

## Summary Report

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Annual Workshop of

# Sustainable Urban Mobility Network

(SUM Net), India

21st - 22nd  
July, 2017  
New Delhi, India



# ANNUAL WORKSHOP OF SUSTAINABLE URBAN MOBILITY NETWORK, INDIA

21st-22nd July, 2017

DELHI

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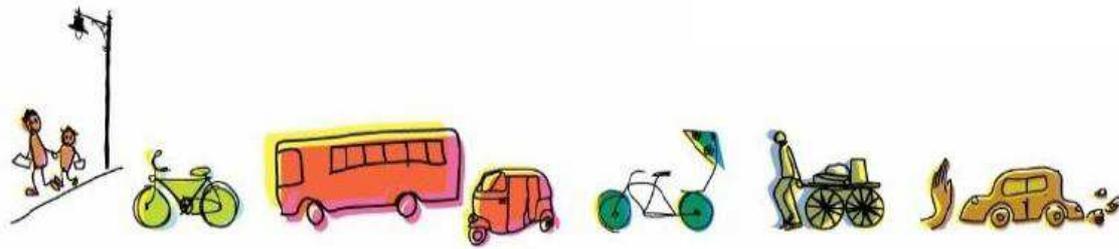
## 1. EXECUTIVE SUMMARY

With the launch of **Jawaharlal Nehru National Urban Renewal Mission** (JnNURM) in 2005, issues of urban reform and renewal became as important policy considerations as rural welfare. As part of this urban flagship programme, transport sector witnessed a major national intervention for the first time, with an allocation of 11% of total JnNURM investment. This was immediately followed by a **National Urban Transport Policy** (NUTP) in 2006. Even though the policy environment in India presented the maximum opportunity to influence the nature of transport in India, it was recognized that very little was done for the sustainable transport modes. JnNURM, like many other policies in India, succumbed to the affliction of prioritizing output over outcomes, and sustainability was reduced to just another buzzword.

Since its conception in 2009, **SUM Net India** has been persistent in ensuring that sustainability becomes an important parameter for all transport schemes and policies. As a network of individuals, groups and civil society organizations it relies on democratic and community-based approaches. A two-day workshop in Delhi attended by around 40 individuals from around 13 cities in India was yet another landmark in a series of concerted endeavours by SUM Net India.

This workshop served as the platform for official launch of 13 Walkability proposals as two-year projects. These projects will be both research and practice-based with elaborate advocacy measures. By the end of second year, all the projects also aim to have proposed an alternative street design for a particular street chosen in their respective cities. Apart from these, SUM Net aims to continue its projects on Cycle Rickshaws and Transport Budget Analysis.

## 2. ORGANIZATIONS INVOLVED



Staff from **Parisar** in Pune served as the main coordinators for the event. They developed the program and materials, and were responsible for conducting the workshop. This was done with constant assistance from the **Institute for Democracy and Sustainability**, Delhi. Both the organizations serve as the Secretariat for SUM Net India this year.

**Prasanna Desai Architects (PDA, Pune)** was the urban design partner for the workshop. The team from PDA helped in organizing the site visit as part of the workshop.

Speakers from **Indian Institute of Technology Delhi**, **Centre for Science and Environment**, **Centre for Environmental Planning and Technology** University, **The Energy and Resources Institute** and **Centre for Policy Research** also contributed to the workshop. **Centre for Environment Education**, Pune helped in conducting one of the panel discussions.

**Shakti Sustainable Energy Foundation** provided funding for this workshop and is the main funder for SUM Net India for the years 2017 and 2018.

### 3. WORKSHOP PARTICIPANTS

The main aim of the workshop was for all SUM Net members to collectively work towards preparing a plan of action for ensuring a sustainable transport future in their respective cities. Experts who have worked on sustainable urban mobility for decades were invited to share their experiences and highlight the role of civil society in this endeavour.

The following cities and organizations were represented as part of Walkability Projects

<b>City</b>	<b>Organization</b>
Gaya, Patna	Jamunedhara
Guwahati, Assam	CEE
Imphal, Manipur	Indigenous Perspectives
Indore, Madhya Pradesh	Roopankan
Mumbai, Maharashtra	The Urban Project
Mumbai, Maharashtra	The Walking Project
Nagpur, Maharashtra	Vidarbha Mahila Kashtakari Sangathan
Patna, Bihar	Jan Suchna Kendra

Ranchi, Jharkhand  
Shimla, Himachal Pradesh  
Almora, Uttarakhand

SHARC  
Happy Hikers  
Aman Sansthan

### **Academic Institutions**

Centre for Environmental Planning and Technology (CEPT) University, Ahmedabad  
Centre for Environment Education, Pune and Guwahati

### **Research Organizations**

Alternative Law Forum, Bangalore

### **Non-Profit Organizations**

Institute for Democracy and Sustainability, New Delhi  
Citizen Consumer and Civic Action Group, Chennai  
Shakti Sustainable Energy Foundation, New Delhi

### **Other Private Companies**

Prasanna Desai Architects

## **4. PROGRAMME and ACTIVITIES**

The workshop was conducted over two days. It had three main aspects- discussion over different SUM Net projects, panel discussions and technical presentations.

### **21st July 2017**

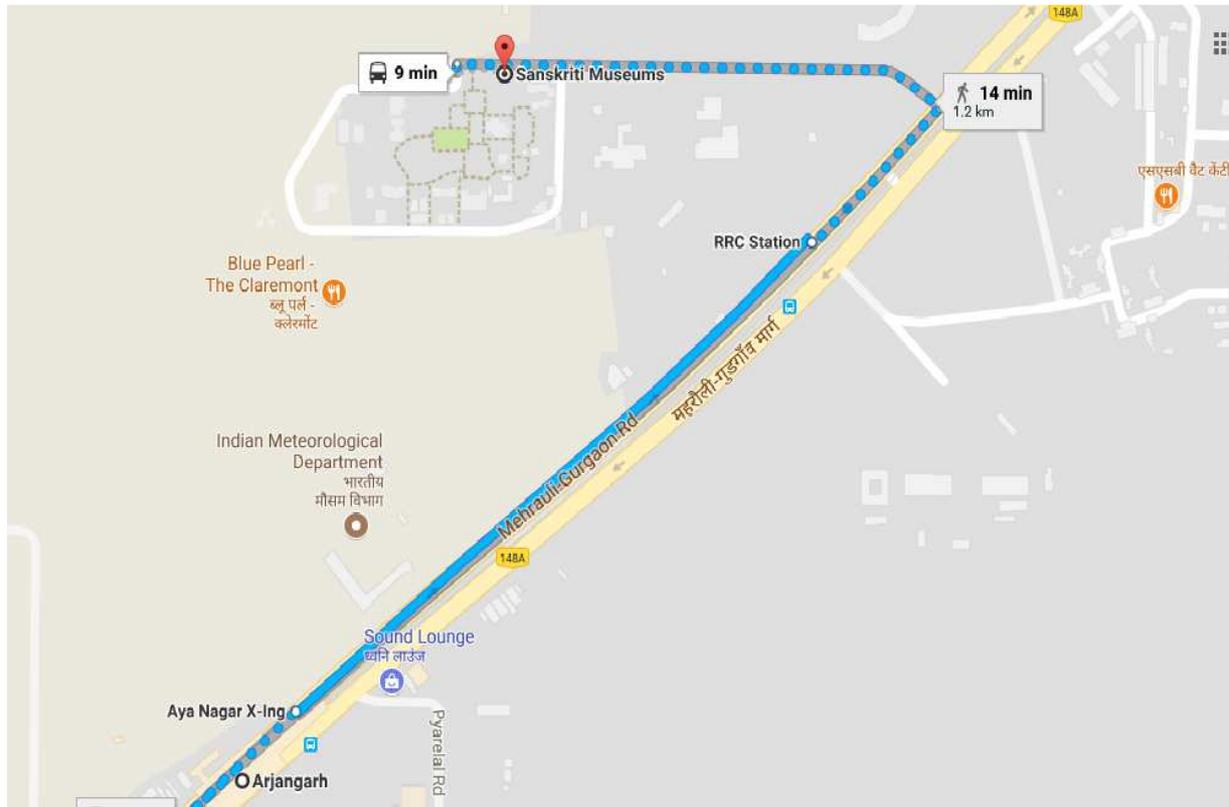
9:30 - 11:30	Introductory session
11:30 -11:45	Break
11:45 - 13:00	Understanding the Transport Budget <i>Session on sharing the outcomes from last year's analysis with other members</i>
13:00 - 14:00	Lunch
14:00 - 15:00	Walkability in Indian Cities <i>Session by Prasanna Desai on the theme of this year's sustainable transport projects</i>
15:00 - 17:00	Discussion on the proposed sustainable transport projects for the ongoing grant (Break at 16:00)
17:00 - 18:30	Sustainable Urban Transport: Challenges and the role of Civil Society <i>Panel discussion</i> <i>Panelists: Dr Geetam Tiwari (IIT Delhi), Anumita Roychowdhury (CSE), Dr Rutul Joshi (CEPT)</i> <i>Facilitated by Ranjit Gadgil</i>

Post 18:30 Site visit to area near Vikas Sadan, Delhi

## 22nd July 2017

9:00 - 11:15	Independent one on one discussions with sustainable transport project members and budget group for refining current proposals/ framework
11:15 - 11:30	Break
11:30 - 13:00	Discussion on the Cycle Rickshaw Bill Advocacy project
13:00 - 14:00	Lunch
14:00 - 15:30	Intermediate Public Transport: Challenges, Opportunities and Policy Directions <i>Panelists: Navdeep Asija, Mukta Naik (CPR), Kanika Kalra (IUT), Akshima Ghate (TERI)</i> <i>Facilitated by Sanskriti Menon</i>
15:30 - 15:45	Break
15:45 - 16:30	Advocacy for Road Safety: Overview and Updates

We also conducted a few activities during the workshop.



As part of our **Walkability Session** we asked our members to describe their walk from the Arjangarh Metro Station to the venue of the workshop (Sanskriti Kendra, Anandgram) which is a stretch of about 1.5 kilometre. We wished to understand the different aspects of a road system and the built environment that people notice and consider as they navigate through a space. The different ways in which the experience of walking was narrated was quite astounding. Interestingly, all the responses were united in that they had a comparative element where the walking experience in Delhi was compared to the one in the city they hailed from. Consequently, roads in this stretch were compared with the Tender SURE roads in Bangalore, the walkable roads in Fort Area of Bombay and the comparatively narrow ones in Almora.

The major things that guided people or were taken into account included the number on metro pillars, the footpath, the signage (there was a lot of confusion over this), crossings, the speed of cars, the general environment.

As part of yet another activity before the **Budget Session** we asked the participants if they knew the transport budget of their respective cities or even a rough estimation of the same. Of the 15 states from which people were present only 1 member was aware of the Mumbai Transport Budget. This was done in order to bring it to people's notice that even though all the decisions are taken within the overarching limitation that the budget provides very few tend to be aware of this. As a network, too, SUM Net strives to focus on this issue and study it.



**Site Visit-** After the end of Day 01, around 15 people were taken to INA Area of Delhi by Prasanna Desai and his team to observe the streets and built environment near Vikas Sadan, the headquarters of Delhi Development Authority. The streets were redeveloped in early 2000s as part of street-scaping efforts under the authority of DDA by **Pradeep Sachdeva Design Associates**. The attention of all members was drawn to important street design elements like road geometry, traffic calming measures, signages, amenities, street lighting and public art. The members simultaneously reflected on their experience of walking in the respective cities they belonged and whether such measures can be adopted there. Other activities involved a comprehensive list of modes of para-transit in different cities and suggestions for the SUM Net Calendar.

## 5. SUMMARY OF PRESENTATIONS

### Inaugural Address

Ranjit Gadgil, Programme Director, Parisar

Rajendra Ravi, Director, IDS

Day 1 began with the introductory session. Ranjit Gadgil took people down the memory lane by talking about the inception of SUM Net in Ahmedabad back in 2009. He emphasized the principles on which this Network was established namely democratic, secular and community-based approaches. While there are various civil society organizations and consultancy firms working towards similar end, it is crucial to distinguish the identity of SUM Net through the processes and approaches using which it strives to achieve sustainability. It was established in

unequivocal terms that as the fight over the same space is intensifying with each passing day SUM Net as a network is bound to ensure the safety of its most vulnerable users.

Rajendra Ravi highlighted how the approach towards urban development, which was earlier seen only as a prerogative of the government, is undergoing change. It was recognized that urban development and urbanization is as much a question of democracy and equality. He underlined that the technical solutions which are being propagated for every urban problem must not be context and society-agnostic. And it is towards ensuring this, that a network of people from different areas, diverse disciplinary and social backgrounds becomes crucial.

The inaugural address was followed by brief introduction by all the members present.

### **Walkability Session**

Prasanna Desai, PD Architects, Pune

Introduction: Ranjit Gadgil, Parisar

In the introductory presentation to this session, Ranjit Gadgil gave an overview of the design challenges facing India's transport sector today. He underlined how 'design' of roads is still a matter of civil engineering in India, concerned merely with width and length of the carriageway. Consequently, elements like trees, utilities, curb cuts, crossings, traffic calming designs, etc tend to be ignored. He gave a holistic view of the different design elements that must be a part of road design and the ways in which that can be done. He also talked about the import of National Urban Transport Policy (2006) and how it can be used as an advocacy tool.

This was followed by an engaging session by Prasanna Desai. The process of street design was very interestingly boiled down to the fundamentals of following the desire line of pedestrians and just drawing a few lines. This was elaborated through various examples in India, focusing on both the process and outcome. While the presentation illustrated the best practices all over the world with respect to street design, it very consciously questioned the universality and validity of those practices in the context of India. By taking all three P's of People, Places and Public Transport together, he showed through his context-specific experiences, how the ideal practices can be made realistic. The processes of tender and implementation which are primarily governance issues were also touched upon.



### **Transport Budget Session**

Rutul Joshi, CEPT, Ahmedabad

This session began with focusing on budget as a document which through its details and complexity becomes largely inaccessible for the common folk. Therefore, it becomes a document of authoritative knowledge. Rutul then elaborated on the results of last year's municipal budget analysis which was undertaken in five cities- Ahmedabad, Bengaluru, Chennai, Nagpur and Pune. The analysis was instrumental in understanding per capita budget and the division across capital and revenue expenditures, where all new urban transport projects constitute the former. The expenditure across NMT and PT provided a fairly clear picture of the concerns of government with respect to sustainability. The session was very interactive and provoked responses from various quarters. While few were an endeavour towards understanding the city budgets to which members belonged, others were suggestions about including governance structure and narrative in addition to the data.



### **Cycle Rickshaw Project and Draft Bill**

Rajendra Ravi, Director, IDS

One of the core projects of SUM Net India, The Cycle Rickshaw story will tread the journey towards a Cycle Rickshaw Draft Bill in the coming two years in the states of Bihar and Jharkhand. In this presentation, Rajendra Ravi narrated the incidents and observations from his two studies- 1. *Patna Cycle Rickshaw: Upasthithi aur Sangharsh ki Katha* and *Ranchi mein Cycle Rickshaw ke aagaaz aur astitv ki kahaani*

This was followed by interaction on the nature and scope of Cycle Rickshaw Draft Bill.

## **6. PANEL DISCUSSIONS**

### **Panel I- Sustainable Urban Mobility: Challenges and the Role of Civil Society**

*Facilitated by Ranjit Gadgil*

In the first of two panels featuring esteemed panelists - Geetam Tiwari (IIT Delhi), Anumita Roychowdhary (CSE) and Rutul Joshi (CEPT, Ahmd) sustainable urban mobility was discussed more from the vantage point of advocacy and policy intervention. The role of civil society becomes pertinent from various entry-points like data and research, technical expertise, pressure group, law, etc. While Geetam focused more on the pressure group and policy angle, Anumita focused on the legal perspective while Rutul talked about ideologies and the very imagination of ideal cities as fast cities.

However, talking from her personal experiences Geetam Tiwari informed how sharing data and doing research does not suffice, many a times. In such a scenario, it becomes a challenge for the civil society organization to start a conversation with the concerned authorities. She also underlined the need to understand the civil society as a category more holistically. Talking from her BRT experience, she highlighted that the car owners in Delhi were as much a civil society as those in favour in Public Transport. Again, addressing the conflicting interests of two different civil society organizations is a major challenge.

Her suggestion for all SUM Net members was to continually keep writing to MLAs and other concerned authorities. We must be untiringly involved in analysing how every new policy and scheme is going to impact the vulnerable users and raise those issues. Anumita also added that understanding the barriers to sustainable solutions is as important as delineating the problems and solutions.

## **Panel II- Intermediate Public Transport: Challenges, Opportunities and Policy Directions** *Facilitated by Sanskriti Menon*

Partha Mukhopadhyay from CPR presented on the case of shared auto rickshaws in Kolkata focusing on unique features of this system. His presentation on this system revealed that unlike what is commonly accepted for para transit modes, in Kolkata, this system served to be the primary mode of transport for the users instead of the last or first mile connector. Also, the fares of this mode were found to be a bit higher than the bus fare, and most users were from upper middle class, who owned their own private vehicles. These shared auto rickshaws ply on 40% of the major roads within Kolkata Municipal Corporation limits and serve a considerable travel demand in the city.

The second presentation made by TERI focused on an in-depth study covering aspects such as the regulatory institutions for para transit in the country, types and processes of licenses and permits, process of fare determination, vehicle technology and issues in the smooth functioning of para transit modes in our cities.

## **7. PROPOSALS FOR THE COMING YEAR**

**Thirteen Walkability Projects** from **8 different cities** for the coming two years were discussed in two separate sessions. While in the first session on Day 1, the members briefly talked about their projects which invited suggestions and queries from other members. The second session on Day 2 was a one-on-one session with each project member along with people from the Secretariat to discuss and brainstorm the possibility and the process of each project in greater detail.

All the 13 proposals are focusing on Walkability in their respective cities from different vantage points. The objective of the projects will be to improve the state of walking and pedestrian

facilities in Indian cities by policy, strategic documents and regulations along with dedicated projects through:

- **Policy work**– through the improvement and/or adoption of national/state/city policies and by obtaining commitments from two to three cities to improve walking and pedestrian facilities in the next couple of years that are concrete and visible to its residents and are considered as best practice examples for other Indian cities to follow.
- **Development of Alternative Street Design document** – to facilitate policy and strategic development, an alternative street design prototype for states/cities to adopt in support of walking and pedestrian facilities in Indian cities will be developed.
- **Advocacy and City Dialogues** – sustained commitment from the cities involves active facilitated dialogues with and between government (state and city levels), with the community concerned, and other stakeholders in actual programs, projects, and/or additional policies adopted by the cities. All of these will be rooted in democratic procedures, in line with the principles of SUM Net India.

#### Appendix: Full List of Attendees and Contact Details

Sr. No.	City	Organisation	Person	email
1	Pune	CEE	Mr. Amarnath Karan	amar.karan@ceeindia.org
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5	Imphal		Mr. Ram Wangkheirakpam	<a href="mailto:wangkheilakpa@gmail.com">wangkheilakpa@gmail.com</a>
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10	Pune	Parisar Sanrakshan Sanwardhan Sanstha	Ms.Swati Pathak	<a href="mailto:swati@parisar.org">swati@parisar.org</a>
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26	Indore	Roopankan	Mr. Ashok Dubey	<a href="mailto:roopankan@gmail.com">roopankan@gmail.com</a>
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30	Pune		Ms. Devika Patil	
31	Pune		Ms. Aditi Joshi	
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