INDIA WALKS

World over, urban planners have been saying that you get what you build for – if you plan and build your city for cars, you will end up with congestion, pollution and all the hazards that come with it. But if you plan your city for pedestrians, cyclists and public transport users, that is what you will get.

However, in India, pedestrians walk not because of existing facilities, but in spite of it.

Walking is the most basic and natural form of transit that man knows, and every person, irrespective of the mode used, is a pedestrian at some point in his transit journey. In India, unlike foreign countries we already have enough pedestrians, cyclists and public transport users even without the basic facilities for them to travel safely. The modal share of walking and cycling combined has been the highest or second highest (after public transport) in urban India. Our cities, however, seldom reflect this understanding, where pedestrians find themselves in constant conflict with motorised vehicles and lack of dedicated, safe, sufficient walking spaces. According to the latest records, the number of pedestrian deaths in road accidents in the country rose to 7,088 in 2015 from 6,690 in 2014. This state of pedestrians exists even as the National Urban Transport Policy states that pedestrians and cyclists must have segregated pathways to ensure their safety and convenience, which would also then serve as important feeders to public transport terminals in the city. It also recognises the fact that the existing footpaths in our cities fail to provide safety or encouragement for pedestrians to walk as they are badly designed, without an understanding of what pedestrians really need. The latest Smart City Mission guidelines also state that walkable localities are a key feature in the making of a smart city.

This Calendar is an attempt to highlight the issues of pedestrians in our cities and the various elements of a street, both pleasant and unpleasant, that a pedestrian typically encounters. It touches upon the social, economic, physical, cultural and design angles to the concept of walking in the Indian context.

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HAWKERS AND VENDORS

Banda Bahadur Marg, New Delhi: Hawkers and pedestrians can co-exist if streets are well designed giving ample space for footpath.

Hawkers and vendors are an integral element of Indian streets, providing not just eyes on the street (safety), but also offering an important service to people, adding to the vibrance of our streets.

"Streets in cities serve many purposes besides carrying vehicles, and city sidewalks - the pedestrian parts of the streets - serve many purposes besides carrying pedestrians."
- Jane Jacobs

JANUARY 2018

M	T	W	T	F	S	**S**	M	T	W	T	F	S	**S**
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15	16	17	18	19	20	**21**	22	23	24	25	26	27	**28**
29	30	31											

UNIVERSAL ACCESSIBILITY

GHY Club Road, Guwahati: Footpaths are too high, making them difficult and inconvenient to access.
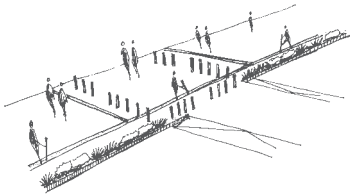
Footpaths have to be designed in such a way so that they are accessible to senior citizens, children and the differently abled.

"A walking city is a transit city is a cycling city. Streets that fail for one fail for all."
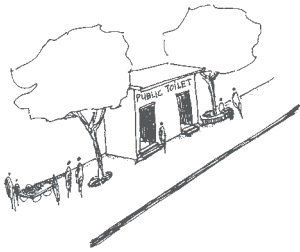*- Janette Sadik Khan*

FEBRUARY 2018

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SEGREGATION OF MODES

Domuhan Bodhgaya Road, Gaya: The varying surface of the road has automatically defined the use of space by pedestrians, hawkers and the vehicles.

Sometimes a soft intervention can give good results. For example, a change in surface material influences the use of space on the street.

"God made us walking animals - pedestrians. As a fish needs to swim, a bird to fly, a deer to run, we need to walk, not in order to survive, but to be happy." - Enrique Penalosa
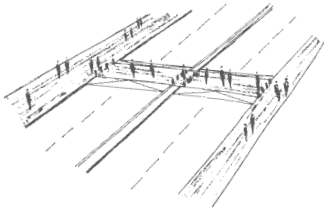
MARCH 2018

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CONFLICT OF PEDESTRIANS AND VEHICLES

S R Nagar, Hyderabad: With new infrastructure coming up in the city, new conflicts between pedestrians and vehicles are emerging.

There is a need to plan new infrastructure such that there is space allocated for pedestrians and vehicles to avoid a conflict between them.

"If you plan a city for cars and traffic, you get cars and traffic. If you plan a city for people and places, you get people and places." - Fred Kent

APRIL 2018

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23	24	25	26	27	28	**29**	30						

UNSAFE FOOTPATHS

Singjamei Road, Imphal: Uneven and discontinuous footpaths posing danger for pedestrians.
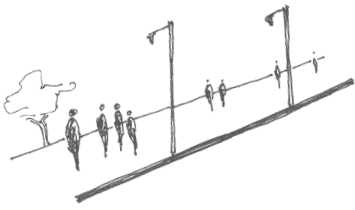
A well designed footpath ensures proper lighting, continuity, leveled surface.

"More roads invite more traffic and better conditions for bicyclists invite more people to ride bikes, but by improving the conditions for pedestrians, we not only strengthen pedestrian traffic, we also - and most importantly - strengthen city life." - Jan Gehl

MAY 2018

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14	15	16	17	18	19	**20**	21	22	23	24	25	26	**27**
28	29	30	31										

VEHICLES ON FOOTPATHS, PEDESTRIANS ON ROAD

VIP Road,Indore: Footpaths are encroached by vehicles, forcing pedestrians to walk on the road.
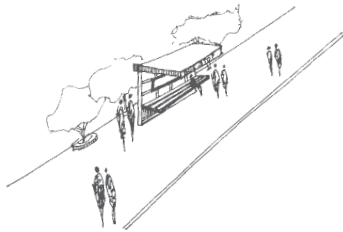
Properly managed parking can resolve the conflict of pedestrians and parked vehicles.

"The trust of a city street is formed over time from many, many little public sidewalk contacts... Most of it is ostensibly trivial but the sum is not trivial at all." - Jane Jacobs
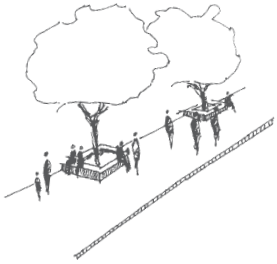
JUNE 2018

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SUM Net India

OBSTACLES ON FOOTPATH

Jogeshwari Vikhroli Link Road, Mumbai: A namesake footpath, spilling with debris and garbage.

A well-designed footpath accommodates, trees, services like electric poles, light poles, feeder pillars, dustbins, etc along with providing space for pedestrians.

"Lowly, unpurposeful, and random as they may appear, sidewalk contacts are the small change from which a city's wealth of public life may grow." - Jane Jacobs

SUM Net India

JULY 2018

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23	24	25	26	27	28	**29**	30	31					

WELL DESIGNED STREET

Jangali Maharaj Road, Pune: This is a newly designed street based on Urban Street Design Guidelines for Pune.
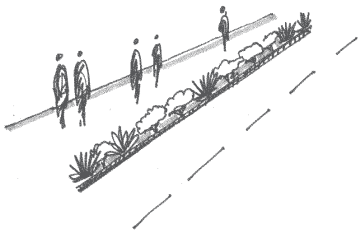
Designed public spaces encourage equitable allocation of roads.
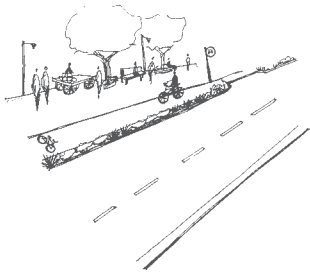

"Sidewalks like communities thrive on diversity: different types of people use the streets at different times of the day; keeping them active around the clock." - Jeff Speck

AUGUST 2018

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EQUITABLE DISTRIBUTION

Purulia Road, Ranchi: Mixed use of streets.

Chaos on the street can be avoided if the space on the street is equitably distributed among different users of the street.

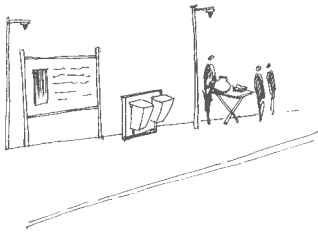*"There is so much more to walking than walking!"* - Jan Gehl

SEPTEMBER 2018

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CAR FREE ZONE

Mall Road, Shimla: Shimla has a demarcated car-free zone on the core Mall Road.

Pedestrianization should be encouraged in Core city areas so as to bring out the cultural identity of the city, fostering their potential to become popular recreational and tourist destinations.
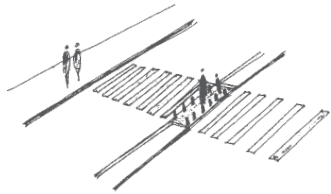
"Cars are happiest when there are no other cars around. People are happiest when there are other people around." - Dan Burden

OCTOBER 2018

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SUM Net India

PEDESTRIAN CROSSING

M G Road, Vijaywada: Pedestrian crossings leading to nowhere.

Huge number of accidents happen at the crossroads. Well designed pedestrian crossings can help in reducing accidents.
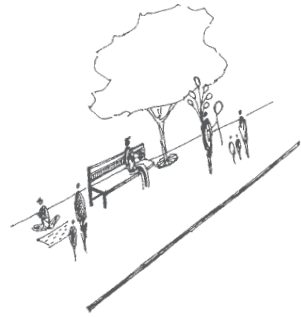
"Walkers are 'practitioners of the city,' for the city is made to be walked. A city is a language, a repository of possibilities, and walking is the act of speaking that language, of selecting from those possibilities. Just as language limits what can be said, architecture limits where one can walk, but the walker invents other ways to go." - Rebecca Solnit

NOVEMBER 2018

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UNSAFE FOOTPATHS

Jogeshwari Vikhroli Link Road, Mumbai: Seating spaces act as pause points making footpaths a social space.

"The General Theory of Walkability explains how, to be favored, a walk has to satisfy four main conditions: it must be useful, safe, comfortable, and interesting." - Jeff Speck

Pedestrian infrastructure includes seating spaces, well lit, continuous footpath, shaded spaces, Public toilets, other services etc.

DECEMBER 2018

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