National Pedestrian Conference:

Right to Walk

परिसर

28-29 February 2020

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Aditya Chawande

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Mahima Taneja

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Prashant Inamdar

Rishi Aggarwal

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Foreword

In its long and continuing efforts to promote sustainable transport in the city, Parisar has taken up the issue of walkability time and again. In 2010 Parisar conducted and published a report on walkability in Pune city - "Nowhere to Walk" which assessed the pedestrian environment on 9 aspects. Pune scored just 54 out of 100. In our effort to improve that situation Parisar successfully pushed for the adoption of Street Design Guidelines - "Urban Street Design Guidelines, PMC", and the design of streets using qualified "designers", which eventually led to the edge to edge re-design of some of the major streets in the city like JM Road, DP Road, etc. Meanwhile, Parisar also pushed for and succeeded in the adoption of a Pedestrian Policy by Pune in 2016, which established clear guidelines for the safety and comfort of pedestrians. Parisar has worked with some wonderful organizations and individuals in getting these successes and it has been a collective effort.

However, results on the ground have been slow and less than satisfactory. Cities still pander to the needs of personal motorized vehicles, most often at the expense of vulnerable road users – pedestrians and cyclists – as well as others, such as street vendors. We have reached the conclusion that unless our advocacy efforts are supported by a strong voice from the pedestrians themselves, this situation is unlikely to change. For that we have taken the first STEP towards creating a pedestrians' forum for raising demands to create a walkable city.

The idea for this Pedestrian Conference emerged from these discussions. While everyone at Parisar works on myriad aspects of sustainable transport, everyone is passionate about walking and cares deeply about pedestrian issues. The idea when floated met with enthusiastic support – and it was only with the wholehearted contribution of everyone that it turned out as well as it did.

We were very fortunate – and indeed are grateful – for the immediate and positive response from all whom we reached out to, especially those who attended and participated, but also those who expressed solidarity with the idea, even though they could not attend.

We decided to organize this conference primarily because we felt that pedestrians needed such an exclusive event dedicated to their issues, not just as a side-event at a bigger conference on transport. And as we moved through the 8 packed sessions over two days, that sense of its necessity was reinforced. The opening session by with ex-Pune Commissioner Shri Zagade and his passion for the subject set the tone for the conference, the endorsement of the idea by Mr. Akhoury of AXA Business Services, our gracious sponsors got us off to a positive start.

The conference was an ambitious affair. We had representatives from various parts of the country across a wide spectrum. Theoretical discussions on the form of the city and its impact on walkability were followed by investigations into the connections between walking (and the built environment) and health. We had a representative from the Street Vendors Union talking about resolving the conflict between vendors and walkers and a Professor expressing the angst of people with disabilities while negotiating our unforgiving streets. We delved into issues of safety and gender and learned about creative ways to engage children. We had an impressive array of activists discussing their experiences and providing insights into the nature of the struggles ahead. And perhaps most prominently we had the new pedestrian activist – the urban designer – whose growing intervention in shaping the walking environment is emerging as a significant force.

The wonderful street play by the Swatantra group, the photo exhibition and competition, street walk, the pedestrian challenge film clip and exchange of ideas over the breaks provided the necessary respite from the intensity of the sessions.

We look to continue the idea of an annual event dedicated to pedestrian issues – what form it might take we cannot

tell. And the efforts to create a safer and more walkable city will continue, in the knowledge that we are not alone; there is a wonderful community of people, organizations and institutions dedicated to the cause.

We sincerely thank AXA Business Services for their support, especially Amrin, for giving us the space to work in this sometimes unpredictable environment.

And a shout out to the Parisar team. The work has just begun.

Ranjit Gadgil
Program Director, Parisar.

Parisar team (in alphabetical order): Aditya Chawande, Damodar Shanbhag, Priya Rupalee Subhash, Ranjit Gadgil, Sandeep Gaikwad, Sharmila Deo, Shweta Vernekar, Sujit Patwardhan, Suraj Jaipurkar, Swati Pathak, Vikas Tatad (along with Madhura Kulkarni).

Executive Summary

People are made for walking, but our cities are not built for it. It was this contradiction that served as the background for the National Pedestrian Conference 2020. Within this context, the Conference took a step back and investigated the causes for this contradiction. It also took a step forward and illuminated the different ways in which this contradiction can and should be addressed. And while seamlessly flitting from session to session, the Conference had its feet firmly planted in the theme 'Right to Walk'.

Indian cities have traditionally been cities of walkers and many urban dwellers continue to rely on walking, cycling and public transport for their daily travel. However, in India, pedestrians walk not because of existing facilities, but in spite of it. With the exponential growth in motorization, limited attention has been paid to pedestrian facilities. Growing motorization has also led to a dramatic increase in the number of pedestrian fatalities and accidents, and high levels of air pollution- particularly exposing pedestrians who walk to work or access public transport to reach their destinations.

The Keynote Address illustrated what it means to be a pedestrian in modern Indian cities- innumerable but invisible, necessary but ignored, informed but voiceless, oppressed and disempowered. However, a pedestrian is also a practitioner of the city, someone who asserts her right to walk, to the city and to public places by the simple act of placing one foot in front of the other. The address, therefore, also opened the floor for different imaginations of what it would mean to be a safe, secure and happy pedestrian in a city. The need for a change in priority was recognized that will allow people, not vehicles, to reclaim the urban environment.

The following sessions on both the days delved deeper into the modalities, strategies and the locations for such a change. The changes were suggested at macro and micro level, within the broader context of neoliberal politics and the specific scope of local politics, at the level of system and process, and finally at collective and individual level. Most significantly, the Conference highlighted that just like the location of intervention, there is no one method to bring about the change.

The session on 'Life of a Street' and 'Battle of Urban Designers' highlighted the need to reconfigure the notions of planning, designing and using the street so that it caters to and accommodates all the different users of a street in a dignified manner. The canvas of change was broadened with the arresting strokes of stories, ethnographies, grassroots advocacy and participatory design- and decision-making. The sessions entitled 'Invisible Pedestrian' and 'Pedestrian Empowerment' clearly demonstrated the slow but long-term power of these methods to not just vocalize the demands of pedestrians but also enable them to imagine a city of their liking; to not simply opt the best-solution-at-hand approach but to align the solutions to the best imaginations.

The 'Pedestrian Safety Interventions' session highlighted the importance of data in both empowering the demands of the pedestrians and for holding the authorities accountable. While cities need to make the transformation to walkable cities for straightforward health reasons, 'Walkingly Healthy' session revealed how the rapidly changing built environment and air quality are making it trickier to calculate the benefits of walking.

These different strategies for change were informed and preceded by elaborate accounts of:

- current pedestrian infrastructure- social, emotional and technical
- governance structure- funds, function, functionaries
- processes of implementation and intervention- power networks and nodes
- public health and built environment
- pedestrian rights and everyday life.

These accounts were from various cities in India. In Pune, specifically, these accounts took the form of survey findings, an output of the Pedestrian Safety Perception Survey conducted by Parisar in 41 municipal wards covering 1000 pedestrians. Most pedestrians complained about non-availability of footpaths, feeling unsafe while walking, and considered vehicular parking over footpaths the main reason preventing them from using footpaths. While the landscape of demands for better facilities has remained mostly parched in the city, an overwhelming majority expressed interest in participating in activities if there was a forum to take up their issues. In response to that interest, STEP (Steps Toward Empowering Pedestrians), a pedestrian forum for Pune was launched at the Conference.

'Why people do not demand their right to a walkable city' is a hard question that looks easy. The fact that everyone is a pedestrian at a certain point in their commute makes this question all the more difficult. However, the very heterogeneity and complexity of the term pedestrian and who constitutes it, is a starting point to the next hard question that looks as hard, which is- 'How to organize pedestrians to demand their right to a walkable city'. The challenge is not only to work out a model or design that works for all the different kinds of pedestrians- children, differently abled, elderly and a daily wage worker who cannot afford any other mode - but also to bring all these different categories together and to make them consider themselves as one; the ones denied their Right to Walk.

Very successfully, the Conference made us all stop in our respective isolated tracks of thought and slowed down the leaps to certainties. Just like walking, the Conference had contemplative and active roots, and it was largely about going somewhere- the goal of making walkable and pedestrian-friendly cities.

The National Pedestrian Conference 2020 was structured as follows:

1.   Keynote addresses by

     a.   Mahesh Zagade, ex-Municipal Commissioner, Pune, ex-Transport Commissioner, Government of Maharashtra

     b.   Sujit Patwardhan, Trustee, Parisar

     c.   Avaneesh Akhoury, Head- Healthcare and Medical Expertise, AXA Business Services

2.   Five sessions dedicated to understanding pedestrian issues from different perspectives like urban planning, street design, health and air quality, law, ethnography, etc. The last session of this two-day consultation had the most unusual panel with people from seven different cities sharing their experience of working for the pedestrian issues and the challenges of empowering pedestrians to demand their rights

3.   Sharing the findings of Pedestrians' perception survey conducted by Parisar and launching STEP (Steps Toward Empowering Pedestrians), a forum for pedestrians in Pune.

4.   Activities- Movie screening, Public walk, Street play, 'Why do you walk' interactive exercise, 'Pedestrian in a City' photo exhibition and competition

Day 1

Keynote Address: Right to Walk

Speakers: Sujit Patwardhan, Mahesh Zagade and Avaneesh Akhoury

Sujit Patwardhan

Sujit Patwardhan, the Trustee and Hon. Secretary of Parisar delivered the keynote address and explained the significance of the conference theme- Right to Walk.

He started by highlighting the benefits of walking as a natural mode of commuting- walking doesn't consume any fuel, causes no pollution or congestion. He pointed out that despite these benefits, walking remains a neglected area in the city's transportation infrastructure. Citing the findings of Pedestrians' perception survey by Parisar, he argued that pedestrians themselves are unwilling to talk about their problems. The majority of survey respondents believed that nothing is going to change and Mr. Patwardhan felt that their pessimism can only be changed by giving walking the priority it deserves.

Using several examples, Mr. Patwardhan showed how traffic planning in many cities is invariably understood as planning for smooth and uninterrupted movement of auto-vehicles. Though some cities, like Pune, are exceptions and have formulated policies for the safety of pedestrians, there is not adequate budgetary provision by the local authority (in this case the Pune Municipal Corporation) to ensure effective implementation of these policies.

He pointed out that the number of pedestrian deaths are on the rise yet scant attention is given to them while

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In many cities, you come across large posters at traffic crossings put up by the traffic police. The poster shows a picture of a lion crossing the street and the caption reads 'The Pedestrian is King'. While the poster implies that the pedestrian is an important element in the traffic, in reality, pedestrian is the most peripheral element of the traffic. In effect, pedestrians have become a king without a kingdom."

building the road infrastructure. Even on massively wide
multi-lane roads, the footpaths are extremely narrow and
full of obstructions. In his opinion the problem cannot
be addressed until the pedestrians and the authorities are
convinced that pedestrians are an integral part of the road
traffic. Multiple stakeholders like policymakers, designers,
planners, public transport users, road users, civil society etc.
all have a role to play in making our cities walkable.

Mahesh Zagade

> **In my capacity as the Transport Commissioner [of Maharashtra], we started an automatic driving test at Nashik Naka, for people holding valid driving licenses. It was a simple test and yet 65% private vehicle drivers and 55% public/ state transport drivers failed it. This experiment laid bare our faulty and corrupt licensing system as a result of which we have a large number of unqualified drivers on the roads who are a great risk to pedestrians. Drivers are merely expected to respect the pedestrians. If they do not do so or cause harm to the pedestrians there is no penalty. If at all such provisions are enforced, things will begin to change."**

Mahesh Zagade, the former transport commissioner of Maharashtra and a passionate walker, highlighted the glaring gaps in laws and policies concerning rights of pedestrians in his keynote address.

Mr. Zagade started by expressing his affinity for walking and its pivotal role in his everyday life. He elaborated how walking is amenable to critical thinking, clear mind and a sense of presence. Despite walking being fundamental in the lives of many, it is starkly missing in various policies and laws at all federal levels, with the exception of Indian Road Congress (IRC) guidelines, which are also not legally enforceable, noted Mr. Zagade.

At the central level, the Motor Vehicles (Amendment) Act 2019 mentions the word 'pedestrian' just once and that too in the context of precaution that drivers must take. At the city level, the 2017 Development Control and Promotion Regulations for Pune Municipal Corporation (PMC) simply states that 1.8 meters should be allocated for footpaths but there are no specifications beyond this.

In order to improve this scenario, Mr. Zagade recommended that pedestrian provisions and safety should be part of existing legislations, such as the Regional Town Planning Act or Maharashtra Municipal Corporations Act (MMCA), to name a few. He added that while MMCA empowers the Municipal Commissioners to make provisions for public streets and their maintenance, it should be reinforced with a pro-pedestrian approach.

In addition to the scope of policies and laws, Mr. Zagade underscored the role of decision-makers, policy planners and bureaucracy. He believes that the rigour and empathy with which they make themselves aware of pedestrian issues and work for them is of utmost importance in the long run.

He concluded by highlighting the role of urban design
in bringing about radical changes favourable to creating
walkable cities. He proposed two guiding principles of
urban design-

1. Cities should be designed in a way that people should
    be able to comfortably and safely walk or cycle or use
    public transport to work.

2. The per capita energy intensity and consumption should
    be minimal.

He believes that we have an opportunity to design urban
spaces which will enhance the quality of life of urban
dwellers and at the same time provide them a healthy and
sustainable lifestyle.
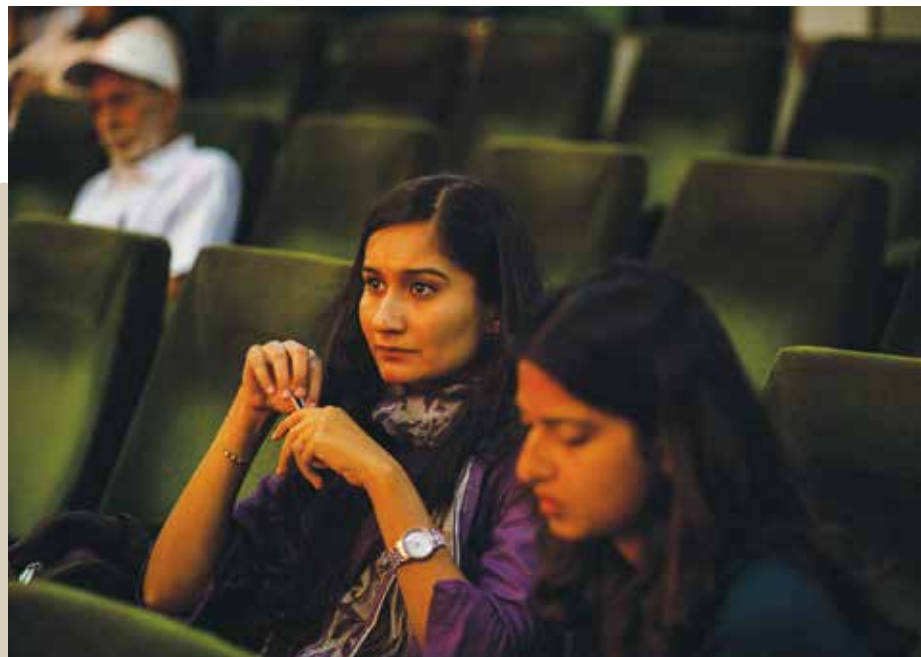
Avaneesh Akhoury

Avaneesh Akhoury, the Head of Healthcare and Medical Expertise Department at AXA Business Services (AXA) was the third keynote speaker at the Conference. He talked about the objective of AXA, a leading insurance company operating in more than 50 countries, to ensure the best possible life for their customers, and the role of Corporate Social Responsibility (CSR) in achieving the stated objective.

As befits the four pillars of AXA's CSR strategy, the National Pedestrian Conference through its various sessions discussed and explored the following themes:

1.   Health and disease prevention

2.   Climate change and environment

3.   Social and economic inclusion

4.   Use of data and artificial intelligence

Mr. Akhoury stressed the need for a pro-pedestrian perspective at all levels (decision-making, implementing authorities, etc) and among all kinds of commuters. People behind the wheel not only feel entitled to the road space, they also consider pedestrians as barriers on the road. The prevalent policy environment, infrastructure ecosystem and behavioural aspect only bolster this flawed understanding.

He hoped that the deliberations during the Conference will yield actionable insights towards making our cities walkable.

Mr. Akhoury, along with Sujit Patwardhan and Mahesh
Zagade, launched the STEP website - Step Towards
Empowering Pedestrians - a pedestrian forum to address the
pedestrian issues and bring them together to demand their
rights.

Pedestrian Safety Perception Survey in Pune

Speakers: Suraj Jaipurkar and Priya Pharande

Suraj and Priya from Parisar presented the key findings of the pedestrians' perception survey conducted by Parisar in late 2019. The sample of this survey was 1000 people across all 41 wards or *prabhag* in Pune.

The aim was to understand pedestrian perception in terms of their experience of walking in the city, safety issues and suggestions regarding pedestrian infrastructure.

Key findings of the study :

❧ More than 83% respondents walk daily in the city.
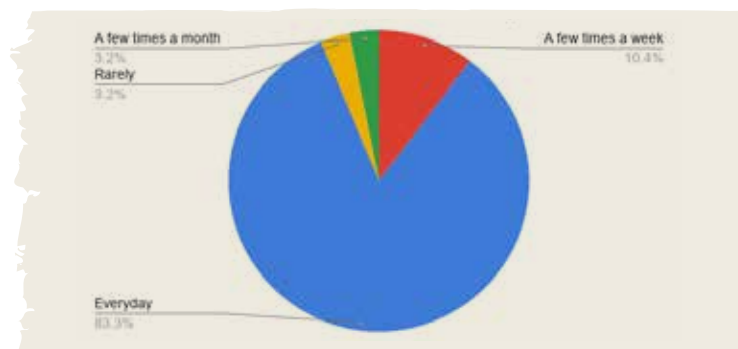
Suraj Jaipurkar

More than 47% respondents do not own a personal vehicle and are completely dependent on walking and public transport for their daily commute.
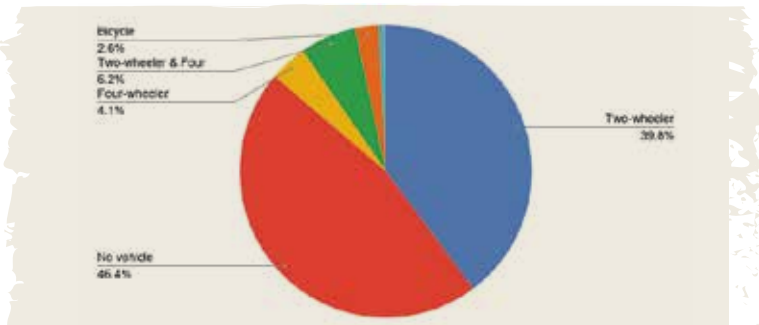
Almost 47% respondents own a two-wheeler of which more men own a vehicle than women.
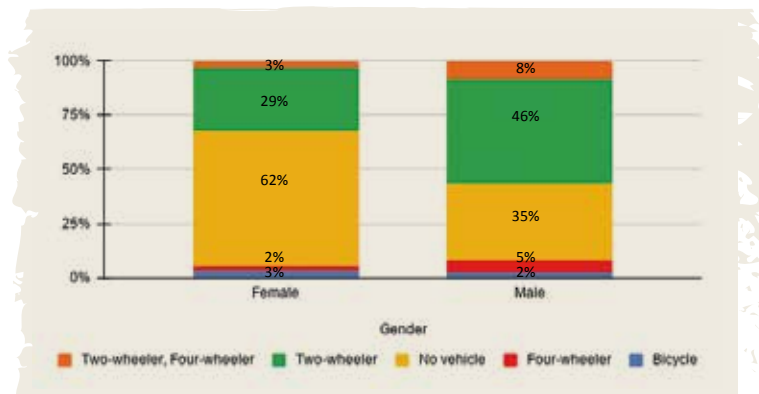
Reasons why people don't use footpaths - parking on footpaths, obstructions such as utility boxes, signages etc. , hawkers, uneven or discontinued footpaths etc. Other reasons include - no footpaths, narrow footpaths, vehicular traffic on the footpath, unclean footpath etc.

Priya Pharande
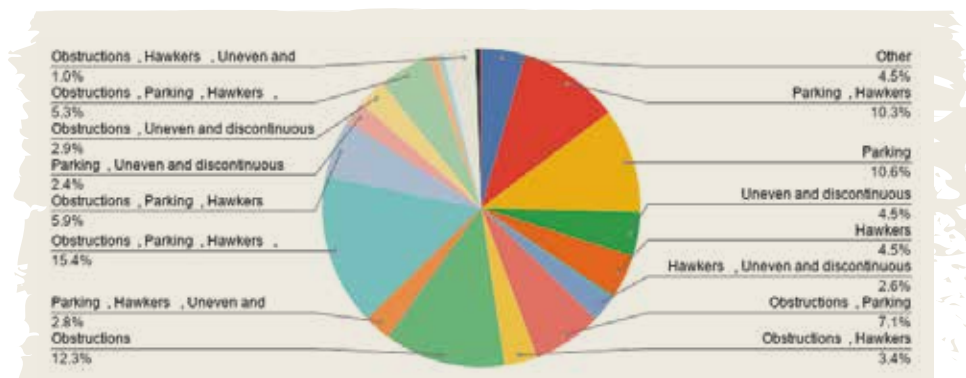
❦ Wards where pedestrians feel unsafe-Bavdhan-Kothrud depot, Vadgaon Dhayari-Suncity, Kalas-Dhanori, Janta Vasahat-Dattawadi.
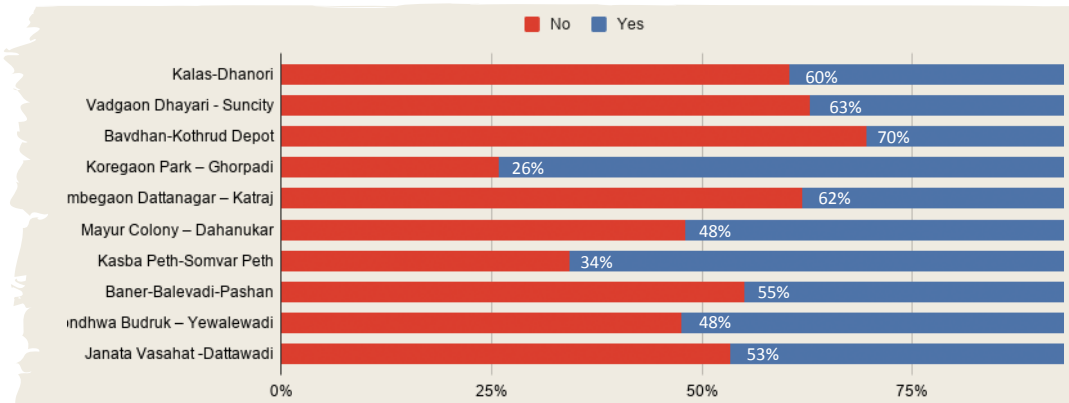
❦ Reasons for fear or feeling unsafe - Speedy vehicles and fear of accidents.
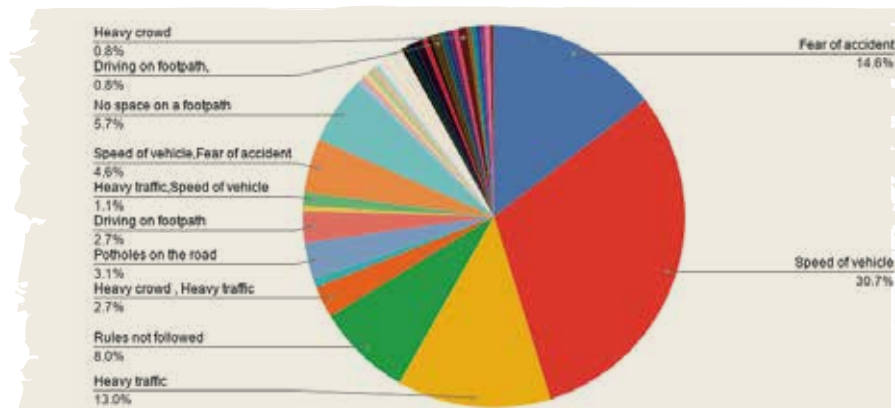
❦ Reasons for not registering complaints - the majority said they don't know that they can make complaints in such instances.
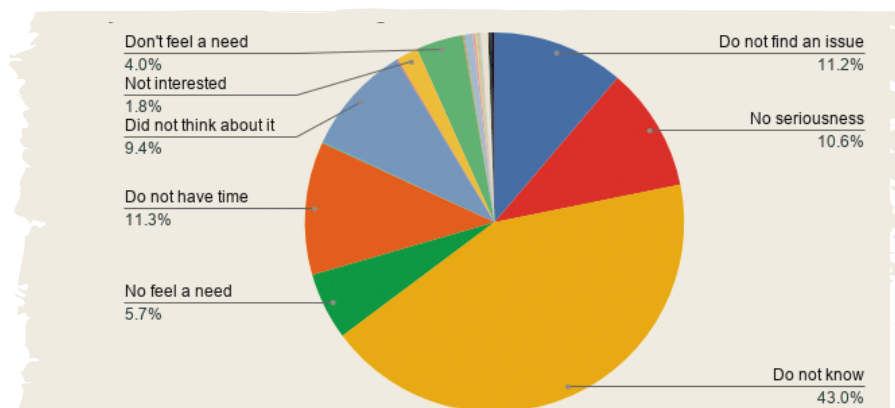
❦ Safety at a signal junction while crossing - Senior citizens in the 51-71 years age group face major problems while crossing.
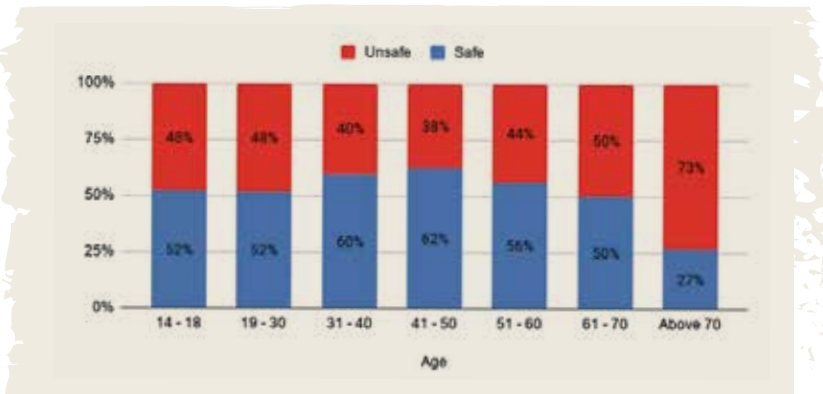
❦ Women respondents expressed safety concerns. They demanded adequate street lighting.
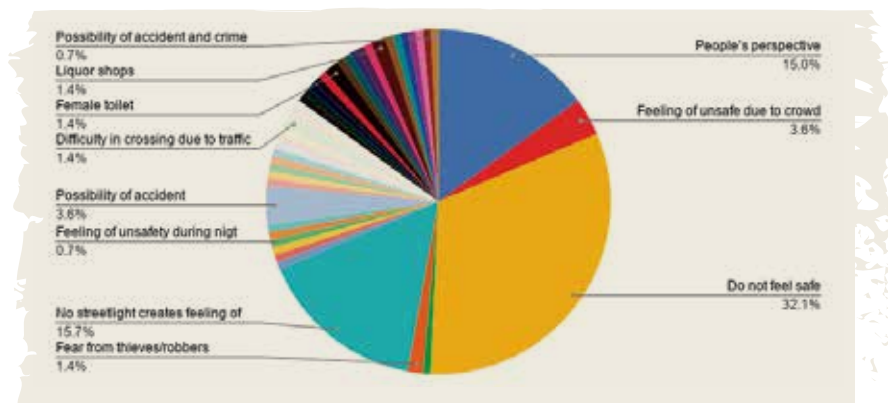
❦ Basic facilities on footpaths according to pedestrians - trash bin, toilets, benches/shade etc. Most importantly, respondents felt that the footpath should be spacious enough to walk freely.
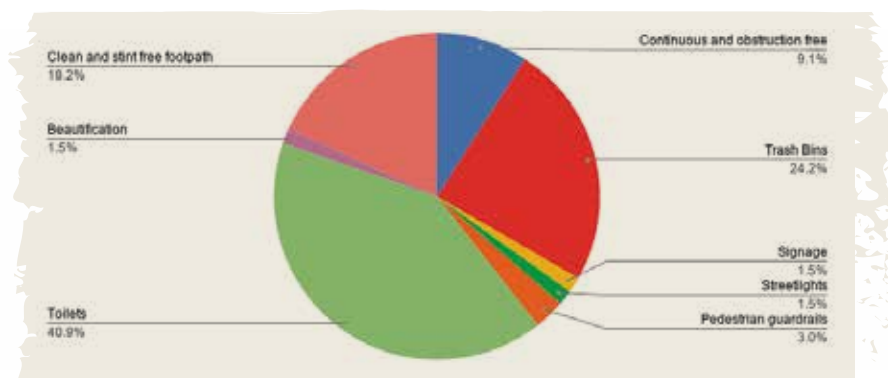
There is a lack of awareness about the rights of pedestrians. However, 86% expressed the need for a campaign to address their issues. However when asked about the need for a campaign to address the problems 86% responded affirmatively.

No
2.2%

Do not know
12.1%

Yes
85.7%
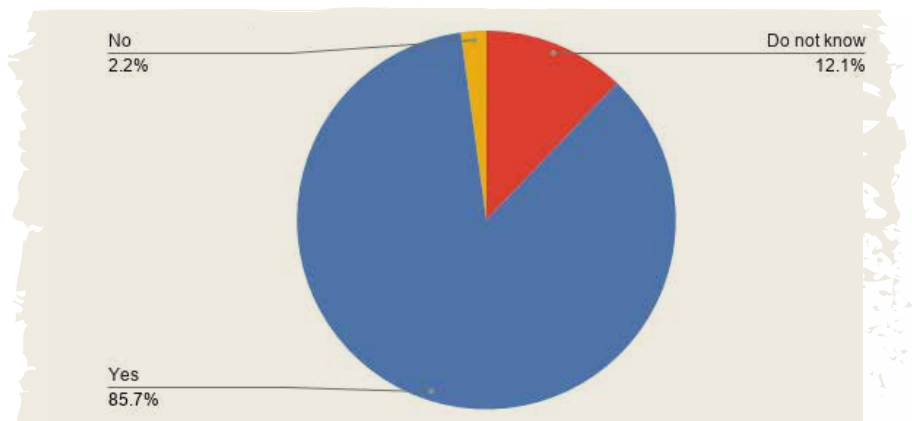
To sum up, the study showed that not everyone own a vehicle and depend on walking and/or public transport for daily commute. Most pedestrians experience various problems but do not consider it serious enough to register a complaint. Importantly, 84% walk every day, which is quite a significant number, however, they are rendered invisible in the city's vehicular hustle.

"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

"Walking is the natural recreation for a man who desires not absolutely to suppress his intellect but to turn it out to play for a season."

- Leslie Stephen

"Walking is a man's best medicine."
- Hippocrates

"All truly great thoughts are conceived by walking."
- Friedrich Nietzsche

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

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

"We live in a fast-paced society. Walking slows us down."
- Robert Sweetgall

"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

"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

"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

The Footpath Challenge: City Walk

Shastri Road, Navi Peth

All the conference participants walked the streets around the programme venue along a predetermined route. around the programme venue. They recorded their experiences on a feedback form shared by Parisar.

Findings from the compiled feedback are as follows:

1. Of the 31 respondents, 17 considered parked vehicles to be the biggest obstruction on the walking. The other major obstructions pointed by the respondents were electricity poles, boxes followed by debris and dug-up roads. Electricity poles and boxes were also major obstructions according to the respondents. As the roads were dug up because water pipelines were being replaced, debris and dug up roads were also a noticeable obstruction.

2. Most respondents felt that better design and accessibility is the most important solution for improving walkability on the streets. The solution to improve governance and inter-departmental coordination received the next highest number of votes.

3. There were varied responses to the question of what bothered people the most during the walk. Of them, the inability to talk to fellow walkers was most repeated.

After the walk, we collectively pondered, while footpaths are meant for pedestrians, what exactly does it mean to walk on the footpath? Parisar showed a pre-recorded video clip of a person taking a footpath challenge which required her to walk only on the footpath and that laid bare... so on. The participants were encouraged to assess the walkability of the streets in their cities by taking the Parisar Footpath Challenge. You can watch the footpath challenge video here-

https://www.instagram.com/p/B_hlRZBpOli/

The life of a street: Investigating infrastructure, movements and activities

Speakers: Hussain Indorewala, Dhananjay Bhole, Sanjay Shanke and Dinkar Gojare

Facilitator: Ranjit Gadgil

Ranjit Gadgil

Mr. Gadgil set the context for this session by explaining its three-fold objectives as follows:

❦ How to make the footpaths minimally walkable for all types of users?

❦ What are the types of obstacles, and where and why they arise?

❦ How to resolve the conflict between all legitimate users through designing, planning and other measures?

Hussain Indorewala:

Presenting sketches of the social life of streets, Mr. Indorewala talked about the changing notions of planning, designing and street use, and how these changes are affecting the public life on the streets. He also recommended the standards which must be adopted towards maintaining the social life of a street.

Mr. Indorewala opened the session by establishing that streets are an expression of the democratic public realm. Neoliberal policies either privatise the street by putting a price on it or discipline it, both of which, he argued, are detrimental to street use. Extending this argument, he pointed out the inherent problems in viewing urban planning as ordering the space, rather than integrating various kinds of uses. He stressed that streets are vital to public life and cities should enable that the streets continue playing that role by accommodating a diverse range of activities.

Mr. Indorewala reflected on how street life works well
when streets are planned and designed to allow all possible
connections between its various functions. The city fabric
of old parts of Indian cities do this well, wherein most
buildings have commercial activities at the ground level and
residential functions above them. This is changing now with
increasing floor area ratio of land and with newly adopted
development regulations where the interface between public
or semi-public and private realms is fast shrinking. He also
enlisted a few planning pitfalls like placing the streetlights
along the middle of the road prioritising vehicles and not
pedestrians, isolated pedestrian walkways, etc.

He alluded to the contrast wherein modern planning is
oriented towards segregation for discipline and control. The
streets, however, do not work in a segregated way. Often,
city planners divide a street by allocating space for different
functions, such as shopping, cycling, vending, walking etc.
Mr. Indorewala stated that while this division through
allocation helps to an extent, it also creates a hierarchy
by implying which activity is of priority and which is not.
Resultantly, what is witnessed is that the moment the street
space gets limited, cycle track, footpath or vendor space is
dispensed with while other activities like parking remain
indispensable.

"Walking on the streets is a process. Pedestrians not just
walk, they meet people, they sit and chat, spend time on the
street. Urban planning and street design should enable all
these activities. At the same time, pedestrians have a starting
point and a destination in their journey. Street structures
must be planned to adequately take these nodes into
consideration. Among many other things, this would mean
that main roads should be bisected by a pedestrian network
at regular intervals."

By establishing that street vending should not be considered
an encroachment and rather a vital part of the street life,
Mr. Indorewala talked about the vending space on the street.
He cited the Street Vendors (Protection of Livelihood and
Regulation of Street Vending) Act, 2014 which delineates
that the city should make provision for 2.5% of its
population for street vending. The Act also mandates local

Hussain Indorewala

governments to build adequate infrastructure and planning of natural markets, which does not mean they have to be removed and relocated, but serviced where they exist with allocation of proper space.

He concluded by suggesting a new hierarchy which should be followed by planners- first think and work for pedestrians, bicyclists and street vendors, followed by public transport and lastly private motorised vehicles.

Dhananjay Bhole:

He spoke about the everyday mobility issues faced by persons with disabilities and utter ignorance about them in the society in general and among the planners in particular.

Mr. Bhole stated upfront that the Right to Walk of persons with disabilities is hardly ever acknowledged by the policymakers and implementing authorities, making them the 'dependents' of independent India.

He subsequently elaborated on the different kinds of disabilities and the challenges specific to each. While visually impaired people like Mr. Bhole are equipped to identify obstacles in front of them at the ground level with the help of white cane, it is nearly impossible for them to be aware of any other obstacles which are not at the ground level like a tree branch, part of utility boxes, etc. People with speech and hearing impairments feel vulnerable on loud buzzing streets. Broken footpaths not only cause inconvenience to visually impaired people and people on wheelchairs but often lead to injuries and accidents.

Dhananjay Bhole

"Navigating on the footpaths is the most difficult part of our commute. I have bumped into the guard rails on the pavements several times and suffered injuries. The pavement on Pune's Jangli Maharaj Road is spacious and well-designed, but because of the barricades, persons on wheelchairs cannot use them. For these and such other reasons we are forced to walk on the road. Vendors and hawkers are not barriers for us, they help us. Non-compliant, non-friendly road structures are the main barriers."

Mr. Bhole narrated the attempts by disabled persons to advocate for free, safe and comfortable movement with the Government of India which led to the Accessible India Campaign (Sugamya Bharat Abhiyan). In 2015, the Department of Empowerment of Persons with Disabilities launched it as a nationwide campaign for achieving universal accessibility for persons with disabilities. It provides guidelines to make all spaces - built infrastructure, transportation system, and information and communication - accessible to everyone.

Mr. Bhole expressed that though concerned officials of PWD, PMC etc participated in the orientation programmes conducted for the campaign, their awareness does not guarantee the implementation of set standards and guidelines. In his experience, standards are often not followed under the pretext of lack of funds and other similar reasons.

Talking about the apathy of the people in general and the media in particular he said that every third Thursday of May is observed as The Global Accessibility Day and it is only on this day that the media persons think about the disabled people. He concluded by suggesting that the media should pay attention to the everyday issues of mobility and accessibility faced by persons with disabilities rather than covering their success stories once in a year.

Sanjay Shanke:

A representative of the union of Street Hawkers and Vendors, he talked about how and why pavements should also include hawkers.

Mr. Shanke started his talk by addressing the mindset which considers hawkers as the main obstacles to the movement and safety of pedestrians. He countered this point of view by expressing that pavements in cities should be spacious and a shared space for pedestrians, plants and hawkers. As pedestrians are the customers of the hawkers, and most hawkers are pedestrians themselves in their daily commute, they understand and are concerned about the safety of the pedestrians. Mere presence of the hawkers does not mean a direct negation of space and safety of the pedestrians.

Sanjay Shanke

He critiqued the prevalent practice and perception
of the policymakers who are more concerned about
accommodating more vehicles by shrinking the footpaths
than restricting the number of motorized vehicles. Hawkers
have a constitutional right to be on roads to run their
business. Pointing out a contradiction, Mr. Shanke stated
that each hawker occupies street space for up to 4-8 hours
a day depending on their goods, and also pays rent for the
space they occupy. On the other hand, a parked car occupies
double the space a hawker requires, and yet it is the cars
which are given a free hand when it comes to both space
and fee.

"Footpaths are so narrow that they are insufficient even for
the pedestrians. In such a scenario, it is a mammoth task to
make footpaths a shared social space for pedestrians and
hawkers. If allowed, I am ready to demonstrate how it is
doable and good for all the pavement users, and the same
model can be followed in different cities."

Mr. Shanke expressed a deep concern with the idea of
hawker-free cities gaining piquancy in urban planning.
He believes that such cities are not only a big threat to
the livelihood of the hawkers but also the very fabric of a
compact, mixed and vibrant city. He concluded by calling
out the steps taken by local governments which are biased
against the hawkers.

Dinkar Gojare:

Presenting the perspective of planners and executors and challenges faced by them, Dinkar Gojare, an Executive Engineer with Pune Municipal Corporation's Road Department provided an overview of policies being adopted and their importance.

Tracing the transport policies in Pune, Mr. Gojare stated that for a long time road designing was equated just with the management of vehicle traffic and parking. This mindset began to change around 2006 when Pune hosted the Commonwealth International Sports event. The Central Government insisted that proper pavements, cycle tracks with sign boards were constructed. Around the same time, Pune Municipal Corporation (PMC) adopted the Comprehensive Mobility Plan. Despite all these developments, there were no specific guidelines for pedestrians.

"

Close association with Parisar and other like-minded organizations assisted PMC in drafting and passing the Pedestrian Policy in 2016, which was a landmark achievement."

Dinkar Gojare

Narrating his experiences, Mr. Gojare mentioned how including peripheral villages which have grown in an unplanned manner and acquiring land to implement road development as per the planning norms constitute huge challenges. Another challenge, according to Mr. Gojare, is the ever-growing number of vehicles on the roads. On an average, every day around 750 new vehicles are registered and added on the streets of Pune, annually 2.50 lakh new vehicles are registered in Pune. The local body does not have any control over the registrations.

Mr. Gojare also mentioned about the Pune SMART City Project, which was carried out by involving residents and shop owners. He concluded by saying that although a participatory approach is recommended and the PMC committee also has representatives of all stakeholders, their involvement is only possible up to the administration level. It is nearly impossible to involve everyone at the implementation level.

Interaction with the audience:

A participant shared a common perception that reducing parking space on roads decreases business of the shops. It was expressed that people want to take their vehicles till up to the shop and are reluctant to park it far away and walk to the shop. In response, Mr. Gojare said that J M Road experience in Pune tells otherwise. Once walkability in the area increased, the sales also increased.

About the involvement of stakeholder another participant commented that real participation of stakeholders does not take place because of a lack of openness of the decision making authorities. Officers are reluctant to be flexible and want suggestions that only fit in their set framework. A representative of an advocacy group in Mumbai said a lot depends on the interest and willingness of the officer concerned. In Mumbai the process was in full swing by 2013-14 when Seetaram Kunte headed the work as the Municipal Commissioner, however, after his transfer, the process was stalled.

Walkingly Healthy: Understanding the connection between walking, public health & built environment

Speakers: Dr. Sundeep Salvi, Dr. Navdeep Asija, Dr. Deepti Adlakha

Facilitator: Shweta Vernekar

Shweta Vernekar

Shweta laid out the objective of this session in the following words:

"This session will explore a simple question: What does it mean from the point of view of both the pedestrian's individual health and the city's overall well being to walk in Indian cities? The other aspects that the session will delve into are:

1. The scientifically and medically proven health benefits of walking as a physical activity

2. The way and extent to which air pollution negates the benefits of walking

3. The role built environment, good walking infrastructure and public spaces play in enhancing physical activity; their correlation and its application in India

4. The difference in the benefits of necessity driven transport-based walking and choice-based leisure or healthy walking.

5. Role of socioeconomic status and vehicle ownership

6. What does the law say about pedestrian's right to walk and thereby their right to non-polluted air as they do not contribute to air pollution

7. The role of sustainable transport especially walking for the overall well being of a city

One of the speakers of this session, **Dr. Deepti Adlakha** joined the conference through video-conferencing.

Dr. Adlakha started by elaborating on the role of the built environment in physical activity and health promotion in low and middle income countries. She stated that the built environment is everywhere around us, including buildings, transportation facilities, recreation places, parks and open spaces, and that the characteristics of the built environment can either facilitate or constrain physical activity. For instance, research has consistently shown that the availability of green spaces and neighbourhood parks has meant better health and well being of populations. A study by WHO, looked into ways of improving public health and proclaimed physical activity as the best option, as it prevented several illnesses.

She pointed out that the last decade has significantly shifted the way people travel, marked by the increase of private vehicles. Her own research looks into these changed patterns and their implications, and it shows that we are increasingly moving towards low physical activity and sedentary lifestyles. Additionally, rapid and unplanned urbanisation has given rise to many consequences like road accidents, air pollution and diminished safe spaces for walking and cycling.

After this brief introduction by Dr. Adlakha, Shweta asked the following question to Dr. Sundeep Salvi to which his responses are documented below:

Shweta: What impact does air pollution have on pedestrians?

Dr. Salvi: Although air pollution affects everybody, including unborn babies, pedestrians are affected the most. It is so because they are in close vicinity of sources of pollution, particularly road dust and vehicular emissions such as particulate matter (PM), nitrogen oxide, carbon monoxide, etc.

In our normal day-to-day activity, we inhale around ten thousand litres of air. A walking body needs more air and therefore more pollutants are inhaled while on the road. Walking is a good exercise, but walking in a polluted environment may cause more harm to the lungs than good. It is important to note that the amount of harm
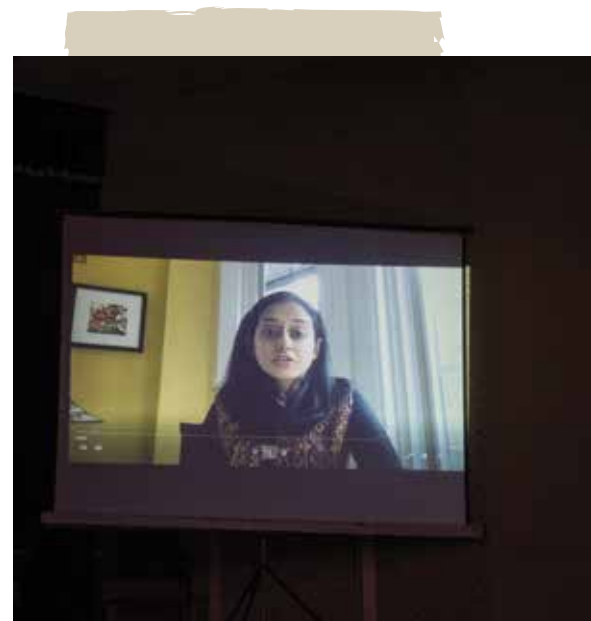
Dr. Deepti Adlakha

is related to the timing of your walking on the road. Walking during peak traffic hours exposes pedestrians to the highest levels of pollutants.

Now-a-days the air quality index (AQI) is displayed in major locations of a city. However, pedestrians are exposed to pollution which is 5-10 times more than the one displayed on the board as they are very close to the sources of pollution.

Shweta: Do the socio-economic conditions of people make them more vulnerable to air pollution?

Dr. Salvi: People from low-income families usually have poor lungs because of malnourishment. Poor housing, using biomass for cooking etc. also impact their physical health in general and health of lungs in particular. I would like to specifically point out that mosquito repellent coils and *dhoop* sticks, which are commonly used in tiny homes with poor ventilation are far more hazardous. Studies by the Chest Research Foundation in Pune show that in terms of pollution the impact of smoke from mosquito repellent coils is equivalent to that of smoking 100 cigarettes, while 1 *dhoop* stick is equivalent to smoking 500 cigarettes. People already inhaling toxic air at home are more vulnerable to air pollution outside the home.

Interaction with the audience:

Question: Does the presence of green cover on the road reduce the impact of pollution on the health of pedestrians?

Dr. Salvi: Plants are important pollutant-absorbents and a lane of plants between the footpath and carriageway helps. A lot of research is taking place to identify species that are effective in mopping up the air pollutants. Also, the height of the plants should be appropriately maintained, for if they grow too tall the purpose will not get served.

Dr. Sundeep Salvi

Also, sedentary life is not good as sitting continuously for long durations is cancerous. Hence, a simple exercise like walking is necessary. However, then one is exposed to air pollution at the cost of exercise. Though there are no specific studies to show that between sedentary life and walking in a polluted environment which one is less harmful, I will advise being cautious about the timing of your walking. If you walk when traffic is less you will be exposed to fewer pollutants.

Question: What is the response of policymakers to your research findings, especially the findings related to mosquito repellent coils?

Dr. Salvi: I have written extensively about the research findings in various publications. The dilemma before the government is that a ban on the coils may protect the lungs, but it will also expose people to mosquito-borne diseases like dengue, malaria, and chikungunya, which is even worse. Therefore, unless there is an effective solution against mosquito-borne diseases, what is the point in banning coil or scaring people about its hazards?

Question: For children what kind of precautions should be taken to avoid pollution? Are masks a solution?

Dr. Salvi: Children are exposed to air pollution to varying degrees and due to a lot of factors. For instance, on a two-wheeler, a child standing or sitting in the front will be exposed to more air pollution than the child sitting behind the driver. Also, a bus is better than an auto-rickshaw in terms of protecting oneself from exposure to air pollutants. Normal masks or covering the face with a scarf do not help. N95 masks, however, are helpful and effective. Apart from these, various other precautions help like maintaining your fluid balance, drinking enough water, since pollutants catch quickly when the throat is dry.

After this question and answer round with Dr. Salvi, Shweta again showed excerpts from the video sent by Dr. Adlakha.

In the second part of the video, Dr. Adlakha narrated the experience of her colleague who recently visited the city of Varanasi in India. The friend described his experience of walking on the roads as a mixture of a carnival thrill ride and a war zone, a scene common to almost all Indian cities. Dr. Adlakha recounted the importance of streets as social spaces and nodes of interactions, and argued that the character of a street decides the degree to which they are found to be safe, comfortable and attractive for walking.

While walking is the easiest way of engaging in a physical activity (it is safe, easy to stick with, low or no cost at all) and just 150 minutes of walking a week can reduce the risk of several lifestyle diseases (like diabetes, stroke, heart disease and several types of cancer), modern societies are increasingly moving away from walking, relying heavily on private automobiles. She evidenced by stating that neighbourhood streets are no longer walking spaces but mere conduits for cars to travel from one point to another. Therefore, the way our cities are designed affects what kind of life we are living, whether or not we are sitting a lot, whether we are taking up adequate physical activity and so on. She underlined while this is as much a public health issue, it is also a matter of urban planning.

Dr. Adlakha talked about the link between socioeconomic status and air pollution by arguing that while improved neighbourhood walkability has been proven to improve health, the benefits of a walkable neighbourhood are offset by environmental factors like traffic congestion and air pollution. She mentioned that people from lower socio-economic status were found to walk and cycle more, thereby exposing themselves to more pollution and traffic on roads. On the other hand, people from higher income relied more on private vehicles for transportation and have been found to lead sedentary lives exposing them to other kinds of health effects.

Dr. Navdeep Asija, talked about the issues of pedestrians
from a legal and policy perspective, narrating his experience
with the petition of Right to Walk in the Punjab High Court
and making Fazilka, a small town in Punjab, the first
car-free zone.

Dr. Asija started his talk with the Right to Walk petition he
filed in the Punjab High Court. He filed this petition because
he strongly believed Right to Walk to be a fundamental right
in its own sense. He contrasted it with the Right to drive
which is acquired only after people reach a certain legal age
(which varies from country to country) and pass the driving
tests. However, one's right to walk is by birth. Inadequate
and inefficient built environment which is not conducive to
walking is, therefore, in violation of a citizen's right to walk.

Dr. Asija traced the Right to Walk back to Right to Life. He
stated that Justice Bhagwati, in his reading of Right to Life,
interpreted it in a broad context; right to life was not merely
the right to exist. It also meant the right to a dignified and
healthy life with the right to employment, shelter, health and
education, and all those necessities which guarantee a full
life. In Dr. Asija's reading, right to a healthy life encompasses
many things including the right to walk.

Comparing the conditions in his hometown, Fazilka in
Punjab, with that in cities like Chandigarh, Dr. Asija
asserted that villages fare better when it comes to walking,

> "
>
> **We are expanding cities from a human scale to an automobile scale. At the local level, pedestrian infrastructure is either considered unnecessary or is invariably the last priority. There is a budget to build crores worth flyover, but not for a footpath! These challenges made me draft my petition. In my PIL (public interest litigation), I sought directions for the enforcement of my right to walk.**

for they are self-sufficient, commute within the villages are mostly very short which are mostly covered on foot. However, our cities are continuously expanding and with it the commuting distances.

Dr. Asija's first petition was heard by a bench which was quick to give an interim order in favour of the petition. While the order did not say anything about vehicle-centric infrastructure, it made footpaths as non-negotiable and all the cities in Punjab and Haryana were asked to develop infrastructure for the pedestrians. Dr. Asija considered this a victory as the order equipped him with a document which could be used to insist on pedestrian infrastructure in the meetings with city planners and engineers. However, Dr. Asija also maintained that despite these developments, the mindset to look at the pedestrian facilities with an aspirational value or at par with other infrastructural projects is still missing, which is a concern.

Dr. Asija recounted a few other instances from Punjab. At the Golden Temple junction, a flyover was proposed for a 'drive through Darshan' of Gurudwara. One case study highlighted that the golden coating of the temple was diminishing due to air pollution. A petition was filed, however, by then the inauguration of the flyover had already taken place. Despite this, when the petition against the flyover was heard, the judgment was favourable and all the work for the flyover was stalled and it was subsequently removed. In fact, at the very same place, a 3 to 4 km stretch of pedestrian precinct has been developed for the devotees to comfortably walk to the temple.

A similar case happened in Chandigarh. A court order was passed to turn Sector 17 into a car-free zone. The execution of the entire plan is under process, but car parking is restricted at the four corners and the rest of the sector has been turned into a pedestrian plaza. In fact, it is the world's biggest pedestrian plaza.

Dr. Asija concluded by underlining the value of sound legal provisions in favour of pedestrians. He believes that in the absence of such legal cushions, everything remains open to subjective interpretation which mostly works against the pedestrians.

The session concluded with remarks from Dr. Adlakha. In her opinion, there needs to be multi-sectoral action to make cities walkable - enforcement of traffic rules, maintenance of infrastructure and adoption of rigorous evidence-based approach to city planning. City streets must be designed prioritising walking, cycling and public transit over cars for there's evidence that in such cities chronic diseases are lower.

Interaction with the audience:

Question: How does the city benefit when there are more vocal pedestrians demanding their rights?

Dr. Asija: Having a person as the face for pedestrian issues, and a vocal pedestrian community is of immense value. It especially helps, if the face for the pedestrian issues is from the local community, because then there is greater acceptance to what you say. It is because of precisely this reason that in Fazilka we could have the first car-free zone in October 2010 in a shopping area of 1.5 km stretch. There was a strong political will as the CM was convinced about the idea and was there to protect it with all his force. Additionally, the shopkeepers who earlier feared their business would get affected, themselves reported a 20-25% increase in their income. There were other shared benefits like the shops' display becoming more visible in the absence of cars/two-wheelers parked in the front. According to a study by the Centre for Environment and Science (CSE), dust and carbon particle deposits have reduced in the area, and there is an overall reduction in pollution. If there is a strong political will, changes can happen.

Dr. Navdeep Asija

Question: What role can citizens play to assert their rights?

Dr. Asija: For ensuring Right to Walk we still have a long way to go. Rather than jumping directly to assert the right, I think, we should first focus on bridging the gap as a citizen. This means, for instance, to translate or interpret the severity of

pollution in a simple language that a layperson would understand. Once this becomes a people's issue political parties will be compelled to include it in their election manifesto. As an example, in Punjab, the government accepted that road safety is a major area of concern and added it in its manifesto.

Few other points made by Dr. Asija during the interactive session:

❝ The response to pedestrian issues changes from authority to authority, whether it is the judiciary or the local government. One should also be able to anticipate the changes the decision-makers can make, and which authority would be the most effective for which step in the implementation. In the case of Punjab and Haryana, it was a unique situation as I am both a petitioner and a part of the implementing authority. Therefore, I have the power to fast track the process and move the files.

❝ In terms of implementation, though local governments have become aware of the needs, the language and the theory of walkability, the quantum of work remains huge and the local government's capacity and resources are not increased to the same extent.

❝ Within the system, procedure is more important than a person. Therefore, having a proper law helps. Otherwise, the officials find some excuse or the other to avoid doing what is expected.

70% of cycles in the country are produced in Ludhiana, but the city does not have cycle tracks. The cycle-producing industry also does not see that cycling should be protected to protect their industry.

Movie Screening

Walt Disney's 'Motor Mania' was screened which was preceded by reading out an excerpt from Ray Bradbury's short story 'The Pedestrian'.

The cartoon [movie] shows how the character, as the pleasant, friendly, and good-natured "Mr. Walker" who

"wouldn't hurt a fly nor step on an ant", undergoes a change in personality to the violent "Mr. Wheeler" when he gets behind the wheel of his car. As Mr. Walker he's polite, safe, and good-natured while as Mr. Wheeler he is very mean, reckless, and predatory. Upon reaching his destination in town (we are not shown the character's reason for traveling) and leaving his automobile, he reverts to the mild-mannered Mr. Walker, whereupon he is the victim of other motorists' unsafe (and sometimes even predatory) driving habits. However, once he returns to his car, he becomes Mr. Wheeler again, seeking to impose his own will upon traffic, to the point of blaming the tow truck which hauls him away for his slow pace after his own auto accident, and breaks the fourth wall by telling the narrator, while educating him (and the fourth wall) on safe driving habits with, "Ah, shut up!" (Source: Wikipedia)

The full movie can be seen here-
https://www.youtube.com/watch?v=kFHT1lw3vSI

Sharmila Deo

The Invisible Pedestrian: The Journey from a non-issue to a central one

Speakers: Samprati Pani, Ruchi Varma, Mahima Taneja, Rishi Aggarwal

Facilitator: Swati Pathak

Swati Pathak

Everybody is a pedestrian, yet the pedestrian is a no one. They are innumerable but invisible for they are relegated to the unkempt corners of the street. They do not contribute to congestion, but constitute the majority affected by road accidents. They do not pollute but bear the brunt of it. They are the everyday, they are the mundane; political, administrative and spatial concern for them a fitful event. They are vernacular, miles away from the pedestal of culture; their act of walking cited as necessary but not aspirational. In a culture that epitomizes speed and productivity where do we place the pedestrians? In a policy and urban planning environment which thrives at the cost of pedestrians, how do we bring the focus on them? In a scenario where diffusion and difference distinguishes a group, how do we bring the pedestrians together?

Swati laid out the objective of this session as follows:

1. To know the different methodologies and strategies through which pedestrians are made visible, and their experiences and needs are given a voice. To understand through the experiences of the speakers which strategies work, which don't, why have they chosen a particular strategy and what are the challenges and successes thereof.

2. To explore the role that ethnography, participatory decision- and design-making, community efforts and grassroots advocacy play in bringing the pedestrians together to demand their varied rights and to demand walkable cities.

3. To investigate the different registers through which
    pedestrians negotiate with their cities and with the act of
    walking. Some of these registers are- policy formulation,
    reclaiming space, everyday practices, redefining
    culture, engaging in campaigns and advocacy.

Samprati Pani

Ms. Pani started her talk by challenging the dominant
viewpoints which categorize a pedestrian either as a
victim or as an uninformed person. She also posed the
important question if better infrastructure always translates
into more walkability or not? She narrated her personal
experience of coming across well-maintained footpaths in
some neighbourhoods but without people. On the other
hand, structures like flyovers that have narrow and ill-
maintained sidewalks are crowded by a group of people
spending their leisure time. Given that socio-economic
segregation is rampant in our cities, Ms. Pani suggested that
it is as important to understand and consider the everyday
practices of people and their transportation choices rather
than a one-infrastructure-fits-all model.

She challenged the notion that pedestrians are unaware of
their rights. Ms. Pani expressed that just by people's act of
walking they are exercising their right to walk, and also
their right to a public place and city. This, too, needs to be
recognised and valued in her opinion.

As part of her presentation, she read out ethnographic
narratives of three people - 75-year old Amrut Aunty, a
middle aged woman Saira and Yogesh. The narratives
described their mundane walking routine, things and
people they encounter, the way their bodies have archived
the routes they take, what walking means to them, among
other things. Ms. Pani concluded that it is people like them
who animate and charge up a public space. When the
public spaces are shrinking, the ordinary act of walking and
exercising one's right to a place becomes a political act.

Samprati Pani

Rishi Aggarwal

Rishi Aggarwal

In 2012, Mr. Aggarwal started the 'Walking Project' in Mumbai, as a grassroots level advocacy movement for sustainable mobility. It was started in Mumbai primarily because the city witnesses a lot of walking on a daily basis, which in turn is courtesy the city's compact, linear design and suburban railway transport. Since people in Mumbai were already walking so much, it was thought that fighting for pedestrian rights would be a non-contentious issue but it was not so. During the active years of the 'Walking Project' which was till 2017, people associated with this initiative worked in various wards with the Municipal Corporation to improve walkability in the city.

Mr. Aggarwal narrated his attempt of running the 'Walking Project' on a membership-driven model. He reckoned such a model critical to ensure participation and sustainability of the forum. However, the unwillingness of people to contribute in various ways affected the membership of the forum in its most active years.

On the other hand, as pointed out by Mr. Aggarwal, the automobile industry is booming with its own self-perpetuating business model. He emphasized the need of a business model, preferably a membership model which truly works and represents all the pedestrians in the city, in building a political movement around walkability and at a general level around a sustainable living paradigm.

He also highlighted the importance of an environmental ethos and an ethos to participate in public matters which he believes lacks in India. He opined such an ethos to be critical for the sustenance and success of advocacy organizations, who can influence the decision-makers to understand the priority of walking and its implications for health and environment.

Mr. Aggarwal contended that pedestrians not asking for their rights, not exercising their rights, and not fighting for them can lead us to a vicious circle of policy paralysis. Pedestrians are also vehicle-users but as vehicle-owners or users they don't see the need for heavy parking charges making the advocacy and implementation for walkable cities more challenging.

Ruchi Varma

Ms. Varma is the founder of HumanQind, an organization that mainstreams the needs of children as equals and builds trust, safety and a shared purpose in communities to humanise child-centred spaces that matter the most.

Children are exposed to unkind heavy traffic and road rage every day. Statistics show 9,977 children were killed in road crashes in 2018, which means 27 child deaths every day. As per a study by the World Health Organization (WHO), road injuries are the primary cause of death of children in the 5-14 year age group.

Ms. Varma started her work by documenting the everyday life of a child. Children would share with her about their everyday experiences - speeding cars, sense of fear, lack of greenery, honking and so on. Her effort through HumanQind was to make the children's voices count by building trust within the community and by recognizing that children constitute 34% of the population and must have a city of their own.

With this purpose in mind, Ms. Varma designed the Crosswalk programme which was conceived as a series of 9 human-centred design workshops. Through this initiative, children were given the agency to co-create safe and democratic access to the school. She recognized that children too want to be heard, and she utilized different media like art, poetry, theatre, etc to understand what children wanted to say. The expectations of the children emerged out of their daily encounters when they were asked to reimagine the street around their school. For instance, in one of the workshops, it came out there was only one crosswalk, and all the nearby streets were devoid of trees and birds and benches. There were mostly parked cars.

After a series of workshops with the children, their parents, teachers and the alumni of the school were contacted. A local MLA also visited the exhibition which was a result of the workshops and endorsed the project recommendations. The Crosswalk project covered four schools in a district and will implement all the suggestions that emerged through the workshops. And once it is implemented 8,500 children can walk comfortably and happily to their schools.

Ruchi Varma

The streets leading to the schools will be based on an innovative, safe and sustainable model.

Ms. Varma concluded by saying that it is the responsibility of people with technical expertise to understand the needs and experiences of people and translate them into models which can be implemented.

Towards the end of this session, a movie about the community 'Women Walk at Midnight' was shown. This video was shared by Mahima Taneja.

Women Walk At Midnight is a women's collective which organizes midnight walks in different cities of our country. For them, what remains constant in all of these walks is the desire to interact with the city and the company of different women who make it a fun experience to walk during the night. They carry with themselves poetries of rebellion, songs of freedom and a sense of political assertion of their

identities. (https://feminisminindia.com/2019/10/11/women-walk-at-midnight-reclaiming-spaces-odd-hours)

The video shows one such walk on the night of December 15, 2018, by a group of over 20 women from all over Delhi. These women walked together in memory of the young girl who was brutally raped and killed six years ago in 2012. Despite the outrage that followed the incident and the change in laws, women in India continue to live in a constant state of fear for their lives. Walking on the street at night should be simple, and yet, it could only happen when 20 women got together. The video evokes the question- What will it take for us as a society to create a space that is safe for all those who occupy it?

You can watch the full video here- https://www.youtube.com/watch?v=BDhQ45nNZDM&feature=emb_logo

Interaction after the session:

Swati: Every speaker in this panel imagined a different pedestrian- pedestrian as a child, pedestrian as 75 year old woman who goes to her local grocery store, pedestrian as a woman walking in the night for no purpose but simply to see what the city looks like in the night, and pedestrians as political entities. While the imagination of a pedestrian is different for different panel members, the policies imagine pedestrian as a homogenous category. How is this contradiction to be understood and resolved?

Panelists: Pedestrian is not a homogenous category and is full of contradictory realities and identities. Pedestrians who walk also shop from hawkers, are vehicle owners, are people with special needs, and so on. As an advocacy group, we need to understand these complexities and be able to navigate through them. For this purpose, it is important to understand the different perspectives, to make the decision makers aware of different stories, to provide a space for these different stories to reach people at large, and then to collectively think of solutions.

Swati: We also realize that pedestrians are clearly not missing on the street, they are very much there and in great numbers. However, the designs are not around them, their voices and needs are not adequately addressed through policy and guidelines. What are the factors making them thus voiceless and invisible and what are strategies to address them?

Panelists:

1.   Give incentives to pedestrians.

2.   Adopt a place-based and participatory approach to engage different sets of pedestrians, in different kinds of realities or situations.

3.   Bringing legislation by working in collaboration with decision makers is as crucial as the agitation and campaign.

4.   Engaging pedestrians and keeping a reality check of complexities on the ground.
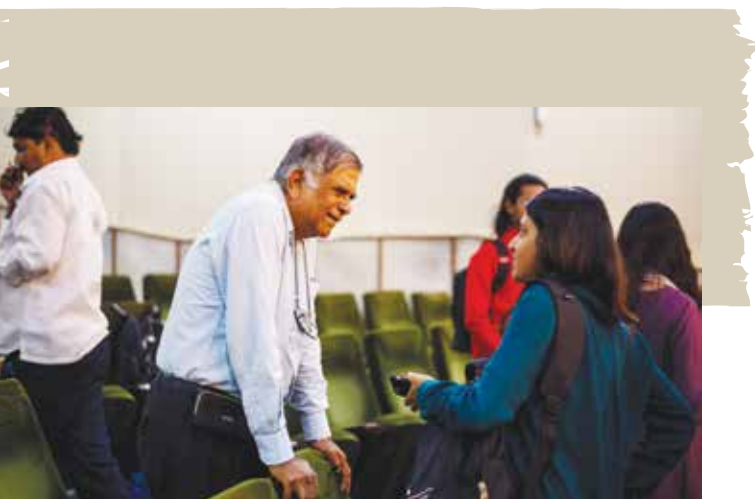
Photography Competition Winning Photos:

Divya Patnaik
- First Prize

Mayuresh Bhadsavle
- Second Prize

Tanvay Vartak
- Third Prize

DAY - 02

Implementing Pedestrian Safety Interventions: Improving visibility and assessing risk factors of pedestrians

Speakers: Prashant Inamdar, Anusha Chitturi and Varun Shridhar

Facilitator: Ranjit Gadgil

Ranjit Gadgil

The context for this discussion was laid out by Ranjit Gadgil. He mentioned that out of 1.5 lakh deaths in road crashes every year more than 20,000 are pedestrians. In Pune, almost 30% of the road accident victims are pedestrians. Unfortunately, this number is rising every year due to vehicle-pedestrian conflict. The session focused on various types of risk factors for pedestrians while they walk in the city and measures to deal with them. The session subsequently centred around ways to empower pedestrians to raise their voice for a safe walking ecosystem.

Prashant Inamdar

Mr. Inamdar's talk was a curation of his experiences, observations and study findings about the situation of pedestrians in Pune.

Mr. Inamdar started his talk by drawing participants' attention to a simple thing that everything related to walking and pedestrians is not only simple to comprehend but also simple to implement. And, precisely because it is simple, it is seen as unimportant, which according to Mr. Inamdar is one of the biggest reasons that pedestrians are vulnerable to road accidents.

Extending this argument, Mr. Inamdar pointed out that it is the problematic vehicle-centric mindset which does not consider pedestrians as legitimate road users but considers vehicles to be so. Resultantly, provision of footpaths

is deemed as wastage of valuable space and road-level crossings are deemed a hindrance to the movement of traffic. This explains why pedestrians are pushed out from roads to crossings built above or below the ground level.

The few places where pedestrian facilities are available, they are, Mr. Inamdar opined, replete with problems like design deficiencies, encroachment, large turning radius of the curve at the junction, etc. These problems assume new heights during implementation of big infrastructure projects. As an example, Mr. Inamdar showed the problems faced by pedestrians due to the Metro construction project in Pune. Through many different photographs he showed how pedestrians, especially children, senior citizens and persons with disabilities are being exposed to extremely risky situations on a daily basis.

Mr. Inamdar believes that the mindset of all stakeholders needs to be changed in order to make our cities walkable. On the one hand, policymakers, planners and street designers are not mindful of the impact of their vehicle-centric planning, on the other the pedestrians feel disempowered and have lost faith in the system. He concluded his talk by recommending a holistic approach to identify needs of pedestrians, and due consideration of macro and micro planning level, proper implementation of the pedestrian policy (exclusive to the city of Pune), and constitution of a separate department for pedestrian infrastructure with adequate budget provisions.

Prashant Inamdar

Anusha Chitturi & Varun Shridhar

Talking about the Footpath Initiative, Anusha and Varun shared that this initiative is in response to risks and dangers pedestrians encounter in their everyday walks. It aims to initiate a conversation on pedestrian issues by making national as well as city-specific data and policy information available to people. They believe that equipping people with data enables them to go beyond emotional reactions to pedestrian accidents and demand actions on pedestrian safety from their local representatives. In that sense, the Footpath Initiative enables a data-driven bottom-up approach of advocacy by communities focusing on their neighbourhood safety.

Anusha Chitturi

Elaborating about their process, Anusha and Varun mentioned that data is collected through a series of RTIs (Right to Information). This exercise was first carried out in Bangalore and subsequently in other cities. The data collected helps in quantifying the problem. For instance, the Ministry of Road Transport (MoRTH) data on pedestrian fatalities shows a 92% increase from 2010 (11,754) to 2018 (22,656). However, their exercise revealed that this number itself is underreported. A similar study published in The Lancet[1] in 2017 estimates pedestrian deaths due to road crashes at 76,726. This is almost 73% underreporting of cases.

Since MoRTH doesn't provide city-level data, Anusha and Varun started collecting it through the platform of Footpath Initiative for which they reached out to the traffic police department in different cities. Once the data was collected, they analysed trends of pedestrian deaths in the major cities, all of which showed a rising trend of pedestrian deaths.

Their study of 550 FIRs (First Information Report) of fatal pedestrian crashes in Bangalore in 2017-18 identified the lack of pedestrian crossing as one of the major risk factors. According to their study, close to 60% of accidents happened while people were crossing the streets. Therefore, there is an urgent need for safe crossings for pedestrians along with well-designed pavements. For 83% of the crashes, the reason as mentioned in the FIRs was overspeeding vehicles. Also, of all the cases, 4 out of 10 victims died on the spot. Their study showed that the entry and exit of flyovers are the most accident-prone spots.

After the first day of this Conference, Anusha and Varun got a chance to go to JM Road in Pune which is considered a haven for pedestrians because of its wide and well-designed pavements which are active social spaces. However, they were disappointed to witness that the crossings were only after every 450-475 meters. Walking almost half a kilometer to cross the road is not a characteristic of a safe street, according to them. Additionally, pedestrian safety on the

1. Mortality due to road injuries in the states of India: the Global Burden of Disease Study 1990–2017, Lancet (2019)

arterial roads is a major concern as the data shows that almost two-third deaths occurred in crashes on these roads.

The data collected by them also revealed that a third of all pedestrian fatality victims are elderly people. Therefore, pedestrian facilities should be designed for diverse users-children, elderly, and disabled persons.

Questions by the facilitator:

• Pune has a pedestrian policy. Is the policy of the local government enough or do we need a state-level law/policy to achieve the desired impact?

While having a law certainly helps, the most important aspect is that those must be properly implemented. The people responsible for implementation should be aware and sensitive. Training and sensitisation should be done for everyone in the system, from the commissioner to the labourer.

• To what extent does specific or detailed data make a difference?

Any accident evokes an emotional response, but there is no data backing. Numbers generate demands, which then helps in devising action plans.

Questions by the audience:

In the interaction with the audience, following points were made:

❧ Periodic and systematic safety audit of pedestrian facilities must be done to fix accountability. Auditing process should not be centralised and community representatives should be able to participate in it.

❧ On-site training, and sensitisation of officials and other people in the system should be done. If the top authorities are convinced, they will allow their officers to participate in such on-site training.

❧ Safety Guidelines should be prepared and notified. An independent mechanism, such as a three-member tribunal, should be set up to ensure enforcement of guidelines.

Varun Shridhar

❦ The FIR study showed that most cases were filed under the section of rash and negligent driving (Section 304 A of Indian Penal Code). The accident spot is mentioned in a general/imprecise manner. Geo-coordinates should be recorded and spot-specific reasons of the crash should also be investigated and recorded.

❦ FIR is registered after the crash and its primary purpose is to fix responsibility. It provides and contributes to a macro picture that is important. However, from a road safety point of view, when it comes to fixing the system so as to prevent crashes from happening in future, FIRs are not helpful.

❦ Accident data with the police only covers cognisable offences. Non-cognisable offences, such as a pedestrian injury or death because of open drainage, electrocution, getting hurt/hit by a pole, tree or other obstacles etc., where the perpetrator is not a legal entity, is not covered in the accident data. This gap should be kept in mind while referring to police cases filed under IPC (Indian Penal Code).

Some more photos from the competition

Vineet Faske

Aditya Chawande

Shraddha Agrawal

Vineet Faske

Adwait More

Implementing Pedestrian Safety Interventions: Battles of urban designers

Speakers: Ar. Sujata Hingorani, Ar. Aditya Chawande

Facilitator: Ranjit Gadgil

Ranjit Gadgil

Earlier roads were considered an engineering project. Gradually, the realisation has settled that it has to be done from a design point of view as well. Therefore, in-house urban designers are employed by municipal corporations in different cities. Speakers in this session presented the challenges they encountered in planning and implementing the projects and shared how they dealt with them.

Sujata Hingorani:

Ms. Hingorani started her talk by critiquing the dominant discourse where only built structures define cities. She showed various manifestations of this thought like having a 16-lane road but no footpaths right in front of a metro station, drain tops as footpaths, obsession with huge boundary walls and parking in my front yard (PIMFY). According to her, this singular focus must give way to a multi-pronged approach as diverse ecosystems constitute our cities.

The way to this multi-pronged approach, argued Ms. Hingorani, is based on User Experience and its importance. Among many things that account for User Experience, the first and foremost is dignity of space and the people using that space. It also includes legibility, greenery, safety, comfort, ease of movement and so on. To enable different people to easily and safely navigate through the city, the emphasis on User Experience by planners and designers is of utmost concern, said Ms. Hingorani. She presented the example of JM Road in Pune which was designed keeping in

centre the principle of User Experience. The sample stretch was a space opposite Sambhaji Park, where various elements on the pavement were placed and designed in context and connection with the park.

The multi-pronged or multidisciplinary approach recognizes the individual and collective role of urban designers, transportation planners, engineers, landscape designers and others in any public realm project. Ms. Hingorani showed through various projects how such an approach helps in organizing the space in the most efficient way. The reason being that the city systems are understood and looked at from both macro and micro levels.

Ms. Hingorani then narrated the challenges faced by her in implementing different street projects. She pointed out that access to data such as present and projected traffic count, PCU (Passenger Car Unit), pedestrian counts, routes, safety markers, etc. is a fundamental challenge. On many occasions, this data is not available. Lack of integration and coordination between different public realm stakeholders in the absence of any umbrella body is also a challenge.

Ms. Hingorani argued that the implementation of any project entails various steps and for each of those steps debate, negotiation, phasing, flexibility are important to arrive at a final decision. However, in the absence of Statement of Purposes (SOPs), there is no protocol for either the process or the ends. Also, the success and measurable impact of a street design project can be gauged in terms of difference in the number of new users and old users, safety for children, elderly, and other vulnerable road users, economy of business, to name a few.

Aditya Chawande:

Aditya started his presentation by showing a video clip of a proposed median space for pedestrians at a junction in Pune. The demonstration for this design met with opposition from the local community and few elected representatives, for building the median meant extending the point for U-turn for vehicles by around 100-200 metres.

Based on his experience of working on junction redesign projects in Pune, Aditya contended that public perception

Sujata Hingorani

Aditya Chawande

of urban designers is generally not positive. Owing to the vehicle-oriented mindset, the work done by designers is seen as prejudiced towards pedestrians.

Urban designers work with various stakeholders, from local authorities, traffic police, contractors, local activists to local residents. As Aditya had used both top-down and down-up approach, he identified the unique challenges of both the approaches.

To elaborate his points, Aditya mostly used examples from Parisar's Junction Improvement for Pedestrian Safety Project for 30 junctions in the city which has three parts-redesigning junctions, providing mid-block crossings, and ensuring road safety around the school area. All the junctions are proposed to be designed and demonstrated by working with neighbourhood clusters and local residents. The designs are made after an intensive process which includes location survey, pedestrian perception survey, stakeholder consultation, capacity development and then followed by design demonstration and implementation.

As part of this project, implementation work at Senapati Bapat Road junction in Pune has been completed. Narrating his challenges with respect to this particular junction, Aditya said that local residents and the traffic police were all on board and had no objections to the proposed design. However, a few people objected to the median safety zones as it leads to narrowing of the junction. Even when one-on-one meetings were conducted to show the merits of the compact junction and how in fact it allows more vehicles to pass safely, the opposition persisted. Resultantly, the original design plan was compromised.

Aditya expressed that top rung officials are design-aware and also understand the significance of projects, as a result of which the projects are approved. However, this knowledge, in Aditya's opinions, does not percolate to the lower rung implementing officers. Therefore, their sensitisation and awareness is as important for the overall health and implementation of the designs.

Aditya concluded by re-emphasizing the importance of involving all stakeholders. He also cautioned that rather than executing the project upfront, it is always beneficial

to conduct a demonstration. Such a demonstration which goes on for say a week or two allows people and other stakeholders to acquaint themselves with the new designs and also experience its merits and demerits.

Interaction with the audience:

Following points emerged in the interaction between the speakers and the audience:

- Ideally a pedestrian crossing should be every 150 meters, but it is not so on many streets in India. Ms. Hingorani gave the example of JM Road where a pedestrian crossing was proposed every 150 metres but could not be implemented in that manner.

- For ensuring that right to walk is duly taken into account in every design and plan, Ms. Hingorani argued that transport planning, urban design and landscape design are intrinsically linked and this understanding and linkage should be built in the respective courses for all these disciplines in educational institutions. Only then can there be a proper percolation of it in practice which then would also be reflected in Terms of References and Request for Proposals for different projects.

- A major problem that was identified was the existing structures and processes which require only engineers to be at the helm of every decision. And generally, they are not aware of street designing principles and importance. Another major fault in the process is that street designers come into the picture only after the tender is released. Requirements of many different stakeholders are not taken into consideration before the tendering process. Resultantly, outputs get precedence over outcomes and everything gets reduced to completing the project somehow.

- Human element and an understanding of behavioural patterns should precede the design. When designs are made without due consideration of local human elements the utility of designs gets compromised.

- From the design point of view, to ensure that pedestrians walk on pavements rather than on roads it is important to give dignity to pedestrians, to ensure proper space without barriers, etc. The pedestrians must feel happy walking on the pavements.

Street Play
by Swatantra Group, Pune
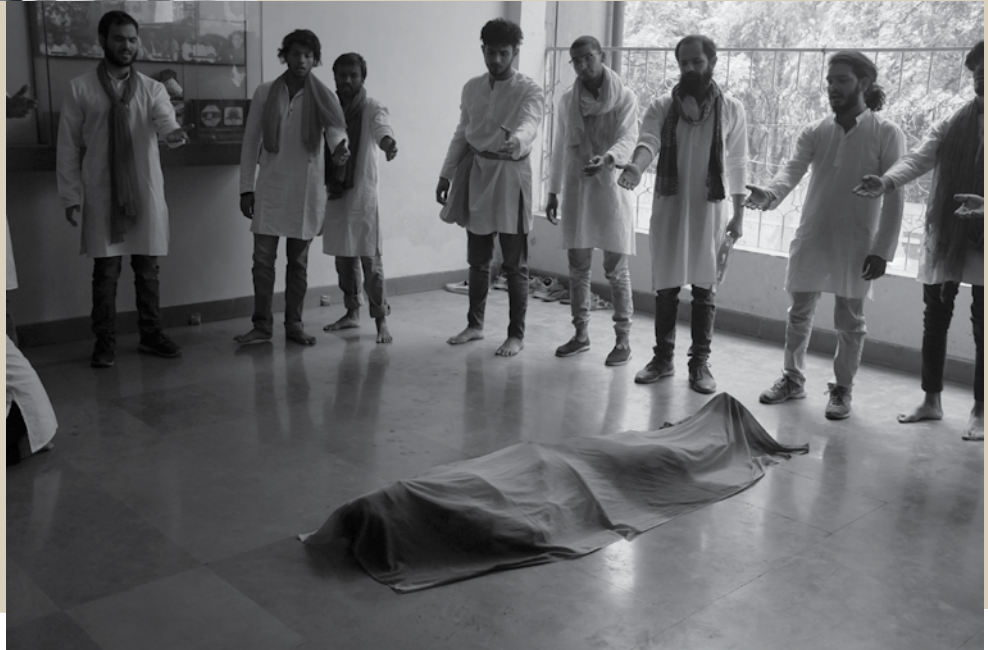
Pedestrian Empowerment & Creating Pedestrian-friendly Ecosystem

Speakers: Ruchi Varma, Rishi Aggarwal, Sanjay Anand, Mahendra Yadav, Harshad Abhyankar, C. Ramachandraiah, Mahima Taneja

Facilitator: Sujit Patwardhan

Sujit Patwardhan

Evolution of the roadways over the last century has progressively restricted movement of the foot. Infrastructure policy and planning is vehicle-centric and not pedestrian centric. There is a need for policy reforms, and for making pedestrians aware and vocal about their rights to safety and convenience while walking on the road. While more and more cities are witnessing policy reforms, the core question remains how to empower pedestrians? This session was designed to discuss possible answers in terms of common issues, strategies and activities.

Mahima Taneja:

The group Women Walk at Midnight started in 2016 by theatre artist Mallika Taneja. Now, it is a group of 7 women who organise neighbourhood walks in different parts of Delhi. Walking at midnight in the city is about enduring the city on foot. Usually, the groups have 5 to 6 women, however when the walk is to commemorate a particular day for instance Women's Day, the number goes up to 30-40 women. With each walk, Mahima has felt more at ease and less alert while walking on the street.

When talking about pedestrians, it is equally important to talk about pedestrians walking the city in the night. While it may seem very natural to get scared to walk on footpaths and just walk on the roads during the night, the fact is it should not be so. The experience of walking in the city in the night made the women of this group realize that their experiences and experiences of many others like them who use city spaces at night or belong to the vulnerable section

must be taken into account in order to come up with comprehensive designs and plans for the city. Footpaths must be properly lit up and pedestrians should have basic facilities like toilets, water kiosks, benches to rest on, etc. The walks by the group also revealed the need for more sign boards informing where even the by-lanes lead to. Usually such information boards are reserved for highways or expressways.

Mahima concluded by arguing that each city has its specific context which determines how a user or pedestrian ends up using the city space. For instance, for Mahima walking is more comfortable and refreshing on Shimla's Mall Road since it is vehicle free. However, when in a city like Agra, she feels unsafe to walk because of speeding vehicles and prefers a two-wheeler over walking.

Mahima Taneja

Ruchi Varma:

Ruchi said that walkability should not be approached from 'us' and 'they' point of view - we as pedestrians and they as encroachers of our spaces. There is a need to bridge this divide. It is only when the street is seen as a 'shared' space between all its users, will it empower the pedestrians.

A child is one among all the road users/pedestrians. While on the road, children observe the environment and infrastructure around them and these impressions build their understanding of what the society is made up of.

Through her project HumanQind, Ruchi strove to reconnect with human values and one of these values is to see oneself as a part of the change. She hopes that through her project, the school going children will inculcate the same values. Another such value, Ruchi said is that rather than giving information, listen to what others have to say, listen to their stories which is crucial in empowering them.

Ruchi Varma

Harshad Abhyankar

Harshad Abhyankar

In an interesting departure from the stories and approaches to pedestrian empowerment, Mr. Abhyankar highlighted the need to look at when weakening starts instead of empowerment with respect to pedestrian rights. He said that it starts at an impressionable age when children are taught to cross the road. Children and teenagers are invariably told to make way for vehicles, to never come in their way. They are told that vehicles are not meant to stop, but children can and children should in order to protect themselves from accidents. This vehicle dominance is impressed upon minds at an early stage.

Subsequently, when the adolescents learn to drive they are more often than not instructed to honk to keep pedestrians away almost implying that a car driver is superior and can keep the pedestrians away by honking. It is this process of weakening of the psyche ingrained in our early habits of crossing the streets and learning driving that is problematic and needs to be changed.

Mr. Abhyankar recommended that along with ensuring the driving skills of a person, it will be hugely beneficial to teach the potential drivers their responsibilities towards road safety and safety of pedestrians.

Dr. C. Ramachandraiah

C. Ramachandraiah

Mr. Ramachandraiah talked about pedestrian empowerment in the context of metro rail development in Hyderabad. He said that while the metro was brought as a panacea for all the traffic issues, the situation has hardly changed especially for pedestrians. In fact, it has worsened after the coming of the metro. Additionally, flyover construction is in full swing in the city with complete disregard for the safety standards.

Few city-level studies that were carried out as part of SUM Net India (Sustainable Urban Mobility Network) by Mr. Ramachandraiah found that pedestrian crossings have become extremely dangerous at flyover terminal points. He stated rather amusingly that pedestrians in Hyderabad are able to cross the streets safely only when there is a traffic jam! In fact, at some locations the distance between the two sides of the roads is so much that occasionally people take autos to go from one end to the other.

He concluded by underlining the efforts of civil society organizations in the face of different challenges to make our cities walkable.

Mahendra Yadav

Mr. Yadav started by sharing that though most of the problems related to walkability in Patna are similar to other cities, the difference is that those are yet to be considered as 'problems' in the city. Resultantly, it was realized that someone needs to start speaking about these issues and bringing them to the notice of decision-makers, implementing agencies, media and citizens. Through the work and support of SUM Net, Mr. Yadav carried out awareness campaigns and subsequently mobilized people in a bid to empower them.

He called out the prevalent programmes and policies in Patna which in his opinion are not moving towards ensuring sustainable mobility. In his opinion, there is unrelenting emphasis on mindless and unplanned construction. which continues even under the SMART city project. Due ti this the programmes and policies are not addressing the root causes of city mobility. While on one hand, SMART city planning and projects are in full swing in Patna. This only goes to show how both planning and prioritisation are misplaced and need to be reconsidered from the perspective of truly building a resilient and sustainable city.

The other big challenge that Patna faces is awareness of sustainable mobility issues among the civil society. Pedestrian safety and infrastructure are simply not considered an issue worth considering, because of which both public awareness and advocacy efforts suffer. People laugh when we try to talk to them about the need to make cities walkable. It is very challenging to work when this kind of mindset prevails, but we have continued with our efforts to take the first steps in the city to advocate for pedestrian rights, facilities, infrastructure and policy.

Around three years before, as part of SUM Net's Walkable City Project, we translated and made copies of IRC guidelines in Hindi and disseminated them as pamphlets for public awareness. We also organised signature campaigns for implementation of proper pedestrian infrastructure.

Mahendra Yadav

This was supported by the organisation of a Pedestrian Forum in the city which has been collectively pushing for the implementation of an alternative design for one of the primary streets in the city as a model design, both technically and socially.

However, as shared before, because of the local context, we had to start our advocacy and public awareness efforts from the very basics which included developing my own understanding of these issues. While I had been fighting for upholding of democratic values, I realised that the same democracy was missing from our streets. And that's how the journey to make Patna walkable started.
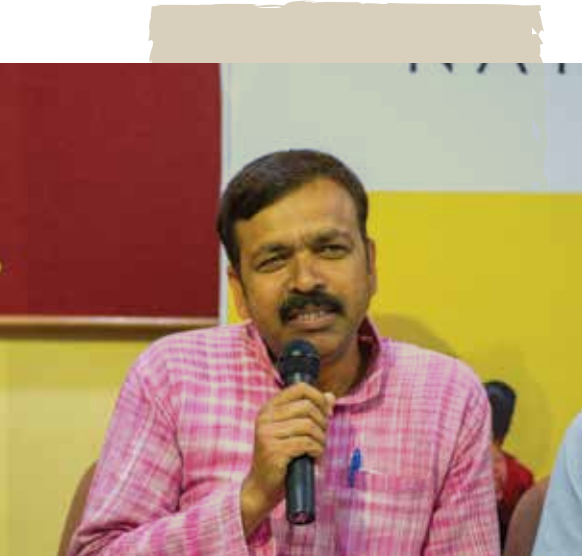
Sanjay Anand

Mr. Anand shared his experience of carrying out walkability initiatives in the city of Bodh Gaya as follows:

When I got associated with SUM Net in 2017 I became aware of the problems of people who walk. I realised the issues of *roti, kapda aur makaan* are priority issues, but the socio-economic discrimination and inequality which gets reflected on our streets denies people of another equally important right which is sadak.

Sanjay Anand

Bodh Gaya Bodh Gaya is an international tourist place. The 2.5 km stretch leading towards the Mahabodhi temple has been in a chaotic state - no footpaths, no designated places for vendors, illegal parking etc. I worked with people in the city to form a Pedestrian Forum, the Buddha Padyatri Forum. We approached the local government with a proposal to develop this that road with proper pedestrian facilities. We were able to convince the political leaders and this project an alternative design for the road, proposed by the Forum was taken up by them. The media also supported this project. As a first step, four-wheelers were banned in a 1km stretch of that road. People opposed, city *bandh* was observed, but because of strong political will and DM's strict orders by the District Magistrate (DM), this decision was enforced. Similar changes and developments are expected to take place on the remaining stretch of the road.

Pedestrians face innumerable problems, but they are often unwilling to come forward to talk about them. They

Rishi Aggarwal

hesitate to assert their identity as a walker, since walking is considered less dignified while owning a vehicle especially a car is seen as a status symbol. Sustained awareness building is needed to change this mindset We continue to do this work. Our slogan is - *Bheek Nahi Adhikar Chahiye, Sadkon pe samman chahiye.*

Rishi Aggarwal

As part of the Walking Project, we have been pursuing the agenda of walking-friendly city since 2004. In Mumbai, we can see both walking-friendly and unfriendly spaces. The parts of Mumbai developed by the British around Churchgate exhibit good quality of urban design and pedestrian-friendly spaces that we uphold - boundary wall height, pavement width, trees, architecture and beauty etc.

In 2010, as a member of the State Environment Committee, I stressed upon the agenda of walkability. But nothing happened further. In 2011, when I was working with World Resources Institute (WRI), I worked with Shri. Vivek Phansalkar, then Traffic Commissioner; Aseem Gupta, Additional Municipal Commissioner (MC) and in-charge Roads, and CEO Maharashtra Industrial Development Corporation (MIDC) Marol; and IAS Officer Shivaji - and with their support, we developed a pedestrian environment in Marol.

In the later years, we worked to create citizens' groups in each ward and build their capacities and support them to develop any arterial road in their area and share the best practices. We expected to mobilise around 2000 citizens and build a membership model, but this could not be sustained.

It is important to work with the entire system; not just the top officials, but persons undertaking various responsibilities at different levels in the system to build their capacities. Continuous engagement with engineers, contractors, administrative officers, especially people at the bottom and middle of the power pyramid is essential.

Q&A:

- What needs to be done to bring a conclusive change?

- Empower ourselves to effectively and strategically convey that basic services cannot be compromised.

- Packaging is also important and we need to link walkability with other larger political issues

- Highlight the merits of walkability

- Internal monitoring by the advocacy groups is essential

- The way manual labour is considered below one's dignity, walking and cycling is seen as a less privileged way of commuting. Walkability should also be linked to dignity.

- One approach is not going to work and an evolutionary process is called for.

- Planning and advocacy should be evidence-based and substantiated with the data. Also, both quantitative and qualitative data should be considered.

Closing Address

For the last session, Mr. Patwardhan opened the floor for all the participants to share their views on the general condition of pedestrians and their empowerment.

He also requested the participants to suggest the way forward from this Conference. The following points emerged from this open discussion:

- 'Pedestrian' isn't a homogeneous group and should be seen with its specificities. Advocacy strategies will have to be different for different groups. One size won't fit all.

- We can still have faith in the judiciary. The petition by Navdeep Asija is an excellent template and needs to be translated for different contexts.

- Involvement of the traffic police is essential. Evidence needs to be built to show how a better pedestrian environment can contain petty crimes in the city.

- Working with the younger generation is important

- Next conference should have participation from more diverse groups. Venue should be inclusive for persons with disabilities.

- A participant from Solapur shared that with people's support he has developed a system to help accident victims and has helped over 6000 people and saved the lives of more than 500 people. He also said that he couldn't express himself well in English, so he hesitated to speak He suggested that there should be more sessions and speakers talking in Hindi, Marathi and other languages.

- Advocacy for urban and street design should also focus on the need to ensure porous footpaths and water percolation.

- Engagement of a range of vulnerable sections or street users is essential. especially the migrant workers, who form a large section of road users.

In his concluding remarks Mr. Patwardhan thanked all the participants. He proposed that the national conference on walkability and pedestrians be organised every year.

List of participants

Aadi More

Abhishek Pardeshi

Ajinkya Desai

Amma Bhurani

Amol Tope

Amrin Fathima

Ankita Jain

Anup Tripathi

Aparna Shankar

Arun Vaidya

Ashik Jain

Ashwini Warnik

Chandu Palkar

Chetan Sodaye

Dattaray Devare

Debi Goenka

Deesha Ghorpade

Eveleen Sidana

Gajendra Padaskar

Ganesh Shiledar

Harish Welkar

Hemant Dhaygude

Ishwari Latey

Krishna Varma

Lalit Bode

Madhukar Naik

Madhura Kulkarni

Makarand Maiskar

Meenakshi Meera

Mrunal Thambale

Namrata Salve

Naveenaa

Nikhil Deorey

Nilesh Raut

Pournima Agarkar

Pranjal Kulkarni

Prasad Pathak

Prathamesh Dhebe

Rahul Raut

Rajaram Pawar

Rajesh Wagh

Ram Patil

Ramachandra Diwakar

Ravi Kaware

Reshma Netke

Rosamma

Rujuta Parekh

Sachin Gurav

Samirah

Sanjay Kshirsagar

Sarang Tare

Shramik Shevate

Shreepad Mankar

Shreya Shah

Shubham Goregaonkar

Shubhashree Rane

Sonia Singh

Srushti Patil

Steffy Thevar

Sunil Gambhire

Sunit Bhave

Tapan Danke

Tushar Zarekar

Vidya Kulkarni

Vijay Sapkal

Vinayak Kakade

Vivek Nemane

Zila Khan

Parisar