

## SMART SRINAGAR CITY FOR ALL

Er. Mubashir Jan ARTO

**TRAFFIC MANAGEMENT** Is the essence of actual operation of vehicles but we cannot neglect that walking is the most natural form of mobility however at present our city has not evolved to accommodate the needs of Pedestrians ,walking in many cases has been neglected in the development of transport systems..

**The genius loci of cities is its vibrancy and diversity, visible in all aspects of urbanity, but especially so within its street life.**

The demographic diversity of cities is reflected within its public spaces. Srinagar city contains the formal and informal sectors, in close geographical proximity. Often low income people live near commercial areas and planned residential areas, in order to have easy access to employment opportunities. Therefore all streets must be planned for motorised as well as non-motorised vehicles. Pedestrians and cyclists are the most vulnerable group in our cities, due to the absence of proper footpaths and cycle tracks. They have to share road space with cars, buses and trucks, with no separation provisions. It is important to promote activities like walking to the local grocery store, cycling to work or taking a bus to a distant part of the city, among all income and age groups. In order to do so, these options should be made viable, through safe and comfortable infrastructural provisions. Though most Indian cities show a high percentage of non-motorised transport use, most of these users are

captive users – **people without a choice.**

The transportation system and the way road spaces are allocated in the cities, is a clear indication of a societal attitude and mind-set. Transport planning is clearly car-oriented, with cars having priority on the high speed road stretches, at the intersections which minimize their waiting time, at flyovers that allow them to avoid the congestion, at market places that give them large parking spaces, and the list goes on. While the authorities may apologize for badly maintained roads, they would never think of apologizing for the broken pedestrian paths, nonexistent bicycle lanes and dilapidated bus shelters and the inefficient public transport now in place

### SAFE STREETS

Safe streets include all user types by allocating spaces for each - a pedestrian, a cyclist, a hawker, a car user and a public transport user. Also, streets by themselves can't be safe, unless and until, a continuous dialogue between land use and streets is created. Active and passive interaction with passers by, well lit pathways and cycle tracks, interspersed with rest areas and bus-stops prevent creation of lonely and desolate spaces which encourage crime and unsafe situations. Sustainable transport needs inclusive streets. Inclusive streets ensure not only safe mobility – reduced risks of traffic crashes – but also reduced street crime and better social cohesion, and makes public transport, bicycling and walking attractive, and the preferred choice for commuting. Hence, safe streets are complete

streets. They ensure door to door mobility for all road users in a safe and seamless manner. They foster a community spirit since residents use streets to meet, access public spaces and socialize. **Safe streets put pedestrians first.** Prioritising vulnerable groups like pedestrians and cyclists, who are the most affected by speeding vehicles and street crimes, is needed during the design and planning of streets. Any type of streets, any width of streets, needs to address the prerequisites of a pedestrian and cyclist. Safe streets are built for people and not cars. The multi-dimensional experiences of the pedestrian, cyclist and the motor vehicle passenger must all be considered as one, at the 'eye-level' of humans in the city. Visual contact amongst all street users fosters a sense of safety, public pride and 'right to the street' and prevents actions like speeding of vehicles and rash driving due to a sense of 'being watched'.

**Safe streets are inclusive.** Design of inclusive streets gives a safe environment to all age groups and segregates population from high speed and

prevents injuries. IT WOULD BE IN PLACE TO MENTION HERE THAT OUR STATE HAS INCREASED NO OF PEDESTRIAN INJURIES as far as vehicle to population ratio is concerned. An inclusive approach, gives power to the most vulnerable street users through design.

Bus and bicycle lanes, pedestrian islands, signalised and redesigned intersections, curbs and sidewalks, frequent and safe crossing opportunities, are details which when incorporated creates inclusive streets. These details also keep a NMT (non-motorised transport) user well involved in the street environment.

**Safe streets give clean air.** The increased dependence on personal transport leads to high emissions. Comfort of commuting by car can hence lead to a heavy price of breathing in noxious fumes and developing respiratory problems over a period of continuous exposure e.g. daily commute to work. The more people use public transport or just walk and cycle, the cleaner the air.

**“A complete system of mobility within a city encourages a sense of equality among its citizens. When successfully incorporated into the grain of the city, public transportation, pedestrian walkways, and bicycle lanes, are usable by all because of their low cost and convenience. In this sense, People First Mobility fosters democracy as well as a sense of individual importance.”**

Thanks.....