

State of the City Roads



PROBLEMS

- There is no classification of roads based on a mobility plan or movement patterns.
- Several major roads are not properly connected to other similar roads, and as a result, the network is incomplete.
- Speed of road construction is very slow. Modern rapid construction technologies have not been adopted.
- Roads and intersections are poorly designed, and infrastructure is often misaligned as a result. There is also no standard design for streets.
- Road surface quality is extremely poor and is made worse by inadequate planning for rains. Repairs are unscientific.
- Road-cutting is common and is often unauthorized. Without coordination between different agencies, even newly laid roads are dug up soon thereafter.
- Vehicular movement is prioritized over pedestrians and cyclists.
- Parking policies exist in theory but are poorly and rarely implemented.

THEREFORE ...

- Roads must be classified for their intended roles – arterials, collectors, priority movement corridors, neighbourhood streets, etc. and their use must be managed accordingly.
- Road network densities should be increased in several areas. The CDP roads in the Master Plan should be developed.
- Newer construction techniques and materials must be adopted for both construction and maintenance.
- A comprehensive Street Design Manual must be created and mandatorily applied to all road projects.
- First right of use on all streets must be for pedestrians. More roads can be made one-way to accommodate this.
- Private parking should be priced, and co-managed by local communities and the corporations using a system of local parking permits. Parking commitments made by builders while obtaining construction permits must be enforced.
- A coordinated permissions-based system for cutting roads is needed. Techniques to install new infra without cutting roads also need to be adopted.