

Designing Street Spaces with People

Workshop Outcomes Report

Dr. BN College of Architecture for Women, Centre for Environment Education (CEE), Parisar, Sustainable Urban Mobility Network (SUM Net) and Curtin University, under the auspices of AUSAID support, are pleased to be sponsoring this innovative process to involve you, the people in reclaiming the streets of Pune so our neighbourhoods can be more walkable and livable.

Pune, as elsewhere, faces challenges of car dependency, with cars overtaking the available roads and pathways. To stem this, we need sustainable 21st century transport systems, including transport alternatives – principally mass transit, walking and cycling facilities – while at the same time, creating a more attractive and livable place.

This workshop is part of a research project to identify ways to redesign mixed-use neighbourhoods in Pune towards more people-oriented mobility, and to achieve more equitable outcomes. Using a collaborative, enquiry-by-design process, the community, technical experts, officials and interested others work together to suggest and evaluate ways to better design our streets and hence neighbourhood. The research is premised on the idea that collaborative and deliberative processes among stakeholders can be helpful in addressing complex civic issues.

The aim of this workshop has been to make sure every voice is included in developing a coherent community voice about the way forward. Using small group discussions, suggestions made were then linked through networked computers and an innovative online deliberation platform that enabled the room to develop common themes and priorities in a short period of time.

Through this process of participation and experimentation, we will be taking an important step forward towards our goal of safe and usable walking and cycling facilities and a more livable neighbourhood.

Sanskriti Menon
Programme Director
Centre for Environment
Education, Pune; and
Secretariat, Sustainable
Urban Mobility Network

Professor Peter Newman
Director Curtin University
Sustainability Policy (CUSP)
Institute,
Curtin University, Western
Australia

Prof Shubhada Kamlapurkar
Professor and Head
Dept of Landscape
Architecture
Dr. B N College of
Architecture Pune

Key Take Home Messages from the Knowledge Sharing Session

Overview of Meaningful Participation and Deliberative Democracy

Professor Janette Hartz-Karp, Curtin University Sustainability (CUSP) Institute, Curtin University

'Meaningful' Participation requires the satisfaction of (at least) the following criteria:

- Inclusiveness, involving diverse viewpoints
- Dialogue and deliberation
- Influence
- Acceptable consensus

Deliberative Democracy is an established approach that provides a powerful and effective way for communities to collaboratively problem solve and co-create sustainable outcomes together with decision-makers and technical experts.

Can we reclaim walkable, liveable streets in India?

Prof Peter Newman, Director Curtin University Sustainability Policy (CUSP) Institute, Curtin University

General Principles for Street Reclaiming

- Streets are the most important part of the public domain. Access is critical for the whole city's economy and social life.
- The urban fabric created around walking, transit and automobile based areas are different. Each area needs to be respected for the economy and life it creates. Walking precincts need priority for walking, transit corridors for transit, car/truck areas for cars and trucks.
- In order to reclaim walking and transit urban fabric all cities need to suck cars out through better transit and blow them away with detailed street designs favouring pedestrians.
- There is a new awareness of the economic, social and environmental value of street reclaiming. The young and wealthy are moving to such areas, especially central cities, and the financial/services/knowledge economy requires streets to be reclaimed to create face-to-face contact. Those who live off streets like street vendors need to be respected.
- Best practice street reclaiming needs to be culturally relevant and is always politically difficult unless all the stakeholders can see how they all can benefit. But where it is done the city never regrets it!

Principles of Pedestrian Oriented Design: World's best practice in walkable precincts

Dr Annie Matan, Curtin University

When redesigning streets to be more people oriented, design principles should focus on:

1. *Everyday life* - Pedestrian oriented design needs to reflect everyday life, that is, the everyday activities that people are undertaking in the spaces and the everyday activities they would like to do in those spaces, otherwise any design interventions will be ineffective.
2. *The equitable sharing of space* - Streets for people require adequate distribution of street space and the provision of appropriate infrastructure for all street users (cars, pedestrians, cyclists, hawkers, people standing and sitting, etc.). Pedestrian accessibility means continuous footpaths (or shared road space), minimal grade changes (i.e. not stepping up or stepping down too often), universal access (i.e. access for everyone including people with mobility needs, women and children), safe walking environments, appropriate amenities (i.e. benches, rubbish bins, toilets and lighting), and attention to the micro-details of streets. These are the invitations.

3. *Culture* - Most important of all is that any design solutions found are authentic, that they reflect the needs of the local community and the community using the space. Communities around the world are starting to reclaim space from the cars. These creative local solutions are about not only recognising that streets are important as public spaces but also about enhancing sense of place and ownership and pride in an area.

Situating Pune and Dattawadi: Walkability Issues

Associate Professor Reena Tiwari, Curtin University

- Average Walkability Rating of medium sized Indian Cities is 47%. Pune is above 50%, however significant improvement needed.
- Pollution has been a significant issue and 46% of those interviewed felt that they are exposed to it mainly while walking on the streets or waiting for a bus.
- Business as Usual Approach will mean that 62% of walkers, cyclists and public transport users will move to other modes which will only make the situation worse on roads
- Top Issues in Dattawadi are very similar to other areas in Pune city: Quality and Availability of footpaths, parking, amenities and universal accessibility, 2-wheeler congestion, space for hawkers and lack of community spaces.
- Typology of spaces to be considered that could also provide a model for application in other parts of Pune:

Main Public transport Route, Main street with major public Infrastructure like hospital/school, neighbourhood street, residential lane and lost open spaces. We have been trying to work out how to integrate their excellent plans into the deliberations. As you saw in the EBD agendas, day 1 is more high level planning of visions, values, what people want to keep, change and potential 'hot' spots or trouble spots and what we should prioritise.

Designing our Pune Precinct: Deliberation session 1

The things you value about living/working in Dattawadi

- A** The people of Dattawadi highly regard the natural environment, and it is important to retain the natural environment in the area (e.g. tree cover, gardens, the trees near Swami's temple, children's play areas).
- B** There are many areas/locations that have social value (e.g. temples, playgrounds, ganesh immersion ghat, etc.) and are valued by the local community.

Mhasoba junction is the most valued.

e.g Ambedkar Vasahat has buddhvihar, Masjid as well as several temples where people with various religious backgrounds stay together

Good amenities like hospital, ganesh immersion ghat, temples, Indradhanushya

- C** The area has access to basic civic amenities (e.g. water, power, hospital, school) and is clean.
 - D** The people of Dattawadi have very strong positive feelings of belonging and ownership towards the area/community. There is a vibrant and active local community.
- The people of Dattawadi have very strong positive feelings of belonging and ownership towards the community, as well as are ready for improvement and progress.*
- E** People value the open space (e.g. Lion's Club space, parks).
 - F** The area is lively and safe. Women feel safe to walk in the evenings and children play in the street.
 - G** The area is well connected to other parts of the city (central location and good connectivity, bus route) with mixed use so that amenities and daily necessities are easily accessible.
 - H** There is a strong sense of community and diversity, with much interaction between communities members and different income groups. There is a mix of different people (income as well as caste and community) but the area still has social cohesion.

There is ample interaction between people, among all income groups and multicultural

unifying different groups

There is a mix of different people with different income groups as well as caste and community, but still retaining social cohesion.

- I** Dattawadi area serves as a source of income for vendors. The area is a strategic business location for hawkers.

Hawkers associated with temple

- J** The area has many festivals (Mhasoba fair, etc.).

Mhasoba fair

Community life is strong with festivals

The legacy you want to leave future generations living and working in Dattawadi

- A** We will have preserved the existing culture, traditions and safety (e.g. festivals, events, religious harmony, political leadership) including in slum rehabilitation projects - that enhance the sense of belonging.

JATRA which is celebrated for a week in the month of may for which people from all community come together and which is also an identity of dattawadi.

- B** We will have preserved the many special places (e.g. Ganesh immersion spot, riverside community spaces, temples, Lion's Club grounds. Mother Teresa Garden, Swami temple, along with other community spaces such as parks).

- C** We will have retained the existing urban fabric.

- D** We will have maintained the respect for social organisations (e.g. Vitthal Hanamghar Foundation).










- E** The legacy we leave is we will have implemented important Infrastructure (e.g. cycle paths, parking lots to make car free areas, garbage collection).
- F** We will have continued festivals on the streets (e.g. Urus, Masjid near Shani Mandir) along with the religious harmony.
- Masjid near Shani mandir*
- G** We will have retained the existing tree cover.
- H** We will have preserved the existing housing type of Dattawadi.
- I** We will have retained the hawkers on Dandekar Bridge as it is an important strategic location.

Designing our Pune Precinct: Deliberation session 2

What do you want to keep in Dattawadi?

- A** Open community space needs to be retained (e.g. Banyan Garden, open space near Raksha Lekha Society, Mother Teresa Garden, Vadachi Bagh, Lion's Club grounds).
- Banyan garden*
 - open space near raksha lekha society*
 - community spaces like mother teresa garden, vadachi bagh*
- B** We want to retain the existing temples (e.g. Swami Temple area, Ganpati Ghat, Shani Temple).
- Cultural places like dattamandir, swamisamarth, mhasoba mandir and ganesh immersion area near riverfront*
- C** Green spaces need to be retained, particularly green cover (e.g. near Shani Mandir) and spaces along the river.
- D** We would like to keep open spaces for children.
- lion's club ground*
 - mother Teresa garden*
 - play ground near swami temple*
- E** We want to keep the festivals and celebrations.
- F** We want to keep the infrastructure such as schools (e.g. PMC School, SS Agarwal School) and hospitals.
- G** We want to retain the existing urban fabric of low-rise houses, walkable lanes and the street network.
- H** We want to keep the roadside sitting areas (e.g. hangout areas, kattas).
- I** We want to keep the safe cycling for children.

What you want to keep in Dattawadi

	(20)
Open community space needs to be retained (e.g. Banyan Garden, open space near Raksha Lekha Society, Mother Teresa Garden, Vadachi Bagh, Lion's Club grounds).	20%
	(15)
We want to retain the existing urban fabric of low-rise houses, walkable lanes and the street network.	15%
	(13)
Green spaces need to be retained, particularly green cover (e.g. near Shani Mandir) and spaces along the river.	13%
	(11)
We would like to keep open spaces for children.	11%
	(11)
We want to keep the infrastructure such as schools (e.g. PMC School, SS Agarwal School) and hospitals.	11%
	(11)
We want to keep the safe cycling for children.	11%
	(8)
We want to retain the existing temples (e.g. Swami Temple area, Ganpati Ghat, Shani Temple).	8%
	(8)
We want to keep the festivals and celebrations.	8%
	(5)
We want to keep the roadside sitting areas (e.g. hangout areas, kattas).	5%

What do you want to change in Dattawadi?

- A** We want to change the street design to be more for people (i.e. street furniture, footpaths, lighting, bus shelters, clean and well maintained public toilets, zebra crossings etc.) and create footpaths that are unobstructed.

need to redesign footpaths so that they are unobstructed

- B** We want to have design specific solutions in: the area near the Tapobhumi, the main road which connects Mahtre Bridge and Sinhagad road, Masoba Chowk road, Dattawadi Nagri Sangha, Ambhi Odha road, Wadachi bag, space near Swami Samath Mandir, Ganpati Ghat, space near Shani Temple, etc.

no thorough fare at the ambhi odha road

Ganpati Ghat (remove encroachment), main road (rationalise pandols)

The following open spaces can be better utilised: Muram track (recreation along the river), ground opposit Dattawadi Nagarik Sang (Sports area for children), space near Agarwal school (Hawker area? Waiting area for parents?), Ganpati Ghat (remove encroachment), main road (rationalise pandols), space near Shani Temple (Park? Vegetable market? Parking area?), fewer billboards and a gym and reading space near Swami Samath mandir.

- C** We want to relocate hawkers from specific areas, e.g. from in front of Global Hospital by creating designated hawker areas.
- D** Maintenance needs to be improved in some areas, specifically along the banks of the Nala.
- E** Better facilities for cycling need to be provided, especially near schools and within neighbourhoods
- F** The roads need to be design to relieve congestion on the main roads (specifically Wadachi Bag), and to address parking, better signal management and maintenance.






- G** Waste bins and disposal needs to be provided (e.g. in front of Global Hospital and Nalla). Composting and other bins also should be provided.

H











The following open spaces could be better utilised: Muram track, ground opposit Dattawadi Nagarik Sang, space near Agarwal school, Ganpati Ghat, space nead Shani Temple, Shani Mandir.

- I** Shops and roadside stalls need to have frontages that do not obstruct the road.
- J** We would like better controls over street parking, more no parking zones (at Masobha Chowk to Rakshalekha society).
- K** We would like a library for children.
- L** The slum areas can be rehabilitated.
- M** The area near the river can be turned into open space, esp. if garbage dumping is stopped.
- N** Noise can be very bad e.g. many Ganesh Mandals etc.
- O** The water fountain near Shani Mandir needs to be redeveloped and enhanced with landscape features.

What you want to change in Dattawadi

	(21)
We want to change the street design to be more for people (i.e. street furniture, footpaths, lighting, bus shelters, clean and well maintained public toilets, zebra crossings etc.) and create footpaths that are unobstructed.	21%
	(12)
We want to have design specific solutions in: the area near the Tapobhumi, the main road which connects Mahtre Bridge and Sinhagad road, Masoba Chowk road, Dattawadi Nagri Sangha, Ambhi Odha road, Wadachi bag, space near Swami Samath Mandir, Ganpati Ghat, space near Shani Temple, etc.	12%
	(10)
We would like better controls over street parking, more no parking zones (at Masobha Chowk to Rakshalekha society).	10%
	(9)
The roads need to be design to relieve congestion on the main roads (specifically Wadachi Bag), and to address parking, better signal management and maintenance.	9%
	(8)
The following open spaces could be better utilised: Muram track, ground opposit Dattawadi Nagarik Sang, space near Agarwal	8%

school, Ganpati Ghat, space near Shani Temple, Shani Mandir.

- | | |
|---|-----|
|  | (7) |
| We want to relocate hawkers from specific areas, e.g. from in front of Global Hospital by creating designated hawker areas. | 7% |
|  | (6) |
| The area near the river can be turned into open space, esp. if garbage dumping is stopped. | 6% |
|  | (6) |
| The slum areas can be rehabilitated. | 6% |
|  | (5) |
| Shops and roadside stalls need to have frontages that do not obstruct the road. | 5% |
|  | (4) |
| We would like a library for children. | 4% |
|  | (4) |
| Waste bins and disposal needs to be provided (e.g. in front of Global Hospital and Nalla). Composting and other bins also should be provided. | 4% |
|  | (4) |
| Better facilities for cycling need to be provided, especially near schools and within neighbourhoods | 4% |
|  | (3) |
| Maintenance needs to be improved in some areas, specifically along the banks of the Nala. | 3% |
|  | (2) |
| Noise can be very bad e.g. many Ganesh Mandals etc. | 2% |
|  | (1) |
| The water fountain near Shani Mandir needs to be redeveloped and enhanced with landscape features. | 1% |

What the 'hot spots' are or are likely to be in Dattawadi?

A Agarwal

agarwal school vicinity and junction needs to be addressed, particularly for conflicts between children and traffic

B Nala (Nalla)

wall collapses along the Nala

Nalla has garbage dump, fills with water in rains (so should not make a veg market there), is already used as parking space by Suyogshivalai building (so cannot create more parking)

C Deshpande Junction

Deshpande Junction congestion due to encroachments

D Bank of India Colony

accidents are caused in front of Bank of India Colony

E Panmala on Sinhagad Rd junction

the junction at Panmala on Sinhagad Road needs to be managed for traffic movement

F Mhasoba Temple chowk from Mhatre bridge to Mhasoba Chowk

Traffic congestion near Mhasoba Chowk (MC) especially during office and school closing hours mainly because of narrow roads (Eg: from MC to Rakshalekha Society)

congestion at Mhasoba Temple chowk and encroachment on the road from Mhatre bridge to Mhasoba Chowk. Overlapping functions are causing problems

Traffic congestion near Mhasoba Chowk (MC) especially during office and school closing hours mainly because of narrow roads (Eg: from MC to Rakshalekha Society)

Mhasoba Chowk - congestion, too much on-street parking, girls cannot climb buses

G Swami Samarth Temple

water logging during rainy season near Swami Samarth temple and Wadachi baug

H Wadachi

water logging during rainy season near Swami Samarth temple and Wadachi baug

I Bal Shivaji Chowk

water logging at Bal Shivaji chowk

J Traffic congestion near Mahsoba Chowk

Traffic congestion near Mahsoba Chowk (MC) especialy during office and school closing hours mainly because of narrow roads (Eg: from MC to Rakshalekha Society)

K Parking on narrow lanes

Parking problems in narrow tertiary lanes.

L Country Liquor Bar on State Bank Road

M Global Hospital

Global Hospitals appears to have a range of problems, ranging form unhygienic garbage bins, public toilets and unused land opposite. The area from the Agarwal School Junction up to the hospital is a hotspot.

N Mhatre Bridge Junction

pandal obstruction during festival near the mhatre bridge junction

traffic issue on shyam sunder society access road towards mhatre bridge.

O The footpaths in Dattawadi are not pedestrian friendly

P Illegal temporary structures on the tertiary road near Nala and Swamisarth temple

Traffic congestion and parking trouble being caused due to the roads being too narrow and popular areas like the Shani Temple

Q Shani Temple road congestion

Traffic congestion and parking trouble being caused due to the roads being too narrow and popular areas like the Shani Temple.










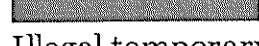

R Dattawadi bus route junction is chaotic

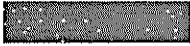


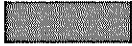





S Rakshalekha society

T Dandekar bridge










entire stretch from dandekar bridge to slum no. 999 is chaotic and relatively unsafe

What the 'hot spots' are or are likely to be in Dattawadi

	(16)
Parking on narrow lanes	16%
	(14)
Nala (Nalla)	14%
	(11)
The footpaths in Dattawadi are not pedestrian friendly	11%
	(11)
Traffic congestion near Mahsoba Chowk	11%
	(9)
Mhasoba Temple chowk fom Mhatre bridge to Mhasoba Chowk	9%
	(5)
Country Liquor Bar on State Bank Road	5%
	(5)
Agarwal	5%
	(4)
Panmala on Sinhagad Rd junction	4%
	(4)
Dandekar bridge	4%
	(4)
Illegal temporary structures on the tertiary road near Nala and Swamisarth temple	4%
	(4)

Deshpande Junction	4%
	(3)
Global Hospital	3%
	(2)
Mhatre Bridge Junction	2%
	(2)
Swami Samarth Temple	2%
	(2)
Bank of India Colony	2%
	(2)
Dattawadi bus route junction is chaotic	2%
	(1)
Rakshalekha society	1%
	(1)
Shani Temple road congestion	1%
	(1)
Bal Shivaji Chowk	1%
	(1)
Wadachi	1%

Designing our Pune Precinct: Our Top Priorities

	20%	(665)
We want to change the street design to be more for people (i.e. street furniture, footpaths, lighting, bus shelters, clean and well maintained public toilets, zebra crossings etc.) and create footpaths that are unobstructed.		
	18%	(625)
Open community space needs to be retained (e.g. Banyan Garden, open space near Raksha Lekha Society, Mother Teresa Garden, Vadachi Bagh, Lion's Club grounds).		
	13%	(450)
We want to have design specific solutions in: the area near the Tapobhumi, the main road which connects Mahtre Bridge and Sinhagad road, Masoba Chowk road, Dattawadi Nagri Sangha, Ambhi Odha road, Wadachi bag, space near Swami Samath Mandir, Ganpati Ghat, space near Shani Temple, etc.		
	10%	(345)
The footpaths in Dattawadi are not pedestrian friendly		
	10%	(330)
Green spaces need to be retained, particularly green cover (e.g. near Shani Mandir) and spaces along the river.		
	9%	(300)
Nala (Nalla)		
	8%	(280)
We would like better controls over street parking, more no parking zones (at Masobha Chowk to Rakshalekha society).		
	6%	(220)
Parking on narrow lanes		
	5%	(185)
We want to retain the existing urban fabric of low-rise houses, walkable lanes and the street network.		