of footpath shall be maximum 100mm (4 inches) to 150 mm (6 inches) over the carriageway level.
- ❑ The width of footpath shall not be less than 1.8 M.
- ❑ In order to provide disabled friendly footpaths, it is necessary to provide Kerb ramps with gradient not greater than 1:12.
- ❑ The width of Kerb ramp should not be less than 1.2 M
- ❑ The ramps should be flared smooth into the street surface
- ❑ Tactile warning strip should be provided on the kerb side each of the slope, so that the persons with vision impairment do not accidentally walk on the road

# Norms and Methodology to be adopted for Navi Mumbai Roads



- ❑ Height norms of IRC to be adopted.
- ❑ The width of footpath shall be generally be of 1.8 M for new roads while for existing
- ❑ roads, if width is less than 1.5 M then these will be upgraded to 1.5 M.
- ❑ Kerb ramp and width criteria of IRC to be adopted as it is.
- ❑ Kerb ramps will be provided for full width in front of carriage entrances of buildings
- ❑ Railings in front of Schools, Colleges to be provided.

# Norms and Methodology to be adopted for Navi Mumbai Roads

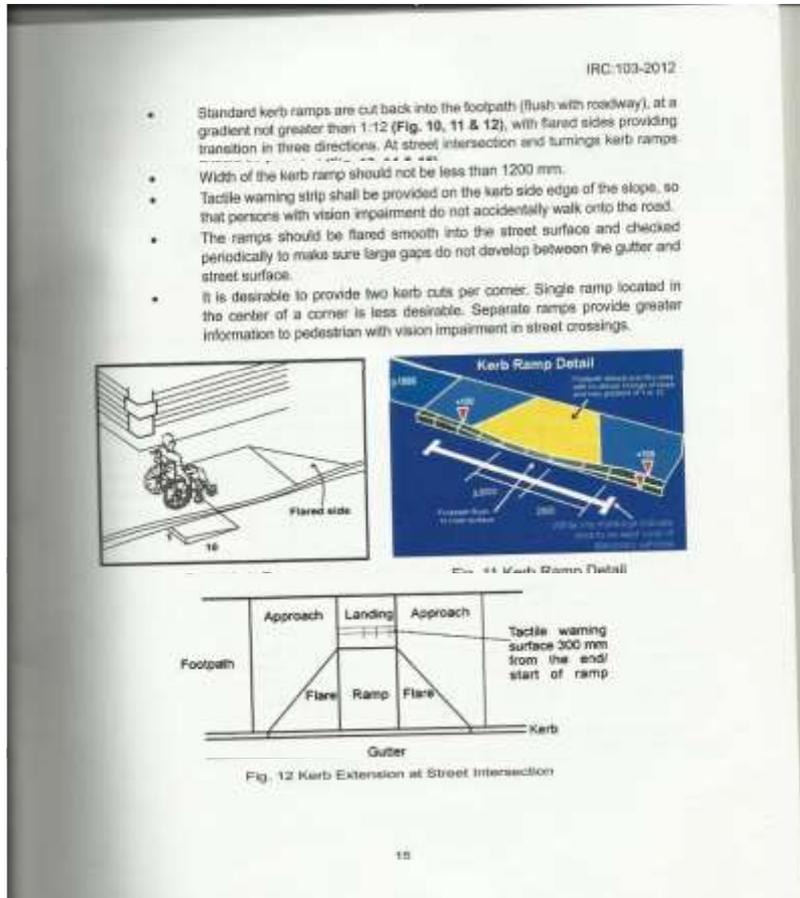
Cont...



- ❑ If there is a level difference between plot and the footpath, it will be responsibility of the owner to provide ramp inside its plot.
- ❑ Bollards shall be provided on both sides of ramps on footpath so as to prevent entry of vehicles on the footpath.
- ❑ Tactile warning strip shall be provided on the kerb side edge of the slope, so that the persons with vision impairment do not accidentally walk on the road.

# Norms and Methodology to be adopted for Navi Mumbai Roads

Cont...



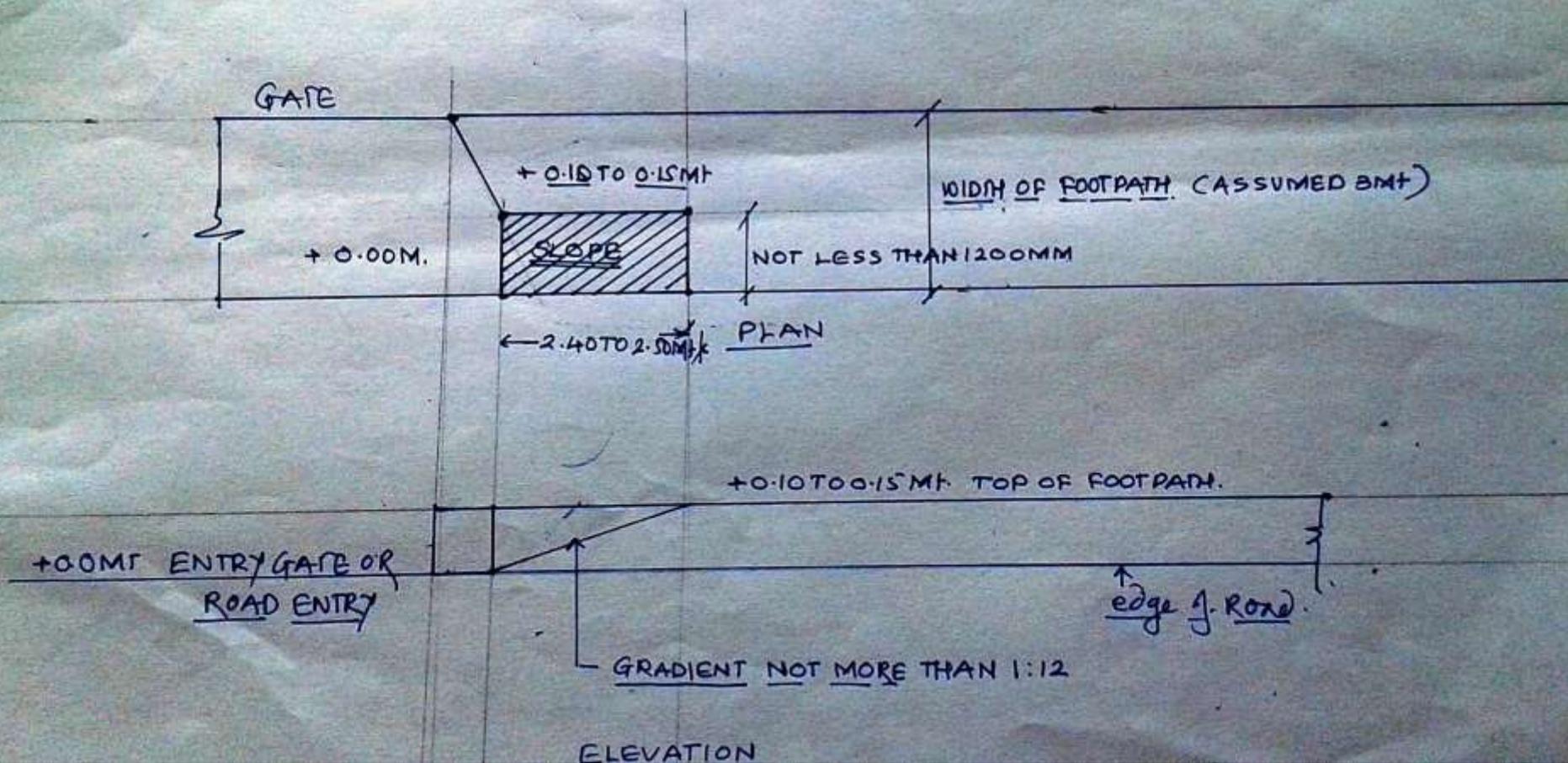
- ❑ The dividers, central median shall not be constructed on zebra crossing /pedestrian crossing. If it exists, the same shall be removed.
- ❑ A clear pedestrian crossing / zebra crossing shall be provided at the intersections / crossings. The Pedestrian crossings / zebra crossing shall be at same level of road carriageway or raised to match with the adjoining footpaths/ramps.

# Norms and Methodology to be adopted for Navi Mumbai Roads

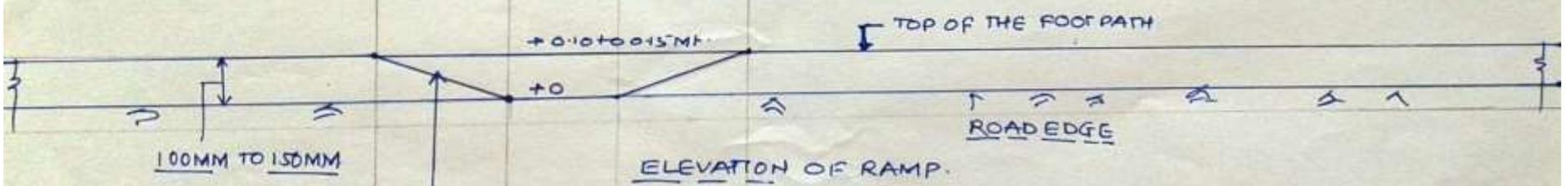
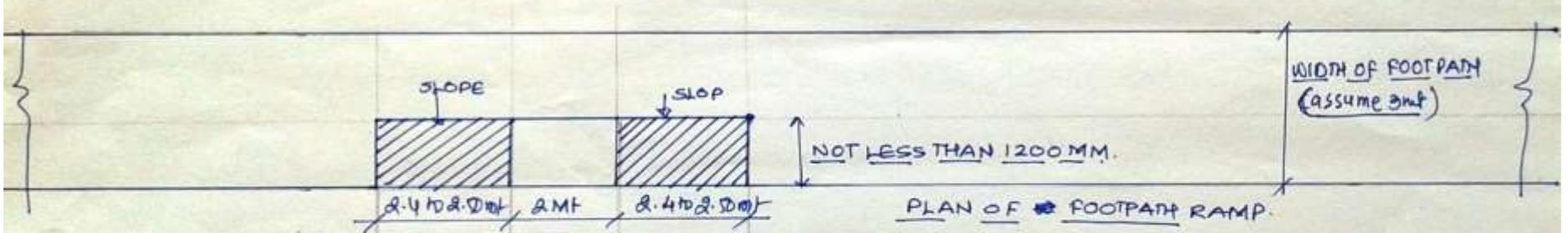


- ❑ Kerb ramps shall invariably be provided at the ends of pedestrian crossing / zebra crossing, if the zebra crossing / pedestrian crossing are at carriageway level. In any case, the crossing shall be of uniform level.
- ❑ At larger crossings, steel U shaped bollards with staggered arrangement shall be provided at central divider to segregate pedestrian flow from both sides of the road.

PLAN AND ELEVATION OF FOOTPATH RAMP AT THE SOCIETY GATE / ROAD ENTRY



PLAN AND ELEVATION OF FOOTPATH RAMP (WHERE FOOTPATH IS CONTINUOUS)



GRADIENT NOT MORE THAN 1:12.



**Thank You !**