

Learn to Connect, Collaborate, and Co-create (L3C) Webinar Series Process for Planning and Designing Safe Streets

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Current COVID-19 crisis has fundamentally affected the manner in which people relate with public space. This presents an opportunity for revisiting street design guidelines and principles to ensure that the concepts of 'safety' and 'sustainability' feature in the discourse of urban roads planning, and that the discourse moves beyond 'engineered solutions.'

The webinar discussion on the process of planning and designing safe streets centered around three key areas listed are under:

1 Safe Streets – definition and interpretation

Safe streets are complete streets, and the design of streets must account for the following elements.

1. Sustainable Safe Traffic System

- Road infrastructure design must meet the requirements of all modes of transport for it operate in optimal conditions; and
- The three principles of developing safe streets include: recognition of human frailty, acceptance of human error, and creation of a forgiving environment and appropriate crash energy management.

2. Social Security & Usability: Traffic calming measures are critical (IRC 99, 2018);

3. Universal Accessibility: System Design to ensure safety of diverse street users;

4. Captive Users (pedestrians, Bicycles, IPT/PT users): influences design of curb side infrastructure;

5. Equitable Allocation of Road Space: Focus on modal integration rather than separation: and

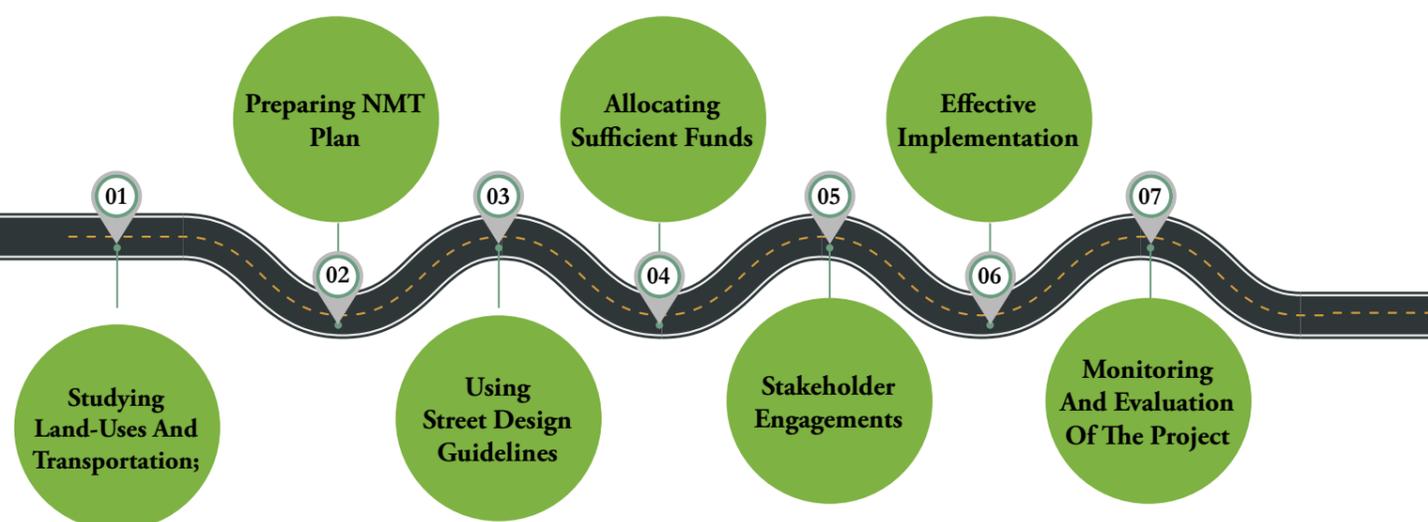
6. Modal Hierarchy (NMV, PT, Personal vehicles): this should determine street typology and design speeds.

2 'Deconstructing' Street Guidelines by the Indian Roads Congress

Moving people is critical than vehicles. One size does not fit all!

- The IRC Guidelines are 'vehicle-centric, road engineering principles'
- Separate guidelines for road, pedestrian, and cycling infrastructure results in different design specifications for the same infrastructure in different guidelines.

3 Essentials of a Street Design Process



Towards Advancement of Safer Streets

- **Pedestrians and motorised two-wheelers are the two prominent types of road-users which suffer road traffic fatalities.** Refer to SDG targets 3.6, 3.9, and 11.2 for better understanding of India's commitments to promoting affordable and sustainable transportation systems; Localising SDGs shall be key to reducing road fatalities and making streets safer.
- **Need to look beyond engineering solutions.** Government to engage with urban planners, landscape architects, traffic engineers, and the police while planning and designing streets.
- **New and innovative strategies such as tactical urbanism, can be a viable way of testing long-term solutions.**
- **Invest in enhancing organizational readiness in urban local bodies** through peer-to-peer connect, trainings and workshops is critical.



Advait Jani, Senior Manager, Sustainable Cities and Transport program, WRI

Issue arises when we use the principle of 'One Size Fits All'.



Dr. Geetam Tiwari: TRIPP Chair Professor, Department of Civil Engineering, Indian Institute of Technology, New Delhi.

In the process of creating aesthetically pleasing street spaces, we miss on addressing the demand of certain

sections of the society.



Pranjali Deshpande: Independent Consultant and Domestic Expert, Sustainable Mobility, CITIIS

Moderator

Michael King: Founder, Traffic Calmer, New York.