



WRI INDIA
— ROSS CENTER

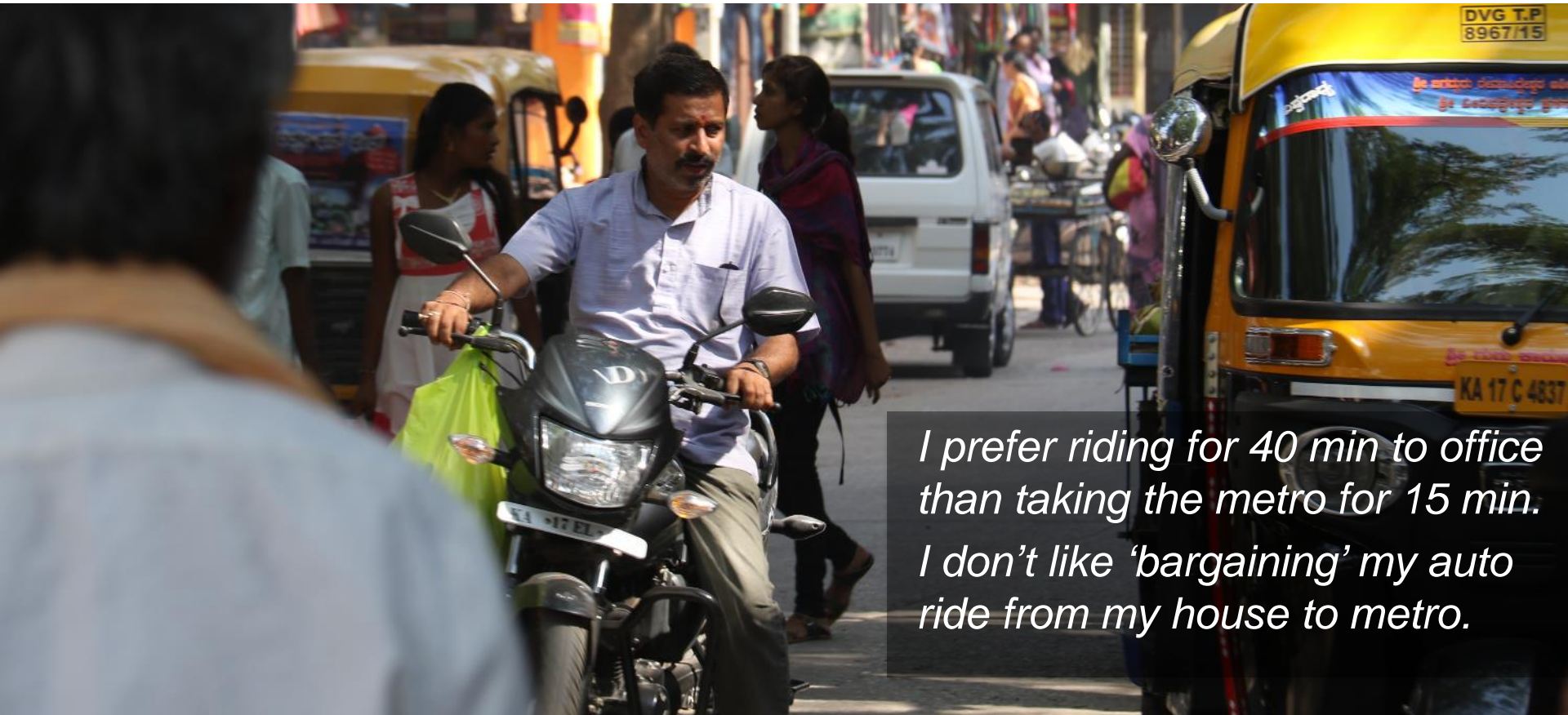
ENABLING SAFE ACCESS TO MASS TRANSIT

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

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

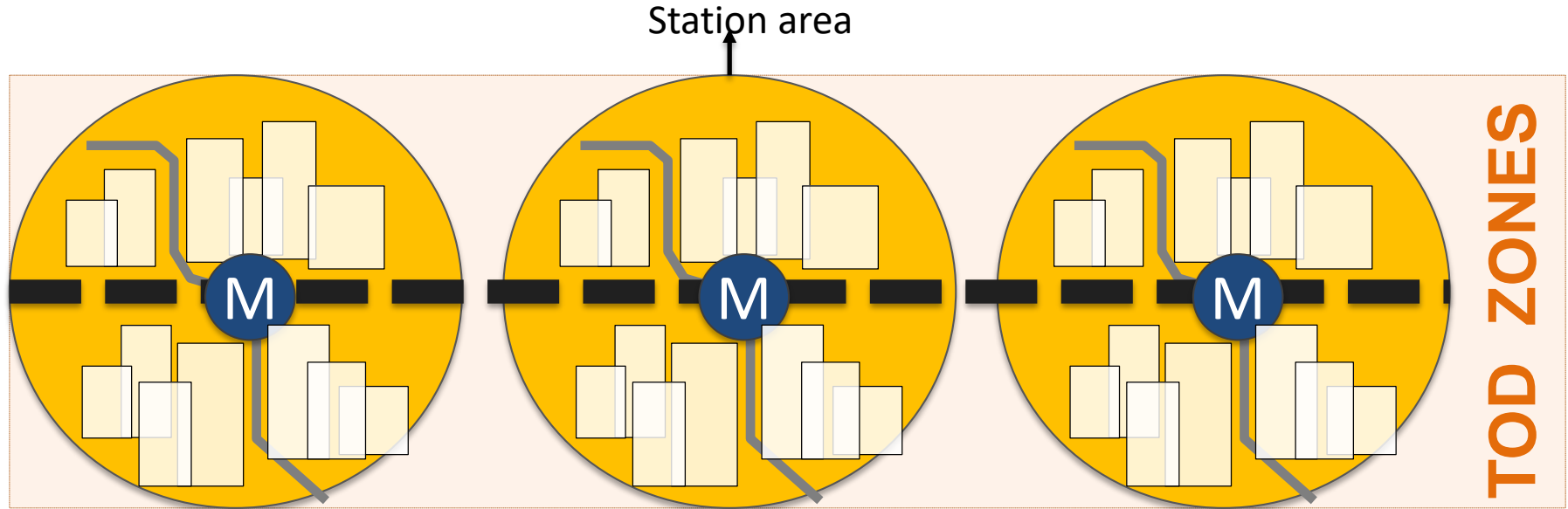
3. PART 3 – A reality check

- 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)

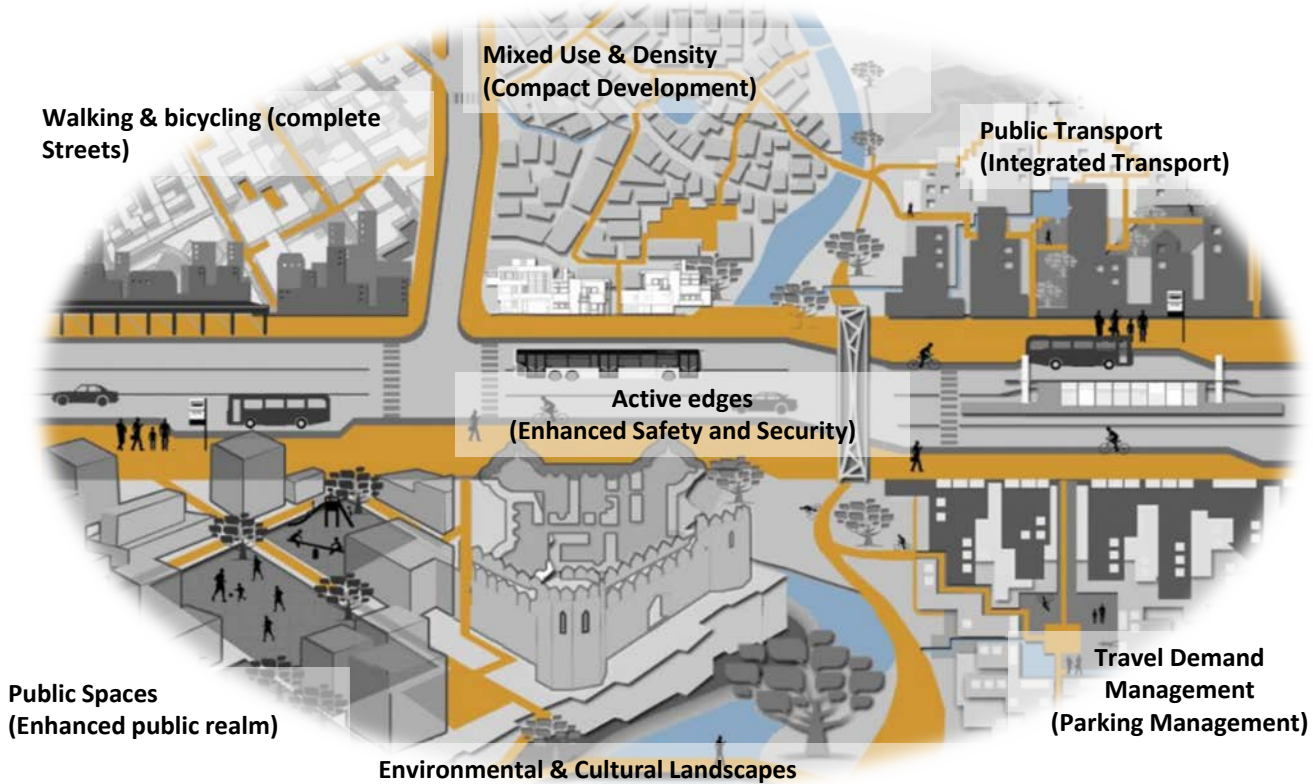
May, 2016



TRANSIT ORIENTED DEVELOPMENT MANUAL

Delhi TOD Policy & Regulations Interpretation

DESIGN INTERVENTIONS

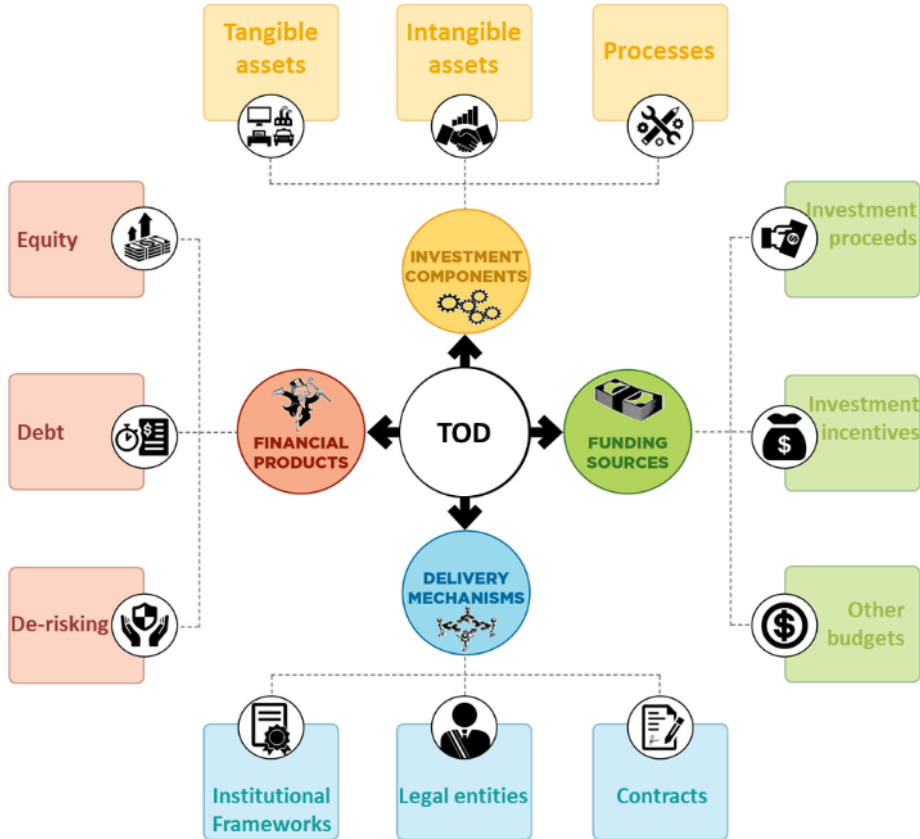


DEMONSTRATION PROJECTS



NAVANAGAR
TOD PROJECT

FINANCING



CAPACITY BUILDING

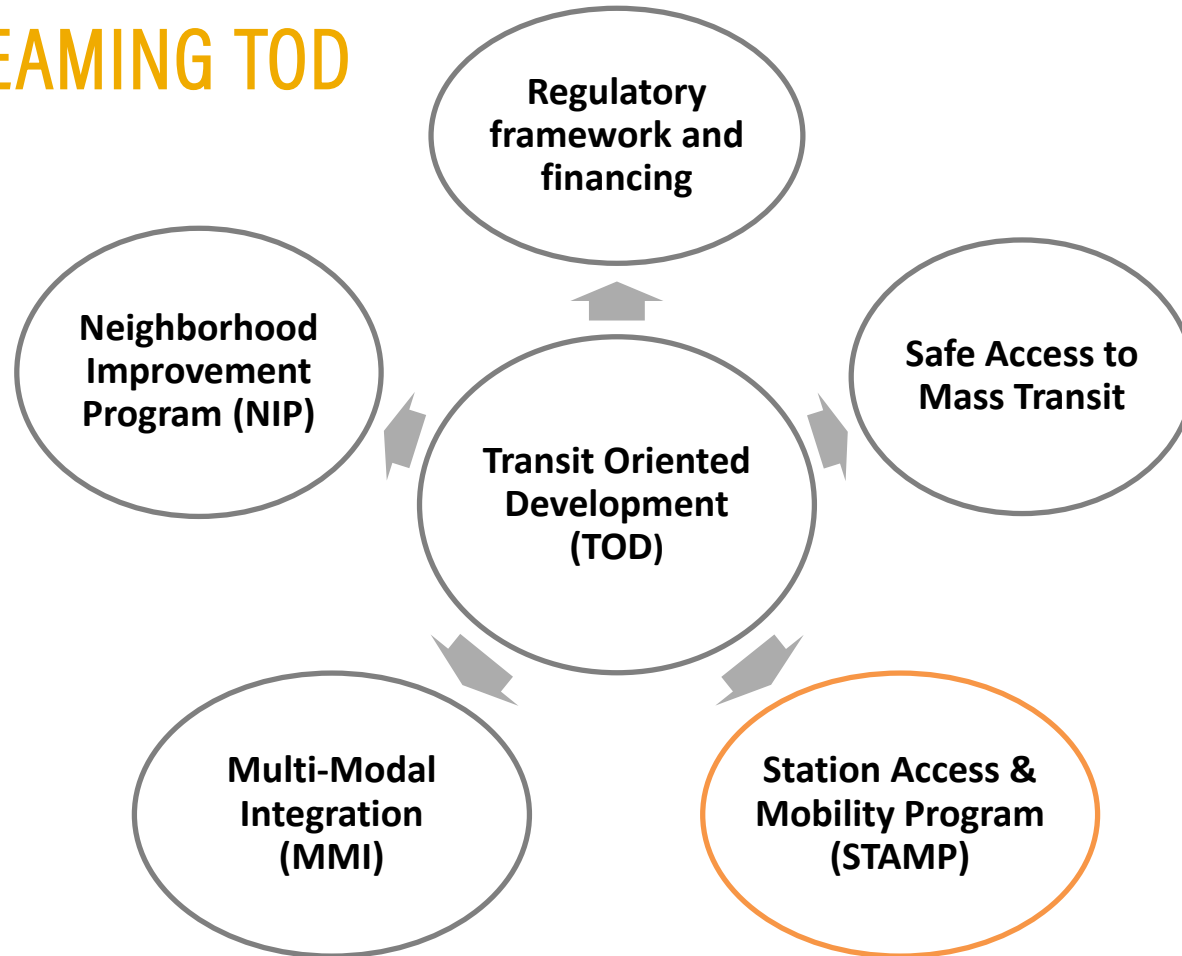


DESIGN

REGULATORY FRAMEWORK

FINANCE

MAINSTREAMING TOD



SAM AS A PUBLIC ENGAGEMENT TOOL

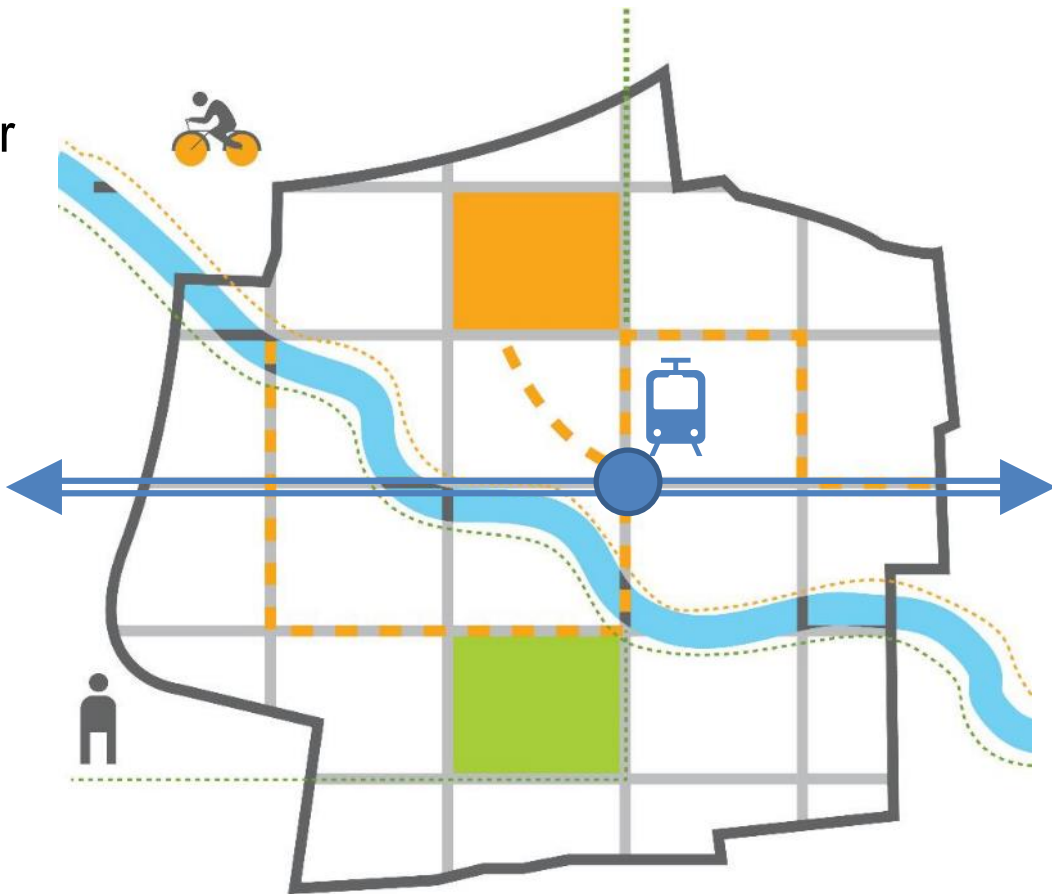
- There is a need to make TOD as an inclusive process
- Need for a 'people centric approach'
- Hence a participative public consultation process becomes very critical



SAFE ACCESS TO MASS TRANSIT

WHAT IS SAFE ACCESS

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



A STATION AREA



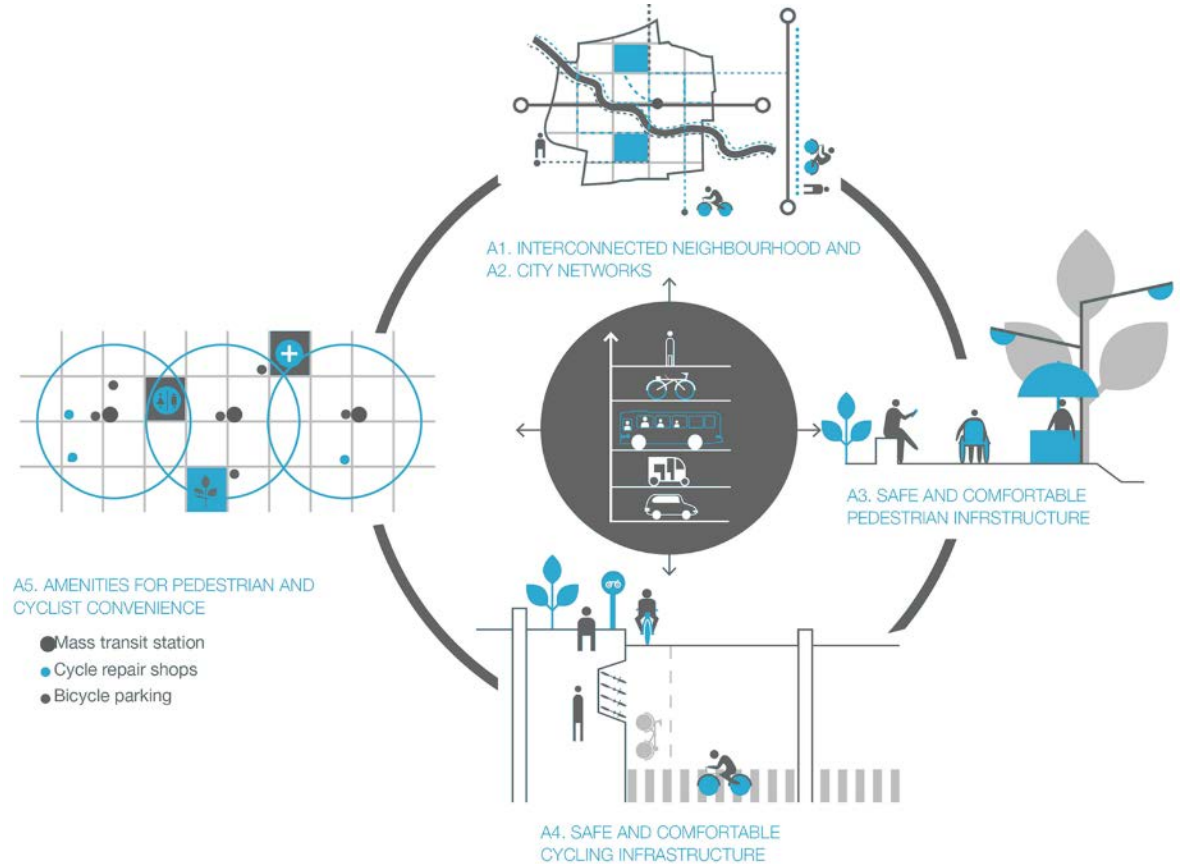
A **station area** is a place of connectivity where different **modes of transportation** come together seamlessly and where **work, live, shop and play** can happen simultaneously.

PRINCIPLES OF SAFE ACCESS



PEDESTRIAN & CYCLING PRIORITY

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



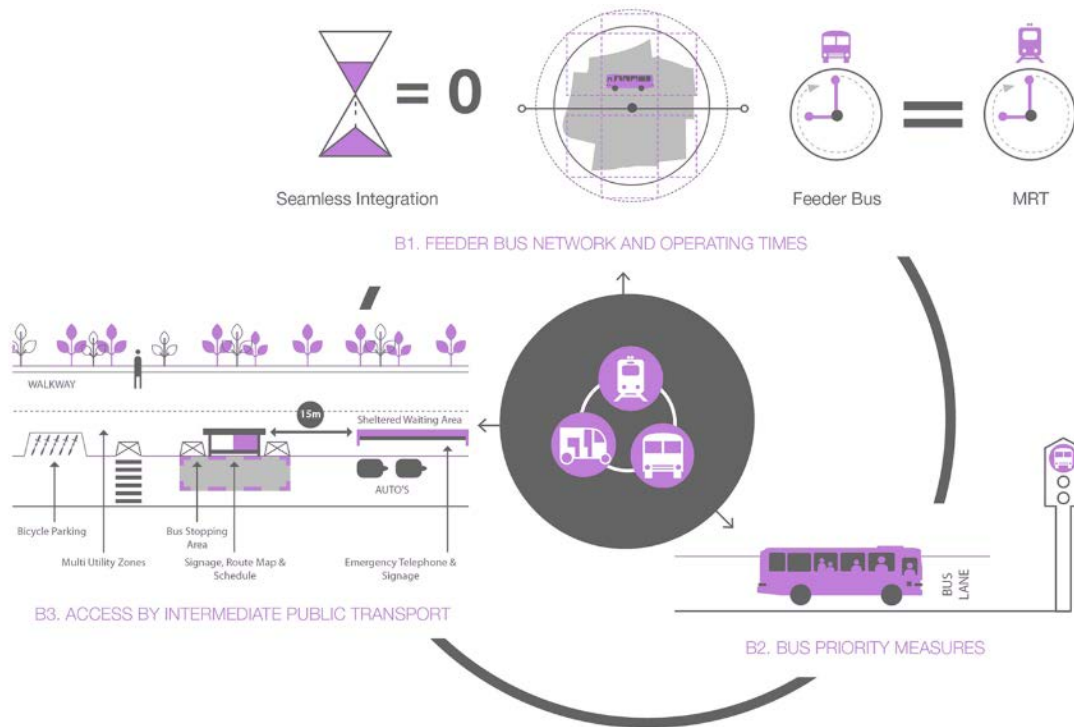
ENHANCED PUBLIC REALM

- Imageable public area
- Streets as public spaces
- Signages



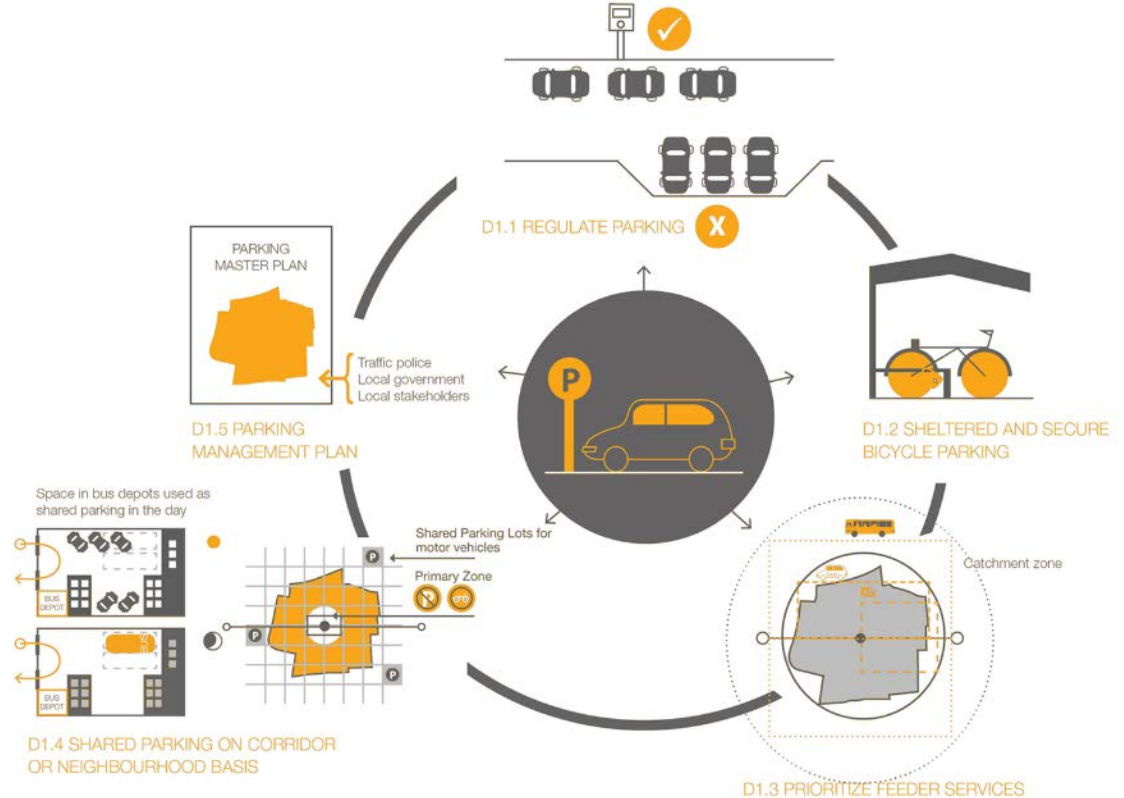
FEEDER INTEGRATION

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



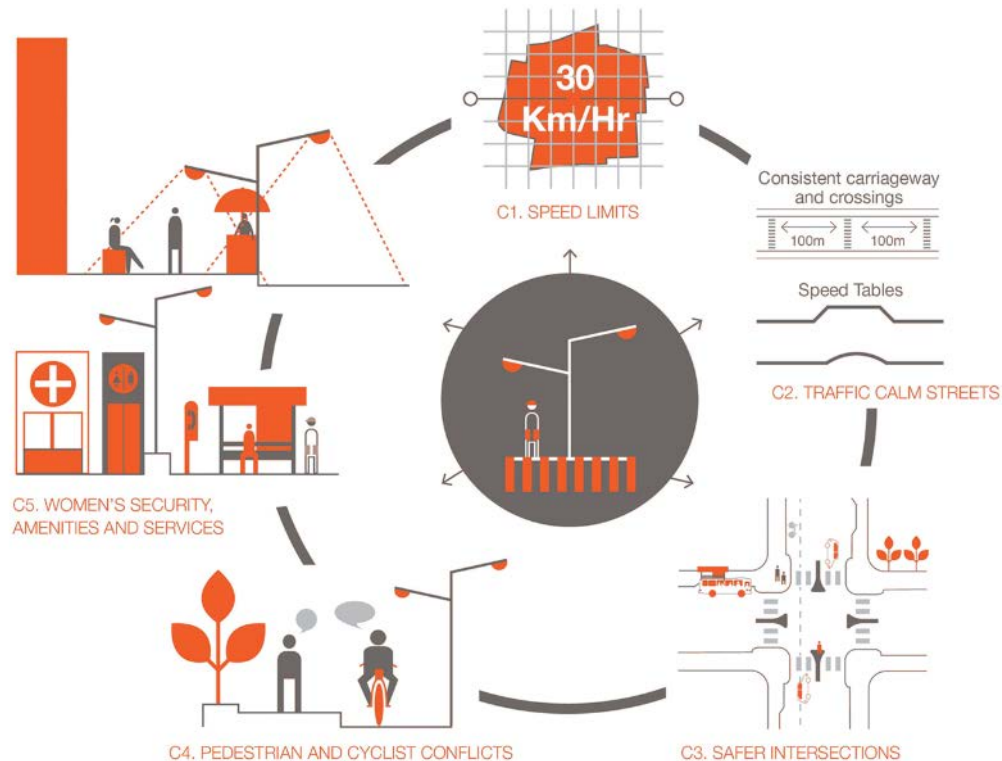
PARKING MANAGEMENT

- 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



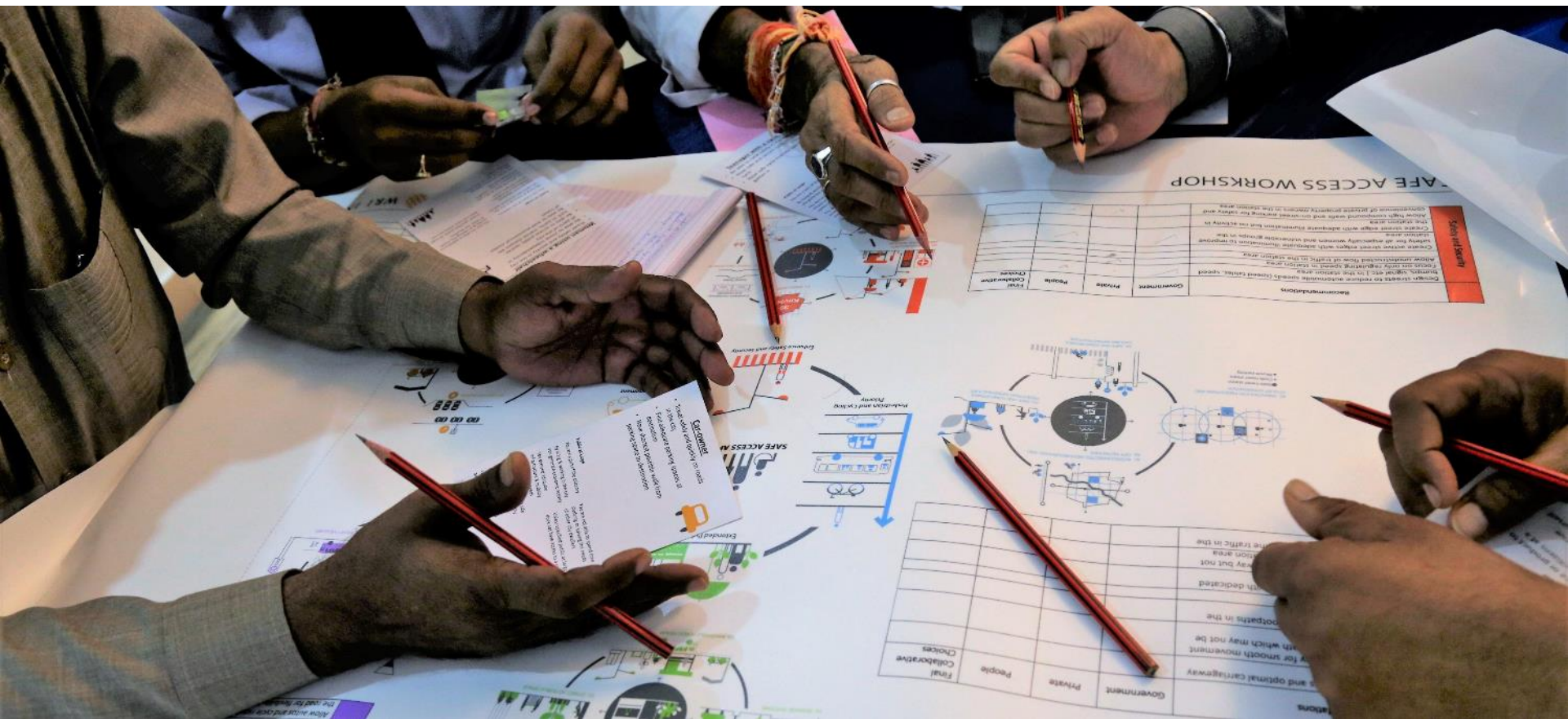
WHAT IS SAFE ACCESS WORKSHOP

- 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



INTERACTIVE BOARD

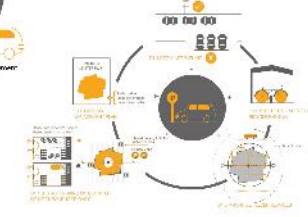
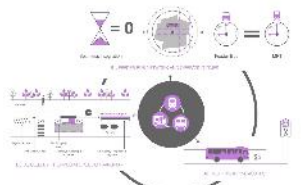
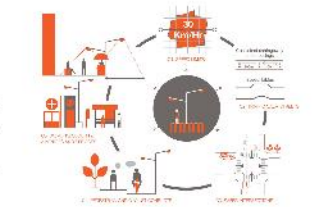
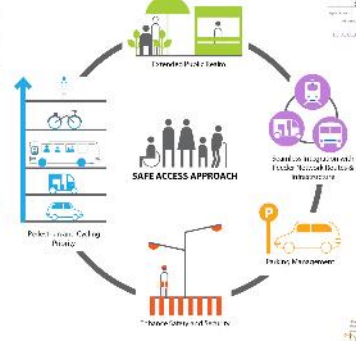
Public Realm	Recommendations	Government		Private		People		Final Collaborative Choices
		G	T	P	I	I	C	
	A. Provide an open public realm for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	B. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	C. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	D. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							

Pedestrians and Cyclists Priority	Recommendations	Government		Private		People		Final Collaborative Choices
		G	T	P	I	I	C	
	A. Provide a variety of seating options and define the category in the station area.							
	B. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	C. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	D. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							

Safety and Security	Recommendations	Government		Private		People		Final Collaborative Choices
		G	T	P	I	I	C	
	A. Designated to reduce the risk of crime and provide a safe environment for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	B. Designated to reduce the risk of crime and provide a safe environment for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	C. Designated to reduce the risk of crime and provide a safe environment for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							

Station Design	Recommendations	Government		Private		People		Final Collaborative Choices
		G	T	P	I	I	C	
	A. Provide a range of seating options and define the category in the station area.							
	B. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	C. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	D. Provide a range of seating options for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							

Station Management	Recommendations	Government		Private		People		Final Collaborative Choices
		G	T	P	I	I	C	
	A. Designated to reduce the risk of crime and provide a safe environment for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	B. Designated to reduce the risk of crime and provide a safe environment for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	C. Designated to reduce the risk of crime and provide a safe environment for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							
	D. Designated to reduce the risk of crime and provide a safe environment for people to sit, stand, walk, play, and move freely, including a range of seating, tables, benches, lighting, and planters.							

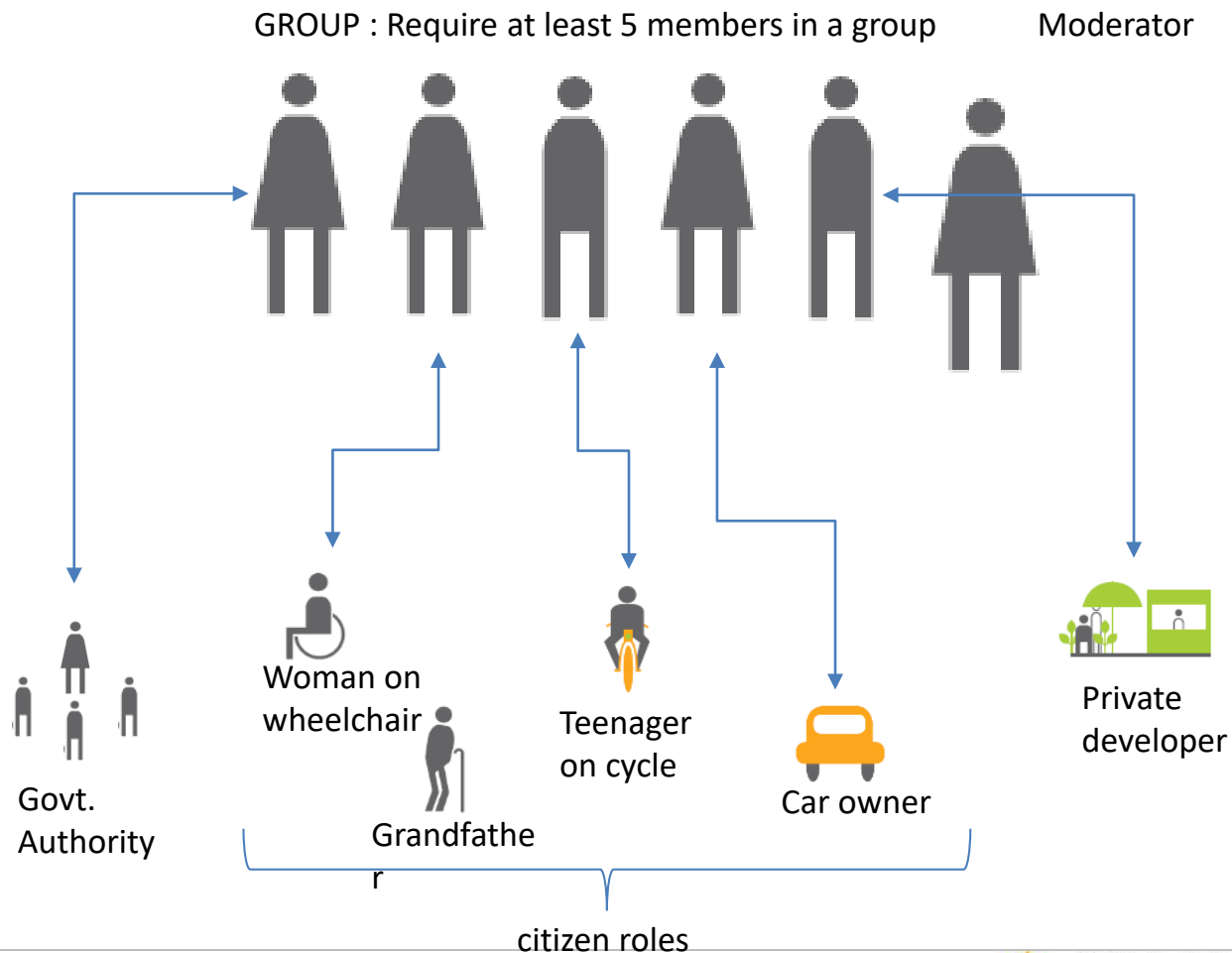


How to play the 'SAM game board'

Step 1: Choose a principle from 5 given principles
 Step 2: Pick your role play card
 Step 3: Pick 1 of each set of 3 strategies individually
 Step 4: Pick 1 of each set of 3 strategies collectively
 Step 5: Apply these strategies to the chosen Str.area



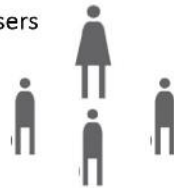
ROLE PLAY



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

- **1st** from Option **a,b,c** and
- **2nd** 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

- **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

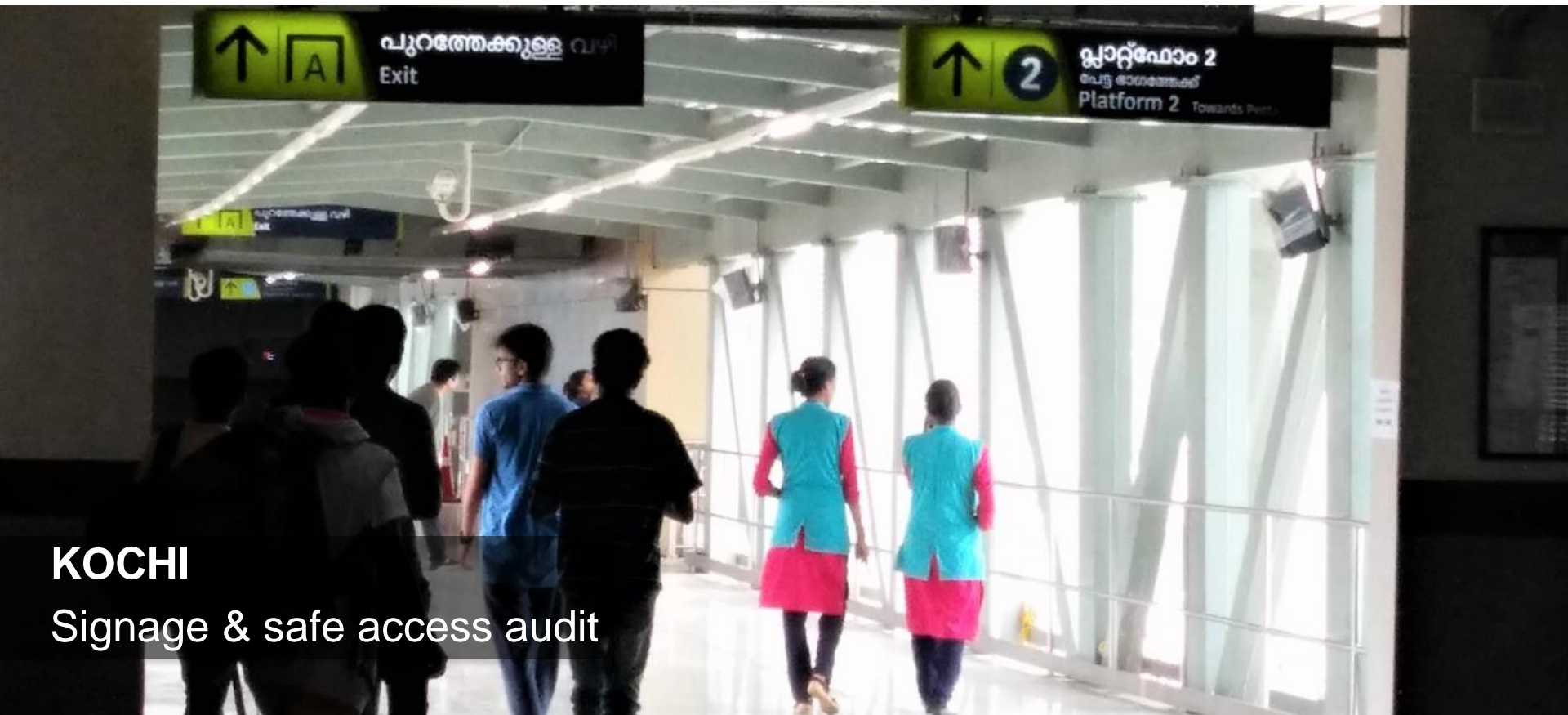
2 INTERNATIONAL
WORKSHOPS -
AFRICA & TAIWAN

ENGAGEMENT WITH 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
Training the trainers



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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