



WRI INDIA  
— ROSS CENTER

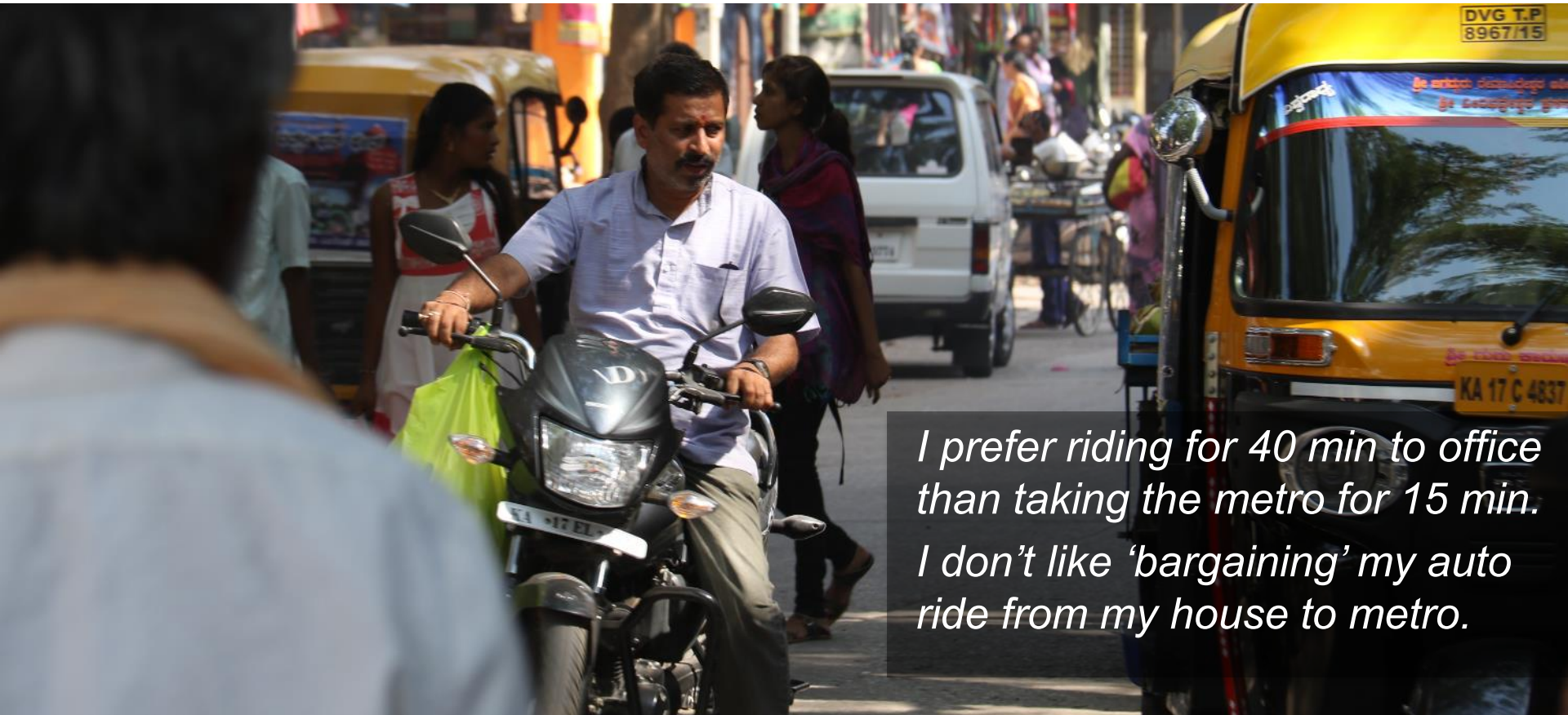
# ENABLING SAFE ACCESS TO MASS TRANSIT

A tool for community engagement to decision making

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A product of WRI Ross Center for Sustainable Cities


# SURESH - BENGALURU



*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.*



## LEELA BEN - AHMEDABAD

A photograph showing two women sitting on a BRT bus. The woman on the left is wearing a black top and a colorful patterned scarf, looking slightly to her right with a serious expression. The woman on the right is wearing a yellow top and a purple patterned scarf, looking forward with a similar serious expression. The background shows the interior of the bus with blue seats and yellow handrails.

*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.*



# BABU LAAL - DELHI

*Its 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

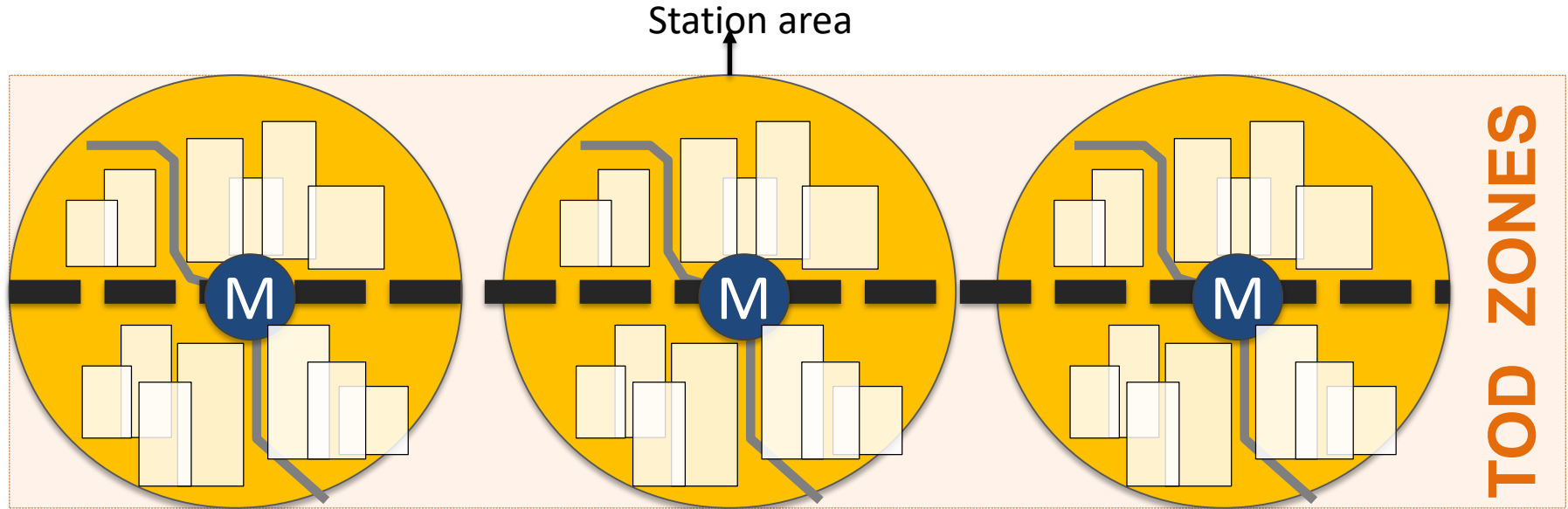
## 3. PART 3 – A reality check

- Applications
- Implications

## 4. Conclusion

# TRANSIT ORIENTED DEVELOPMENT

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



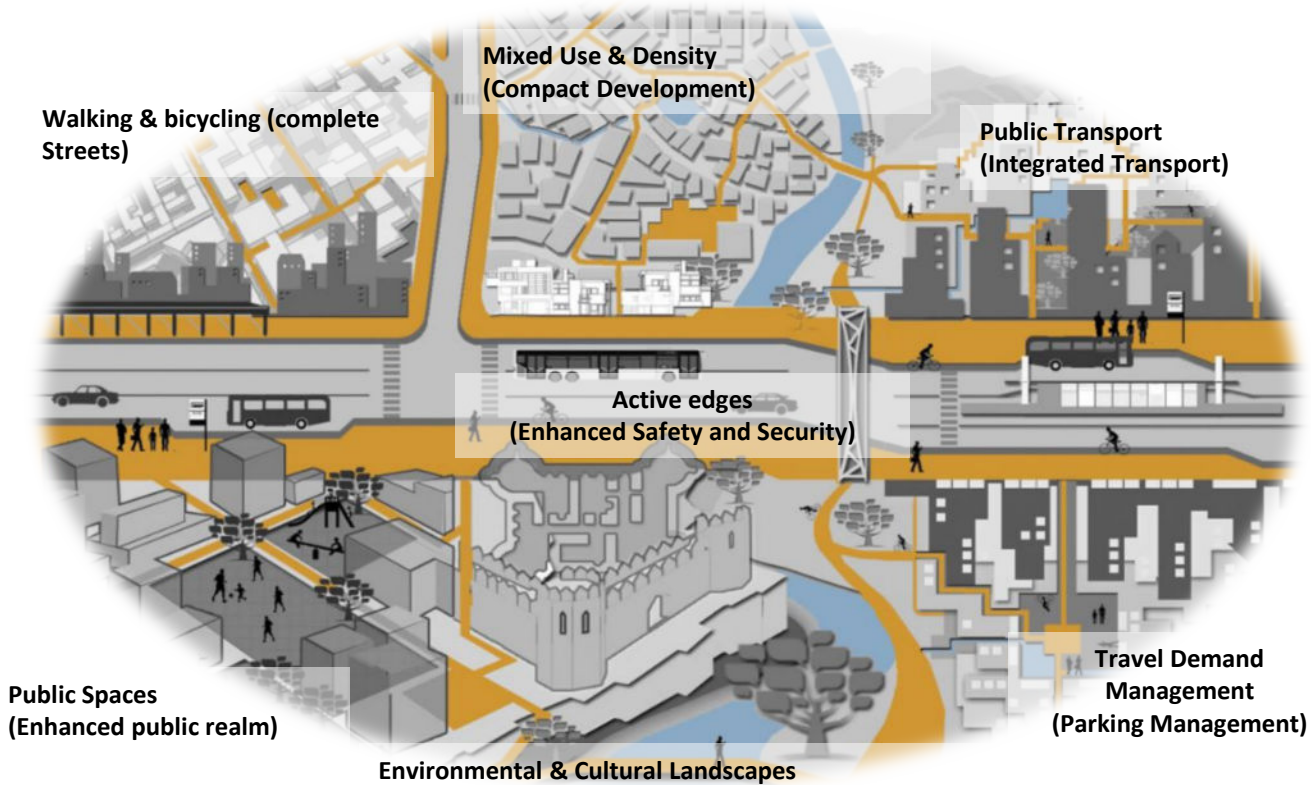
CONSULTANCY SERVICES FOR DEVELOPING GUIDANCE DOCUMENTS FOR TRANSIT ORIENTED DEVELOPMENT (TOD), NON-MOTORISED TRANSPORT (NMT) AND PUBLIC BICYCLE SHARING (PBS)

May, 2016 



TRANSIT ORIENTED DEVELOPMENT MANUAL  
Delhi TOD Policy & Regulations Interpretation

# DESIGN INTERVENTIONS



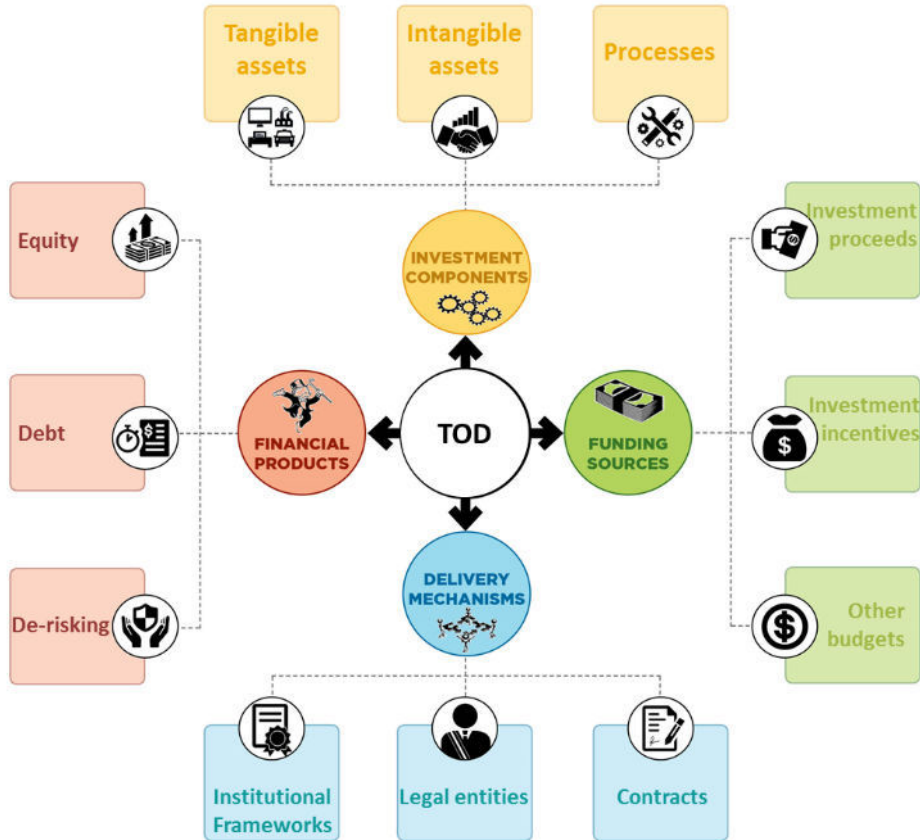
# DEMONSTRATION PROJECTS



NAVANAGAR  
TOD PROJECT



# FINANCING



# CAPACITY BUILDING

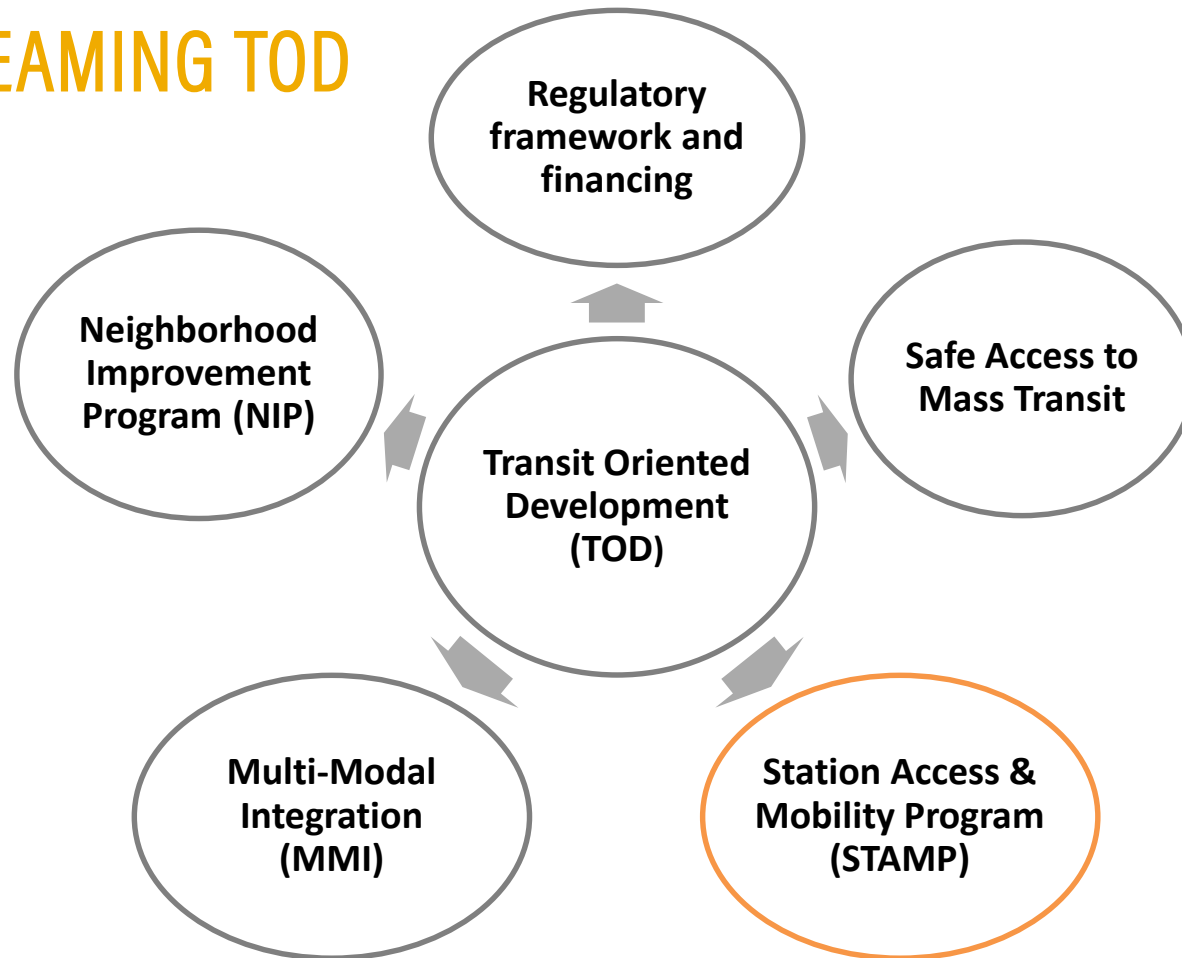


DESIGN

REGULATORY FRAMEWORK

FINANCE

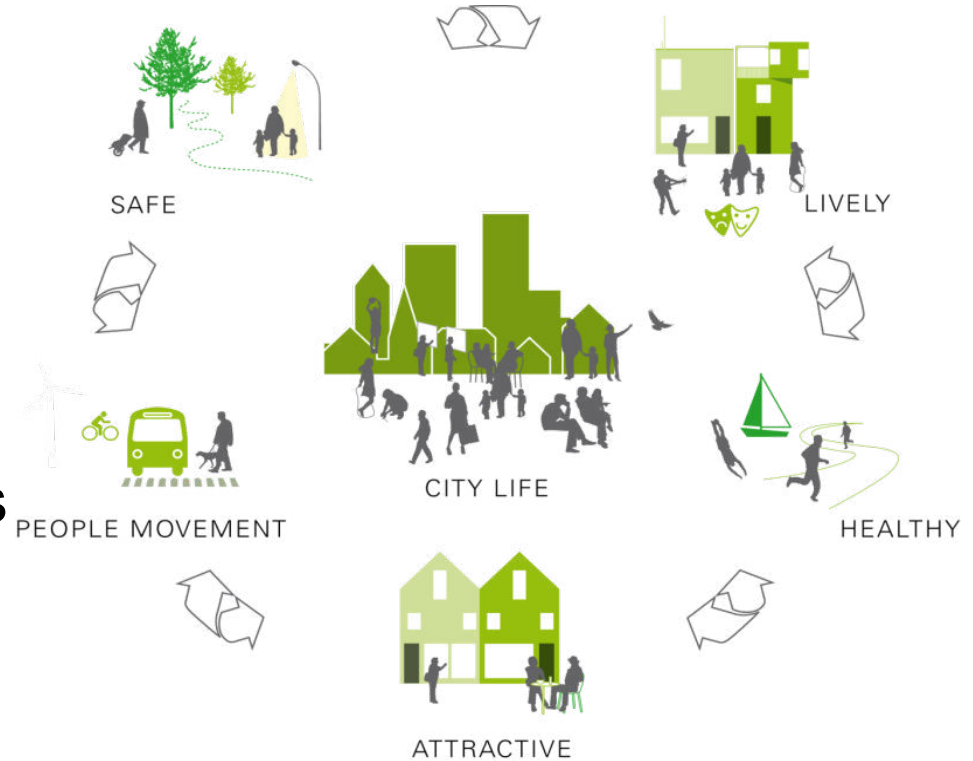
# MAINSTREAMING TOD





# SAM AS A PUBLIC ENGAGEMENT TOOL

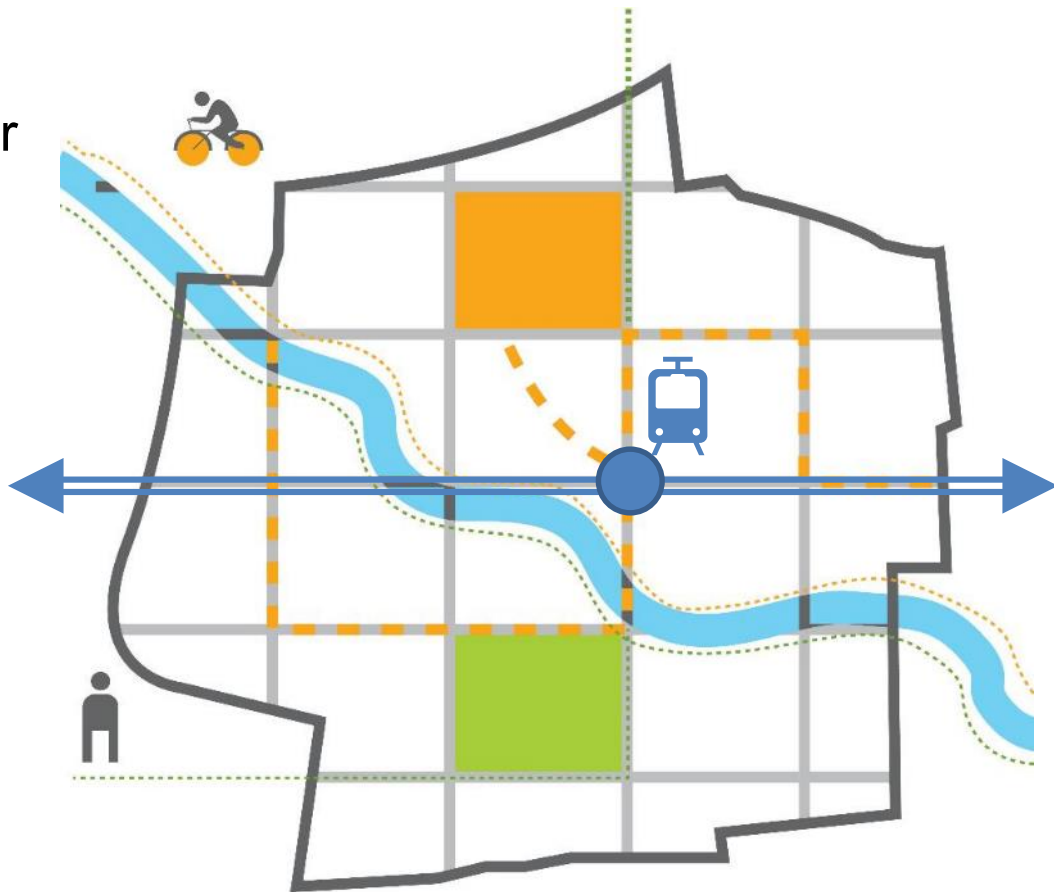
- There is a need to make TOD as an inclusive process
- Need for a 'people centric approach'
- Hence a participative public consultation process becomes very critical



# SAFE ACCESS TO MASS TRANSIT

# WHAT IS SAFE ACCESS

- Creating safe conditions for pedestrians and cyclists
- Prioritize walkability in station areas





# A STATION AREA



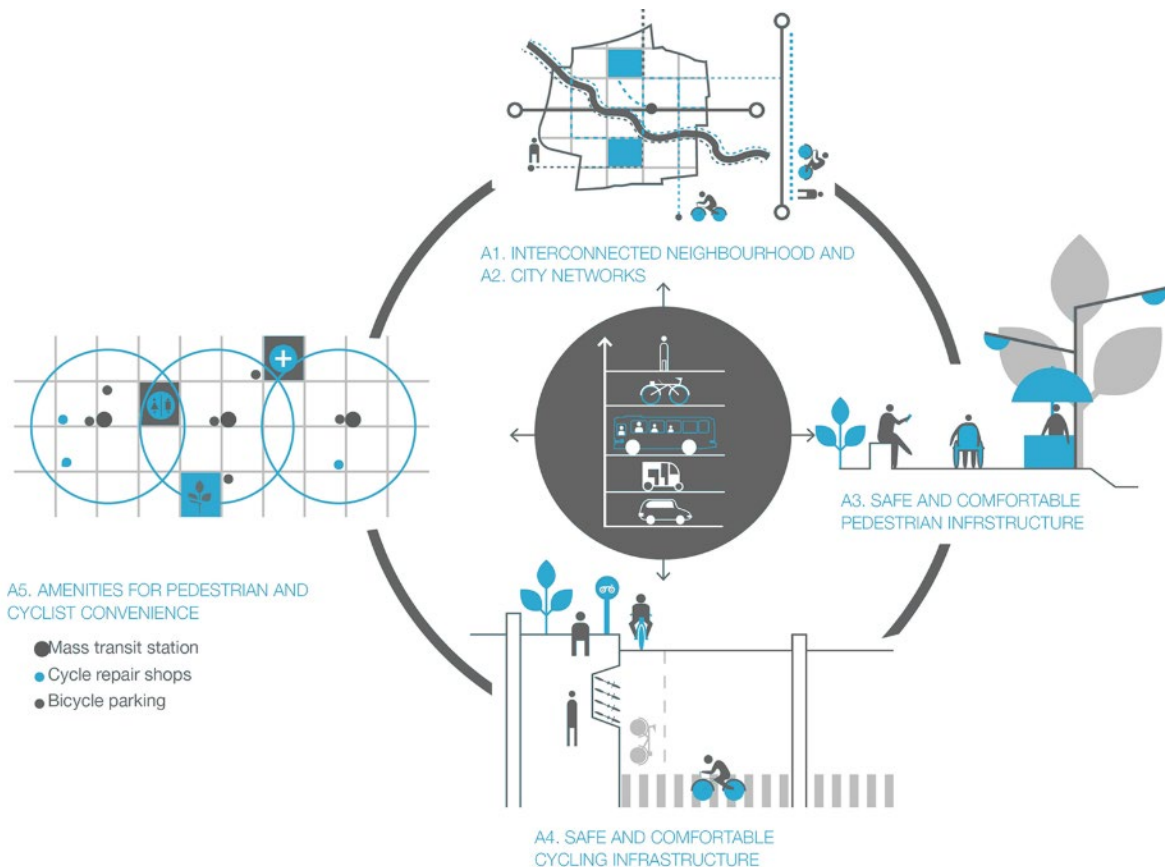
A station area is a place of connectivity where different modes of transportation come together seamlessly and where work, live, shop and play can happen simultaneously.

# PRINCIPLES OF SAFE ACCESS



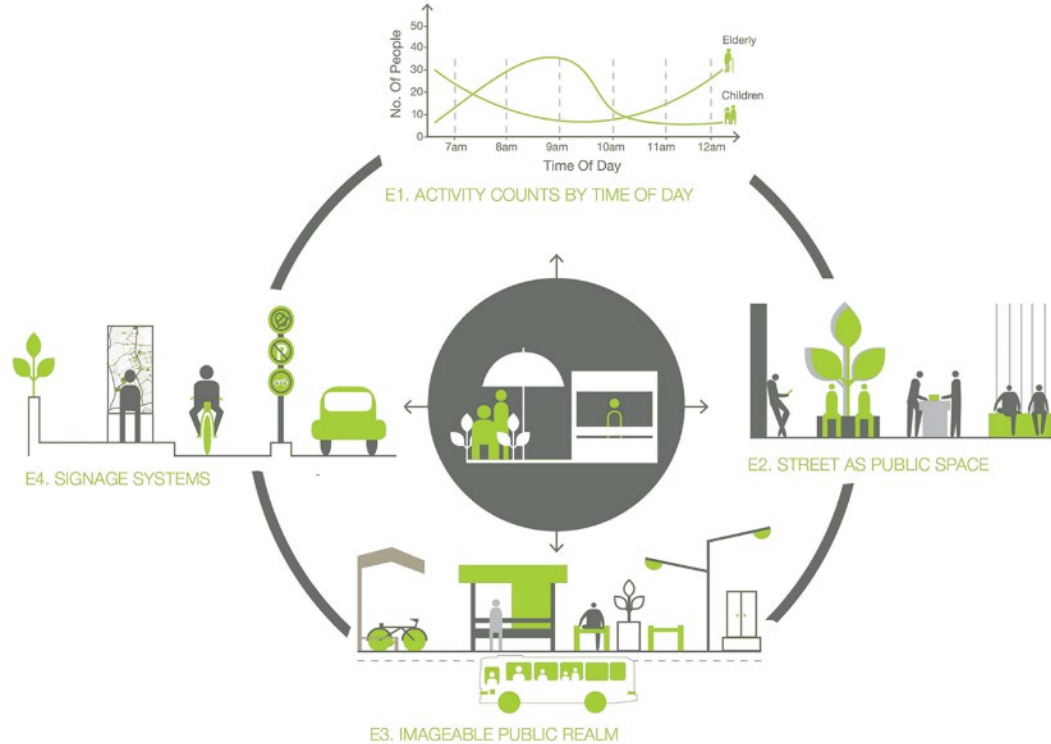
# PEDESTRIAN & CYCLING PRIORITY

- Interconnected neighbourhoods & city networks
- Safe and comfortable pedestrian & cycling infrastructure and services



# ENHANCED PUBLIC REALM

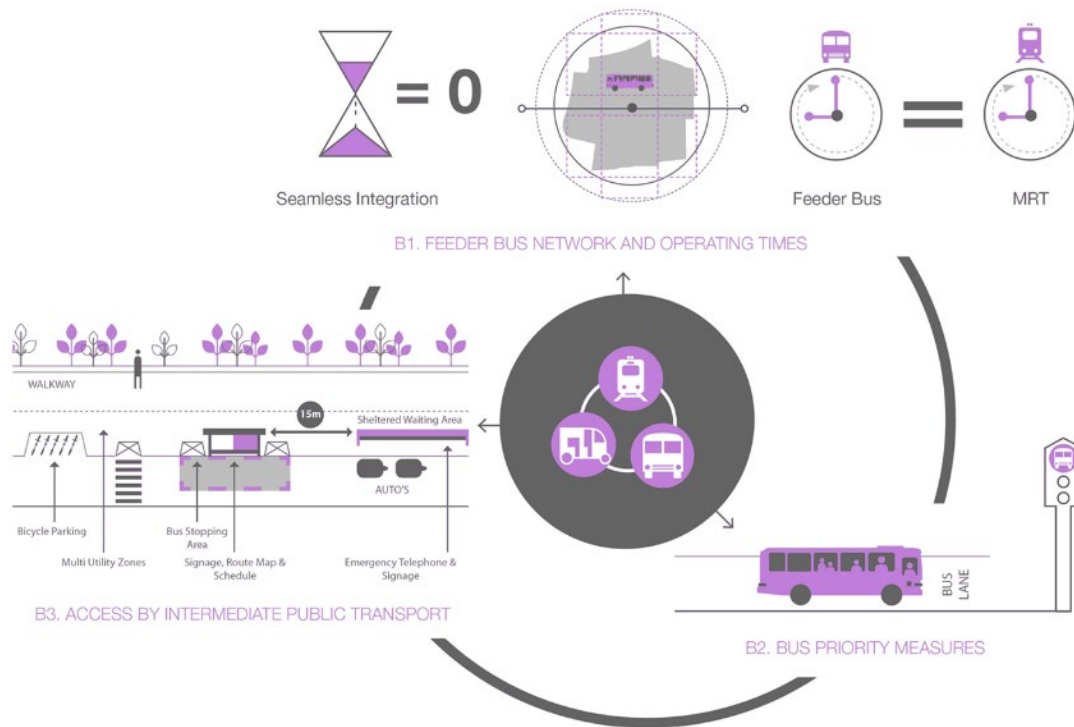
- Imageable public area
- Streets as public spaces
- Signages





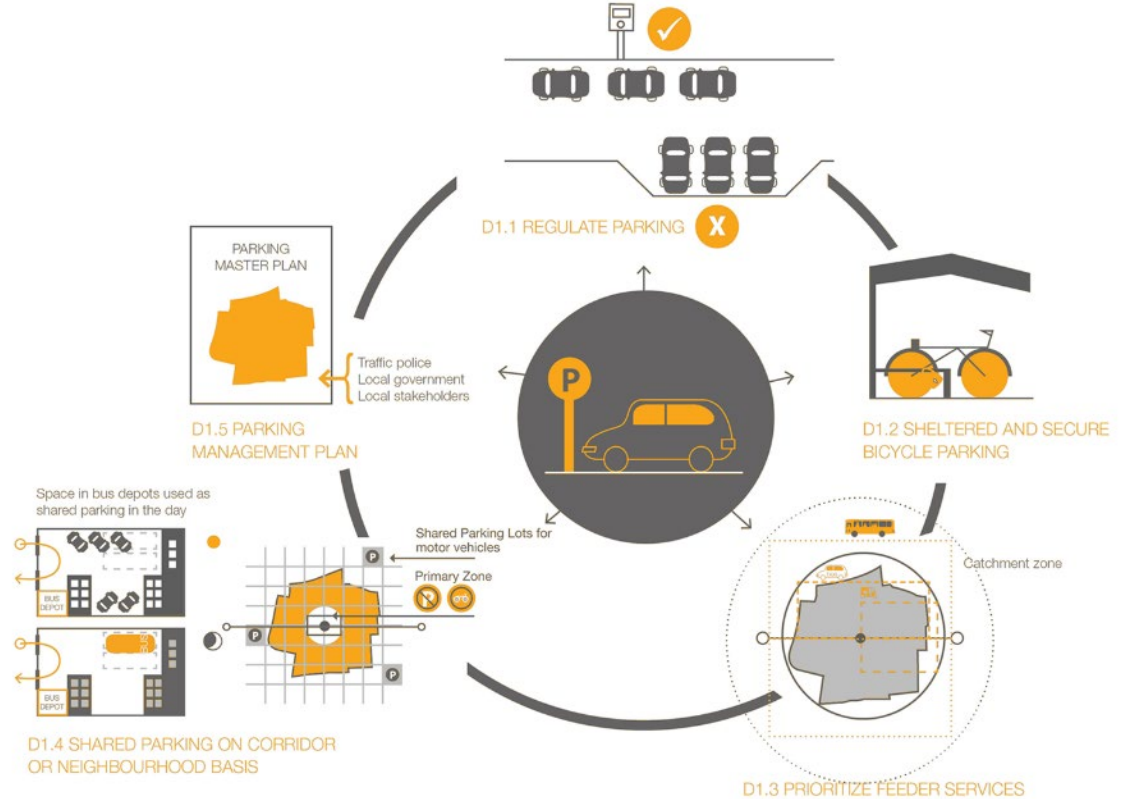
# FEEDER INTEGRATION

- Access to IPT
- Seamless integration of various modes including information systems
- Bus priority measures



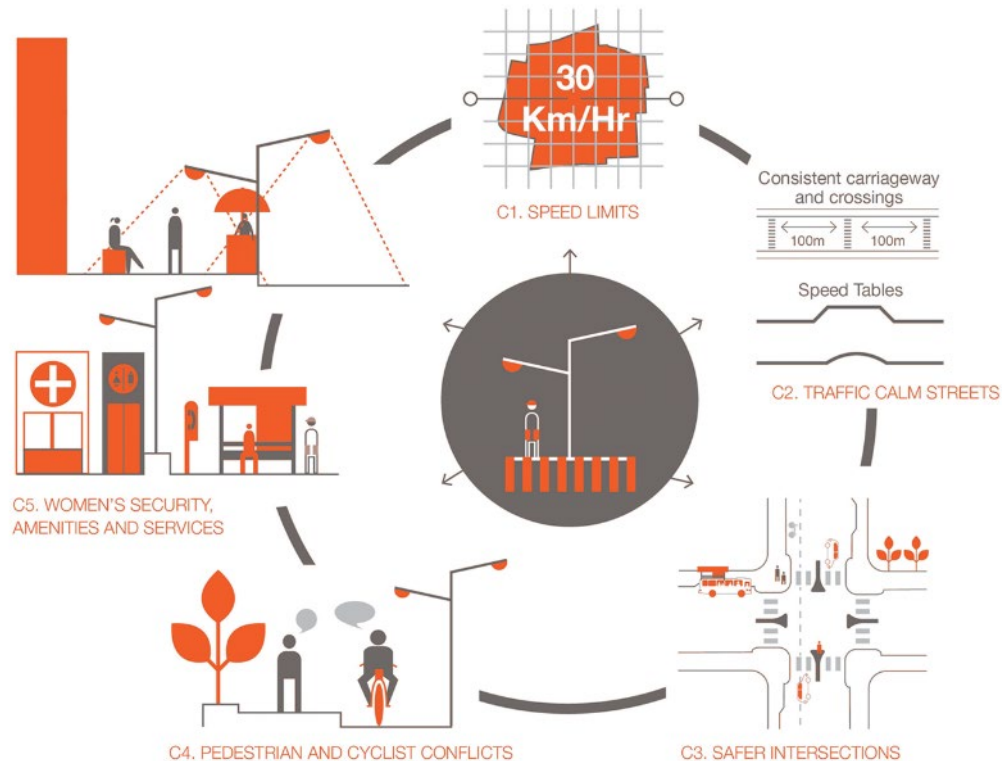
# PARKING MANAGEMENT

- 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

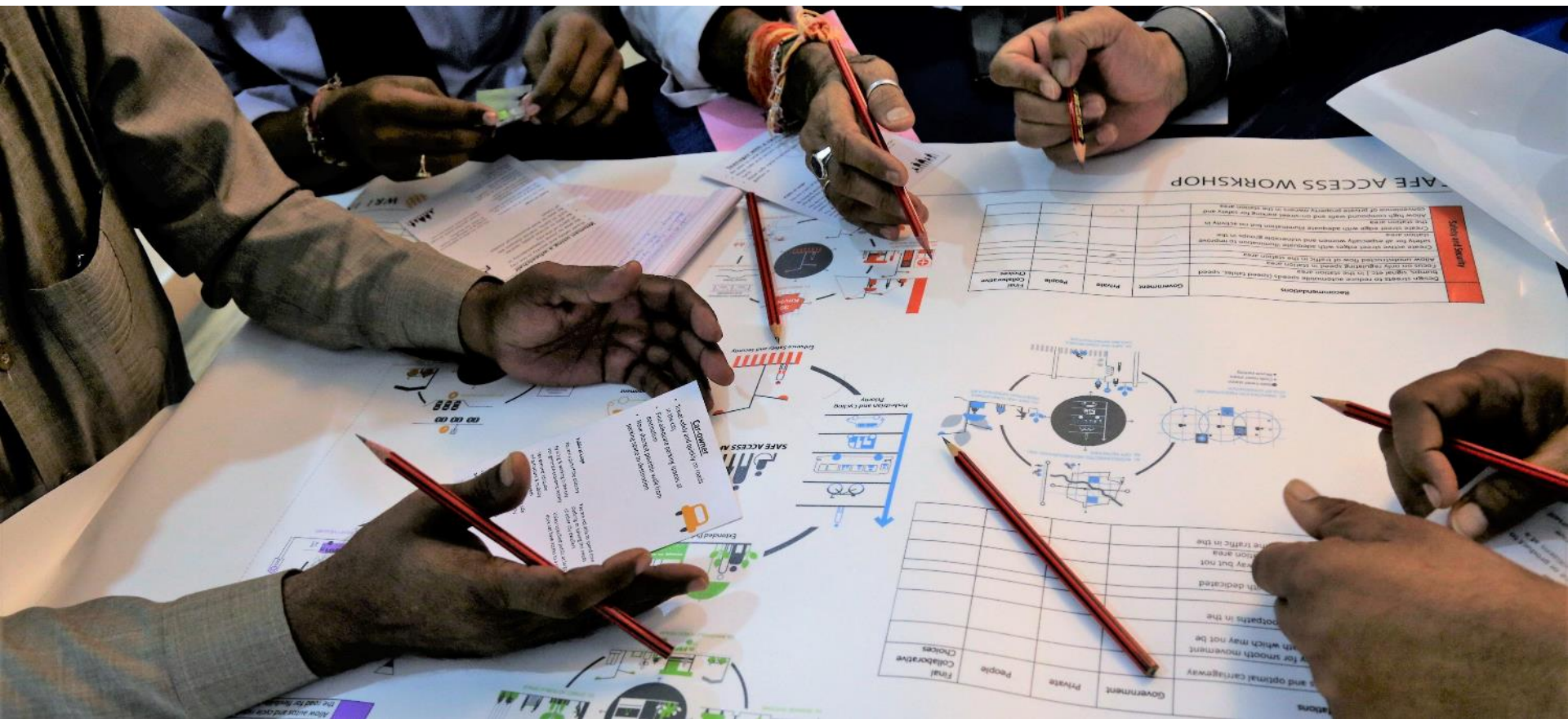
- A platform to ideate and co-create last-mile connectivity solutions around mass transit stations.
- Aim - To educate the participants regarding the need for safe access to the mass transit systems like BRT and Metro and to Derive actionable strategies

# 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;



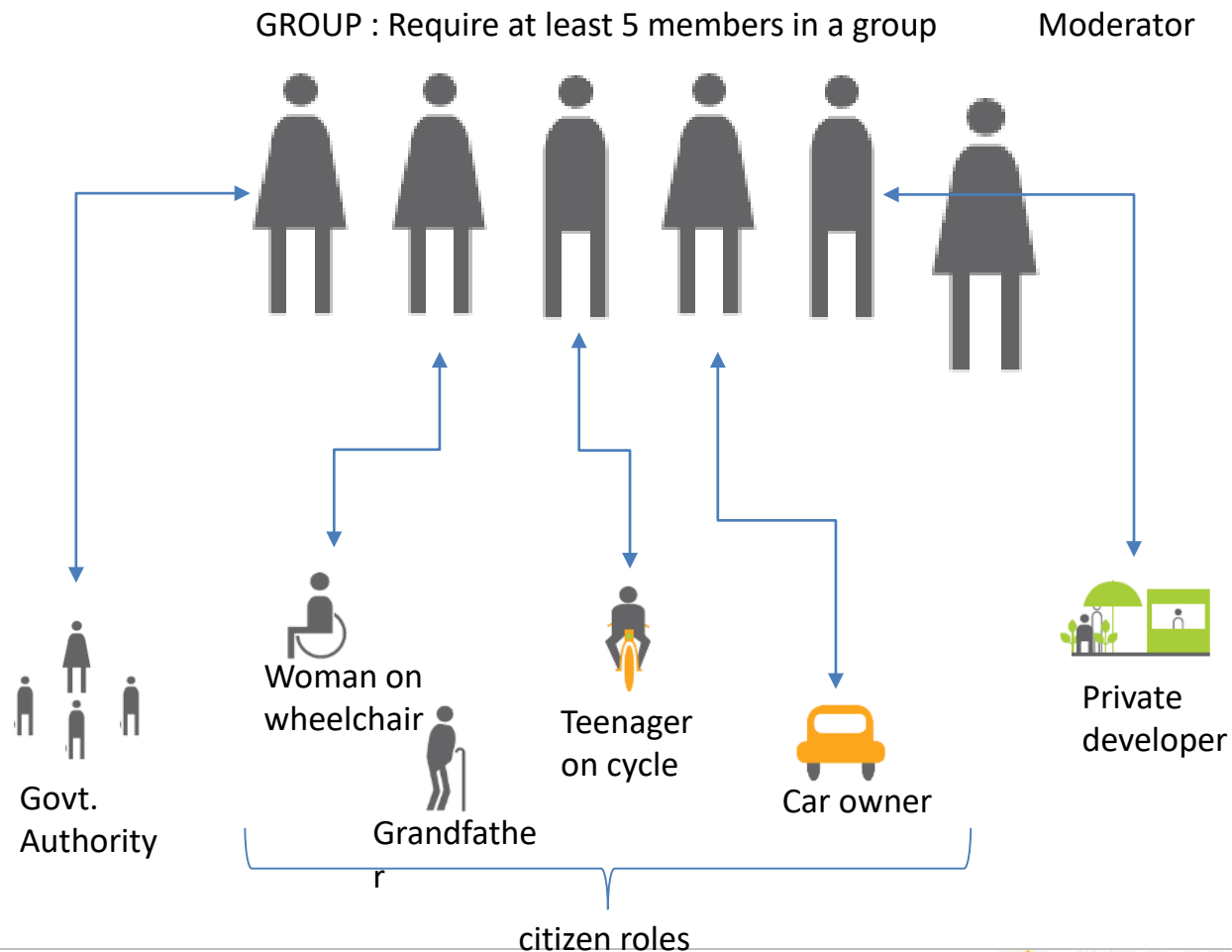
# THE INTERACTIVE EXERCISE







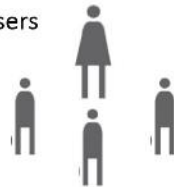
# ROLE PLAY



# 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

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

- A strategy is designated for the table
- There are two sub-items per strategy

# THE INTERACTIVE BOARD

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

## Step 1

Choose **2** of **6** strategies ‘**individually**’ based on your role

- **1<sup>st</sup>** from Option **a,b,c** and
- **2<sup>nd</sup>** from option **d,e,f**

# THE INTERACTIVE BOARD

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

## Step 2

Choose **2** of **6** strategies '**collectively**' based on common consensus

- **1<sup>st</sup>** from Option **a,b,c** and
- **2<sup>nd</sup>** from option **d,e,f**

# SAM

## APPLICATIONS AND IMPLICATIONS





# SAM ACROSS VARIOUS PLATFORMS



**10+**

WORKSHOPS IN  
INDIA

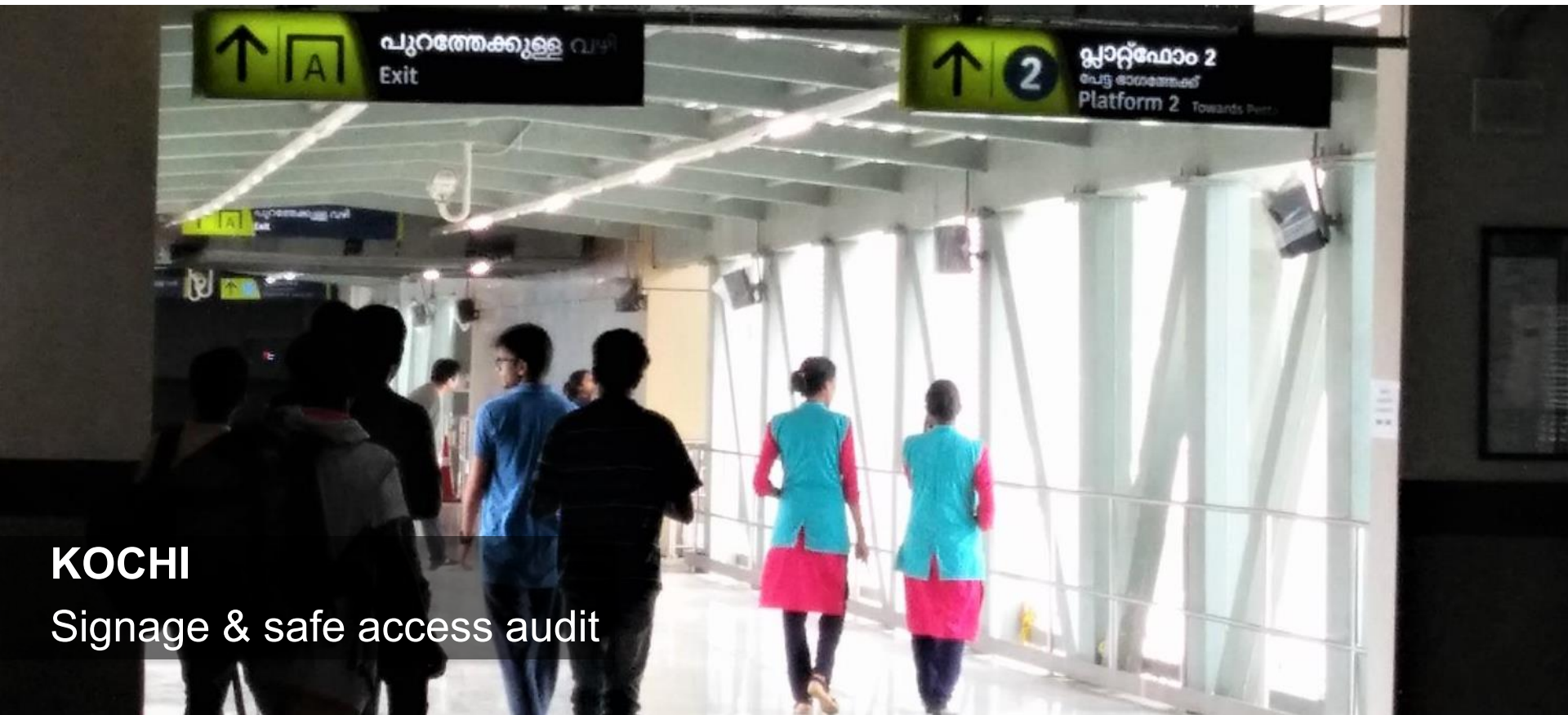
**2** INTERNATIONAL  
WORKSHOPS -  
**AFRICA & TAIWAN**

# ENGAGEMENT WITH PEOPLE ON GROUND - KOCHI



Engagement with local communities  
for 2 station areas

# INFORMING POLICIES



**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



NAGPUR METRO

Workshop on

## Enhancing Accessibility, Connectivity and Impact of the Nagpur Metro

9-10 August, 2017

Hotel Center Point

Maharashtra



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**Nagpur**  
Training the trainers



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# MASTER CLASS



**Kaohsiung, Taiwan**  
Eco mobility conference

TAMP



# TRAINING THE EXPERTS



**Addis Ababa, Ethiopia**

**LUTP workshop**

**STAMP**

# SUMMARY

## **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



# IN CONCLUSION

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?

# SAFE ACCESS TOOLKIT



**THANK YOU**

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