

Right to Walk – Improving the Lives of Pedestrians in Indian Cities

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The Outline of the Presentation

- Current State
- What It Ought To Be?
- Why It Ought To Be?
- What Is Being Done?
- What Needs To Be Done?
- How It Could Be Done?

Bravery Awards?




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Some Tragic Statistics

- More than 100,000 Indians are dying every year in road accidents. More than a million are injured or maimed.*
- More than 90% pedestrians feel unsafe while crossing roads, while they comprise more than 50% of road victims.*

Source

*Legal Reforms to Combat Road Accidents, Report Published 2009



Pedestrian Scenes in India



Source: Pic 1: Arpita Banerjee, Chennai



Pic 2: Praja.in, Bangalore

Pedestrian Scenes in India



Source: Pic 1: Carlos Felipe, Mumbai



Pic 2: Right to Walk, Hyderabad

Pedestrian Voices

- Pune: Sameer Dighe waited for 15 minutes on Fergusson College Road watching 2 children trying to cross. They would walk half the distance, and then retreat because of the speeding vehicles. They had to dodge not only the oncoming vehicles, but also those that zoomed in the wrong direction," he said.*
- N. Delhi: Samar Reports: Delhi Right of Passage: SUVs run over 2 wheelers, 2 wheelers run over cyclists, who spill onto pavements to run over pedestrians. **
- Hyderabad: Students aged 13/ 14 of Vidyaranya School after a Study Walk reported that " The Walk was more of a trek". They walked a kilometre in the heart of the city!!***

Source

*Radheshyam Jadhav, TNN

**Samar Halarnkar, Hindustan Times

***The Right to Walk Foundation, Hyderabad



Pedestrian Scenes in India – Exceptions!!



Source: Pic 1: Chris, N. Delhi



Pic 2: Trip Advisor, Panaji

What It Ought To Be?



Source: Pic 1: Jackson Travelogue,
Shibuya



Pic 2: Kanthi Kannan, London

Why It Ought To Be?

- Increases Safety
- Increases Livelihood Options
- Increases Public Transport Usage
- Decreases Expenditure on Short Distance Commute
- Decreases Pollution

Why It Ought To Be?

- Reduces Trauma of the Driver
- Decreases Time Taken to Travel
- Increases Fuel Efficiency
- Improves Health
- Above All Decreases Conflict Zones, Decreases Accidents-----SAVES LIVES

“The single biggest difference between the infrastructure of an advanced nation and a backward nation is its footpaths, not its highways,”

Enrique Peñalosa, the former Mayor of Bogota



What Is Being Done?

- Loans Requested: Rs. 1,000 cr. to develop *traffic, public transportation*
- Road Widening
- Fly Over Construction
- Foot Over Bridges

What Needs To Be Done? The Role of the Central Government

- Acknowledge the Critical Nature of the Issue
- Formulate a Pedestrian Policy – Zero Tolerance, Pedestrian Police
- Plans to Adhere to Policy
- Enact laws in line with the Policy

What Needs To Be Done? The Role of the State Governments

- Acknowledge the Critical Nature of the Issue
- Implement New Projects in Line with the Policy
- Take Corrective Steps to Ensure Existing facilities Comply with the Policy
- Strict Enforcement of the Laws(**THIS IS THE CRUX OF THE WHOLE STORY**)

What Needs To Be Done?

The Role of Developmental Organisations

- Help Policy Formulation – Politicians Need to Buy this Idea
- Ensure that No Finances for Transport Projects till Policy in Place
- Set Up a Monitoring Group for Policy Adherence
- Study the Before and After Effects of Implementation of Policy for Improvement Feedback

Is Money The Issue?




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How It Could Be Done?

Mind Set Change

- Market Walking and Make it a Cool Thing to do
- Public Private Partnerships
- Encourage Out of the Box Thinking

It's Not Rocket Science

- Have Authorities Talk about Walking and Walk/
Use Public Transport to Office
- Demarcate Walkways
- Ensure that Pedestrian Crossings are put in
Place

Social Justice??

30% of People Use 100% of Space

MAKE WALKING AS A FUNDAMENTAL RIGHT



**THOSE WHO WALK CANNOT DECIDE AND
THOSE WHO DECIDE DO NOT WALK**



THANK YOU
www.right2walk.com

