ENABLING SAFE ACCESS TO MASS TRANSIT
A tool for community engagement to decision making

RAJEEV G MALAGI, SENIOR PROJECT ASSOCIATE, WRI INDIA

A product of WRI Ross Center for Sustainable Cities
I prefer riding for 40 min to office than taking the metro for 15 min. I don’t like ‘bargaining’ my auto ride from my house to metro.
As much as I love taking the ‘BRT bus’, I struggle to reach home every day as I have to walk through dark isolated roads in the night.
It's really tough to get customers because of e-rickshaws, autos and bikes. So we have to set higher fares to earn minimum money on a daily basis.
WHAT ARE WE MISSING?
NEED FOR SAFE ACCESS

• Cities are investing millions of dollars in creating mass transit

• Often unable to achieve their full potential due the poor first and last mile connectivity leading to unsafe access to transit systems.

• This has led to the inefficient use of transit systems and unsafe conditions in station areas

• Hence a safer and seamless access needs to be provided in cities to discourage private transport and encourage public transport.
NEED FOR SAFE ACCESS

• These should not just be infrastructural but also an experiential approach
SAFE ACCESS TO MASS TRANSIT
FLOW OF PRESENTATION

1. PART 1 - TOD recap
   - What is Transit Oriented Development
   - A livable station area
   - Main streaming TOD
   - SAM as public engagement tool

2. PART 2 - Safe Access to Mass Transit
   - What is safe access
   - Principles of Safe Access
   - Need for tool

3. PART 3 – A reality check
   - Applications
   - Implications

4. Conclusion
Transit Oriented Development, involves creating concentrated nodes of moderate-to-high density developments supporting a balanced mix of land uses around transit stations.
OUR APPROACH TO TOD
REGULATORY FRAMEWORKS

TOD Guidance Document

CONSULTANCY SERVICES FOR DEVELOPING GUIDANCE DOCUMENTS FOR TRANSIT ORIENTED DEVELOPMENT (TOD), NON-MOTORISED TRANSPORT (NMT) AND PUBLIC BICYCLE SHARING (PBS)

May, 2016

TRANSIT ORIENTED DEVELOPMENT MANUAL
Delhi TOD Policy & Regulations Interpretation
DESIGN INTERVENTIONS

Walking & bicycling (complete Streets)

Mixed Use & Density (Compact Development)

Public Transport (Integrated Transport)

Active edges (Enhanced Safety and Security)

Environmental & Cultural Landscapes

Public Spaces (Enhanced public realm)

Travel Demand Management (Parking Management)
DEMONSTRATION PROJECTS

NAVANAGAR TOD PROJECT
MAINSTREAMING TOD

Transit Oriented Development (TOD)

- Regulatory framework and financing
- Safe Access to Mass Transit
- Neighborhood Improvement Program (NIP)
- Multi-Modal Integration (MMI)
- Station Access & Mobility Program (STAMP)
SAM AS A PUBLIC ENGAGEMENT TOOL

- There is a need to make TOD as an inclusive process
- Need for a ‘people centric approach’
- Hence a participative public consultation process becomes very critical
SAFE ACCESS TO MASS TRANSIT
WHAT IS SAFE ACCESS

- Creating safe conditions for pedestrians and cyclists
- Prioritize walkability in station areas
A station area is a place of connectivity where different modes of transportation come together seamlessly and where work, live, shop and play can happen simultaneously.
PRINCIPLES OF SAFE ACCESS

- Enhanced Public Realm
- Seamless Integration with Feeder Network Routes & Infrastructure
- Pedestrian and Cycling Priority
- Parking Management
- Enhanced Safety and Security

A PEOPLE CENTRIC APPROACH
PEDESTRIAN & CYCLING PRIORITY

• Interconnected neighbourhoods & city networks
• Safe and comfortable pedestrian & cycling infrastructure and services
ENHANCED PUBLIC REALM

• Imageable public area
• Streets as public spaces
• Signages
FEEDER INTEGRATION

• Access to IPT
• Seamless integration of various modes including information systems
• Bus priority measures
PARKING MANAGEMENT

- Regulate parking
- PBS
- Prioritize feeder bus services
- Shared Parking
- Parking Management Plan
ENHANCED SAFETY AND SECURITY

• Road Geometrics
• Traffic calming, pedestrian & NMT movements
• Safe streets and amenities
WHAT IS SAFE ACCESS WORKSHOP

• A platform to ideate and co-create last-mile connectivity solutions around mass transit stations.

• Aim - To educate the participants regarding the need for safe access to the mass transit systems like BRT and Metro and to Derive actionable strategies
OBJECTIVES

• **Inculcate awareness** about the importance of safe and equitable access;

• **Derive implementable solutions**, while negotiating the complexities involved in their adoption;

• **Prioritizing** through community inputs to help voice people’s opinions;
THE INTERACTIVE EXERCISE
GROUP: Require at least 5 members in a group

ROLE PLAY

Govt. Authority

Woman on wheelchair

Grandfather

Teenager on cycle

Car owner

Private developer

citizen roles
ROLE PLAY CARDS

**Government Authority**
- You are a government authority like the urban development body, Municipal Corporation or traffic police.
- Your charge is to provide services and infrastructure in the city which are usable and accessible to all citizens.
- You engage with the public at large to understand the needs and requirements of the people.
- You engage with private businesses to negotiate benefits for the city and its citizens.
- You must balance the demands of smaller yet powerful groups with the needs of the majority of users.

**Woman using a wheelchair**
- Travel safely and quickly in the city.
- Be able to move independently in all parts of the city.
- Be able to access public spaces such as parks, transit stations etc.
- Be able to avail economical modes of travel.

**Public at Large**
- You are a part of the citizenry.
- By living & working in the city you generate economic activity.
- You demand adequate infrastructure & mobility options for your needs.
- You demand clean air & a safe environment to live a healthy and prosperous life.
- Day to day activities take up your time & you can only focus on your needs.

**You are not able to spend time studying or solving the needs of other city dwellers.**

Unless specified public at large does not have access to a car.
### THE INTERACTIVE BOARD

<table>
<thead>
<tr>
<th>Recommendations</th>
<th>Government</th>
<th>Private</th>
<th>People</th>
<th>Final Collaborative Choices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Realm</td>
<td>W</td>
<td>G</td>
<td>T</td>
<td>C</td>
</tr>
<tr>
<td>a. Provide and maintain universally accessible amenities (bus stands, drinking water fountains, street benches, toilets) in the station area</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Provide basic amenities at lower costs with no special considerations given to vulnerable groups in the station area</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Provision of minimal amenities (only public toilets) in the station area</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. Provide designated vending spaces distributed at key vantage points in the station area</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. Restrict vendors to one location in the station area</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. Designate the station area as a vending free zone</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- A strategy is designated for the table
- There are two sub-items per strategy
Step 1
Choose 2 of 6 strategies ‘individually’ based on your role

- 1st from Option a, b, c and
- 2nd from option d, e, f
Step 2

Choose 2 of 6 strategies ‘collectively’ based on common consensus

- 1st from Option a,b,c and
- 2nd from option d,e,f
SAM

APPLICATIONS AND IMPLICATIONS
SAM ACROSS VARIOUS PLATFORMS

10+ WORKSHOPS IN INDIA

2 INTERNATIONAL WORKSHOPS - AFRICA & TAIWAN
Engagement with local communities for 2 station areas
KOCHI
Signage & safe access audit
ENTREPRENEUR ENGAGEMENT

STAMP
Station Access & Mobility Program
ENTREPRENEUR & CITIZEN ENGAGEMENT

STAMP
Station Access & Mobility Program
SMART CITY ENGAGEMENTS - DAVANAGERE

Kick off workshop for Area based development work
BUILDING CAPACITIES

Enhancing Accessibility, Connectivity and Impact of the Nagpur Metro
9-10 August, 2017
Hotel Center Point
Maharashtra

Nagpur
Training the trainers
TRAINING THE EXPERTS

Addis Ababa, Ethiopia
LUTP workshop
PART 1 - TOD recap
- What is TOD
- Main streaming TOD

PART 2 - Safe Access to Mass Transit
- What is safe access
- Principles of Safe Access
- Need for tool

PART 3 – A reality check
- Applications
- Implications
Can we start relooking into the idea of Mass transit not as individual infrastructure components but as livable spines of the city?

Can we look at safe access around mass transit as a ‘people oriented and a collaborative approach?'
THANK YOU

rajeev.malagi@wri.org