



5th Edition
Volvo Nobel Memorial
Seminar, 2013



3rd Edition
Volvo Sustainable Mobility
Award, 2013



EMBASSY OF SWEDEN



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Sweden India Nobel Memorial Week 2013

The Embassy of Sweden partners with a number of Swedish businesses and companies, to organise the Sweden-India Nobel Memorial Week since 2007. The annual high-profile event showcases innovations and creativity of Sweden and Swedish companies with an aim to further enhance the image and interest for Sweden in India.

The Volvo Nobel Memorial Seminar is a part of the Sweden-India Nobel Memorial Week and is hosted by Volvo Buses in India under the patronage of the Swedish Ambassador to India.

The Week comprises a number of events - ranging from seminars and panel discussions among well-known decision makers from government and businesses as well as researchers and academicians - both from the Indian and the Swedish side; to competitions for students, to cultural performances, to exhibits, to the presence of the Nobel Chef, among others.



Volvo Nobel Memorial Seminar 2013

This is the 5th edition of the Volvo Nobel Memorial Seminar, which will bring together the top authorities and opinion leaders in the area of Sustainable Mobility – stakeholders, including public representatives, media industry, NGOs, customers and more.

Marked by insightful and intense panel discussions, presentations and interactions, the seminar offers the coming together of ideas and vision that will make the future of our cities.

The topic of discussion

The Road to Sustainable Mobility - The Choices We Need to Make Today

For close to a decade now, we have been seriously discussing Sustainable Mobility. And another few years we would be close to 2020. Today we stand amidst key cities being congested, prohibitive costs in terms of infrastructure, fuel and environment. All this juxtaposed with the ambitions the people of India have.

It's a situation of deep concern and great hope. There is little doubt that we cannot allow the problems we have today to grow at the same pace, tomorrow. We need to make our choices today, for a better tomorrow.

At the Seminar, we get an opportunity to hear the thoughts of leaders who are Authorities, Policy Makers, Academia, Industry and Media. They deliberate and provide needful insight into what has been done and what can be done better & differently.

The Volvo Nobel Memorial Seminar aims to create greater awareness on the issues & concerns facing us. Stakeholders from across cities facing common issues, come together to build a shared vision and join hands for action that will make sustainable mobility a reality in our cities.



Program

Date: November 7, 2013

Venue: The Grand Ballroom, JW Marriott,
Vittal Mallya Road, Bangalore

17.00 hrs	Registration & Reception for Guests <i>Walkaround - Nobel Memorial Wall and Volvo Sustainable Mobility Award, Past Winners Display</i>
17:30 hrs	Welcome & Introduction Opening remarks by the Swedish Ambassador Opening remarks by the Presiding Dignitary Curtain raiser speech for Panel Discussions
18:00 hrs	Panel discussion I Topic: The Road to Sustainable Transport - Regulations versus 'Bringing it all together'
18:45 hrs	Panel discussion II Topic: 'Building Capabilities. Making it Feasible' - The City of 2020
19:50 hrs	Volvo Sustainable Mobility Award 2013 - Ceremony
20:40 hrs	Cocktails and Dinner



Seminar Panelists

Panel I

Topic: The Road to Sustainable Transport –
Regulations versus “Bringing it all together”

H.E. Mr. Harald Sandberg
Ambassador of Sweden to India

Mr. Ravi Kumar P, IAS
Principal Secretary – Transport Department Government of Karnataka

Mr. Prasanna Patwardhan
Chairman & Managing Director, Prasanna Purple Mobility Solutions

Mr. Ranjit Gadgil
Parisar

Mr. Murali Gopalan
National Business Editor, The Hindu Business Line

Panel II

Topic: “Building Capabilities. Making it Feasible ” The City of 2020

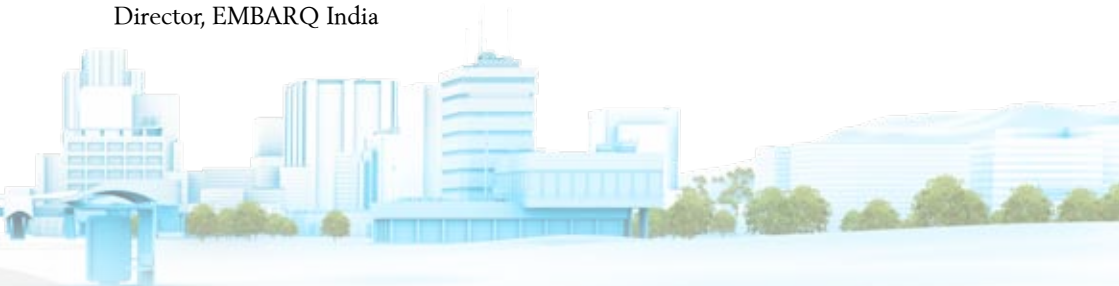
Ms. Manjula V, IAS
Commissioner, Directorate of Urban Land Transport (DULT), Bangalore

Mr. Anjum Parwez, IAS
Managing Director, Bangalore Metropolitan Transport Corporation

Prof. HM Shivanand Swamy
Professor & Associate Director, CEPT University, Ahmedabad

Mr. Akash Passey
Sr. Vice-President – Business Region International, Volvo Bus Corporation

Mr. Madhav Pai
Director, EMBARQ India



Volvo Sustainable Mobility Award 2013

The Volvo Sustainable Mobility Award was instituted by Volvo Buses in 2011 with the aim to reward progressive and practical actions in the area of promoting sustainable mobility solutions. This award involves prize moneys of INR 1 million, which includes a first prize of INR 700,000 for the winner and INR 300,000 for the runner-up.

The award is given under the aegis of the Sweden-India Nobel Memorial Week and during the Volvo Nobel Memorial Seminar on Sustainable Transport. The Volvo Nobel Memorial Seminar, now in its fifth year, includes a cross-section of panellists and audience from among authorities, citizens groups & NGOs, academia, media and industry.

The Volvo Sustainable Mobility Award is a unique initiative in the area of sustainable transport and continues to attract entries from across the country in the future editions.

The response to the 3rd Edition of the award was encouraging. This year we have received better quality of participation from among NGOs/Citizen Groups, Organisations/Consultancies/Institutions, Student Groups and Individuals.

Importantly, the number of entries submitted was much higher than expected. It gave us an insight into what 'Sustainable Mobility' means to groups/people who are addressing a wide range of issues in our cities. And the different approaches being adopted to resolve a multitude of problems.

The jury spent a lot of time to assess the projects and deliberated at length before arriving at a consensus on the winners. In this booklet, we present the summaries of the Top 10 projects as also the list entries in the Top 20.



Jury for the 3rd Edition of the Volvo Sustainable Mobility Award

Mr. M K Shankaralinge Gowda

Principal Secretary – Department of Horticulture
Government of Karnataka

Prof. Geetam Tiwari

MoUD Chair and Professor for Transport Planning
Department of Civil Engineering, and
Coordinator Transportation Research and Injury Prevention Programme,
Indian Institute of Technology Delhi

Mr. Madhav Pai

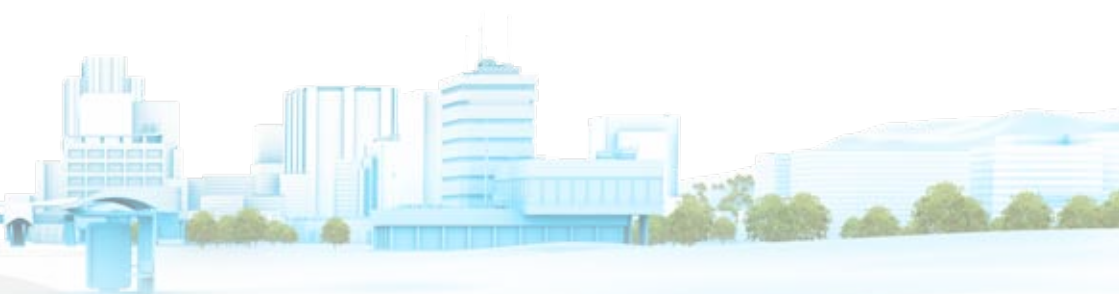
Director
EMBARQ India

Mr. Vinay Rao

Independent Advisor on Climate Change and Sustainability

Prof. Edward Jobson

Environment Director
Volvo Bus Corporation, Sweden



Project by

ArriveSAFE

Project Topic

To Reduce the Number of Road Crashes Due to Drunken Driving

Objective

The objective of the Project is to reduce the number of Road Crashes due to Drunken Driving in the North Indian States of Punjab and Haryana. The outcome of the project directly or indirectly affects nearly 20 million people.

Achievements

ArriveSAFE started the project in February 2012 by seeking information from the concerned Government Departments like NHAI (National Highway Authority of India), State PWDs (Public Works Department) and State Excise Departments etc. using RTI (Right to Information Act) as a tool. Since the States earn handsome revenue through the sale of liquor, most of the departments gave vague replies to our queries and we repeatedly asked for information after studying the various Acts/Rules under which these liquor shops got permissions to run their business.

Very glaring figures came out. Example: On a 291 Kilometre stretch of the busy National Highway 1 from Panipat (Haryana) to Jalandhar (Punjab) there are 185 liquor shops. That means approximately one shop every 1.5 kilometre.

In December 2012, armed with Information collected through RTIs supported by the Advisory Letter by the MoRTH and ArriveSAFE filed a PIL (Public Interest Litigation) in the Punjab and Haryana High Court.

The two-judge Bench headed by Chief Justice of Punjab and Haryana High Court gave a Judgement on 30 July, 2013 ordering the States to remove such Liquor Shops within four weeks and submit a compliance report on 13 September, 2013.

Next Steps

ArriveSAFE will now work to get the Capacity of the Enforcement Agencies enhanced (purchase of equipment, training etc.), make a road map so that effective Enforcement is done to check drunken driving, develop content for Educational/Awareness purpose and guide the enforcement agencies on how to conduct Awareness Campaigns for public. The Awareness Campaigns increase the acceptance of the Enforcement Drives amongst the road users.

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Project by

Centre for Green Mobility, Ahmedabad (CGM) in partnership with Jaipur Development Authority, Jaipur

Project Topic

Re-Design of Tonk Road, Jaipur (Prioritizing Pedestrians and Cyclists)

Objective

The main goal of Tonk Road Street Re-design initiative is to re-orient it from existing motor-centric to people-centric design. The design proposal tries to encourage more social interaction, improved safety for all modes including pedestrian and cyclists (the vulnerable users), disabled-friendly and having improved environment. The design sought to implement the ideals laid out in the National Urban Transport Policy (NUTP) and Comprehensive Mobility Plan (CMP) of Jaipur.

- Improve Safety for All Modes
- Provide Equity and Balance for All Modes
- To Encourage non-motorized movement
- To reduce negative impact on environment
- To preserve existing character and users

Achievements

One of the main achievements of this project is that it could make the decision-makers see the benefit of narrowing of carriage way and increasing slow moving area for NMT users. This view was endorsed by not only the JDA officials but the Honorable Minister for Urban Development, Government of Rajasthan and the Additional Chief Secretary of Urban Development of Government of Rajasthan. CGM presented in a number of high level meetings during the course of design of Tonk Road. The project achieved buy-in from:

1. Ministry of Urban Development, Government of Rajasthan
2. Urban Development & Housing Department, Government of Rajasthan
3. Jaipur Development Authority
4. Jaipur Nagar Nigam
5. Jaipur Traffic Police
6. Jaipur City Transport Corporation Limited

7. Civil Society Organizations working on Road Safety in Jaipur

8. Local Media Houses

Next Steps

CGM along with active support and initiation from the Jaipur Development Authority will continue to support the project implementation and plans to integrate this project with other street development projects in the city. This project will also build the capacity of engineers and planners towards sustainable urban transport.

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Project by

Delhi Integrated Multi-Modal Transit System (DIMTS) Ltd

Project Topic

Real-time Bus Arrival Information System & Delhi Transit Bus Info Application

Objective

With an aim to provide users with relevant information through the latest web and mobile based technologies on bus operations & schedules and to give people the opportunity to plan their journey, DIMTS developed a Real-time Bus Arrival Information System which uses an AVL system to find in real time the location of buses on a route and uses machine learning based techniques to predict the ETA of the buses on subsequent bus stops on the route. This information, packaged with a plethora of other services, is made easily available to the passengers through the Delhi Transit Bus Info mobile application. In addition, the information is also made available on the DIMTS website as well the Passenger Information System (PIS) boards on selected bus stops.

The Delhi Transit Bus Info mobile application provides bus commuters with this information along with other features such as:

- Estimated Time of Arrival (ETA)
- Route Details
- Track location of a bus
- Bus Schedule
- Locate Bus Stop
- Trip Planner
- Estimated Travel Time (ETT)

Achievements

Currently, this service is operational and is available only for the orange coloured cluster buses. Besides this DIMTS has also...

1. Done successful implementation of several state-of-the-art algorithms including the machine learning based ETA engine, route finder between a source and a destination, etc. We have also developed a tool to measure the accuracy of the ETA predicted by us by comparing our predictions to actual arrival times. For predictions made 10 minutes before actual arrival our prediction error is less than

1 minute in around 60% of the cases and between 1 to 3 minutes in 24% of the cases. For predictions made 5 minutes before arrival, the prediction error was less than 1 minute in 92.7% cases.

2. Launched web-based service at <http://businfo.dimts.in/businfo/>
3. Launched beta version of the mobile application for android devices with an encouraging response with more than 5000 downloads till date.

Next Steps

The application has been launched on web as well as on Android platform. As the immediate next step the application will be extended to other platforms like iOS, Blackberry, Symbian also, therefore serving as a milestone in making the information retrieval system and the entire experience of a bus journey easier and faster.

The application is currently functional only for Orange Coloured Delhi Transit buses. It will soon have information on Delhi Transit Corporation (DTC) buses. With this the entire network of buses in Delhi will be covered, thus giving the people of the city a better travelling experience. Once that happens, commuters will also be able to find out what kind of bus – Green, Red or Orange - is approaching the bus stop along with its ETA.

DIMTS plans to give the commuters an option to add a desired trip they want to make in future and the mobile application will alert them whenever a bus is approaching their bus stop. Also planned is a feature to give current occupancy levels of a bus. Data from the Electronic Ticketing Machines will be used to estimate the number of passengers travelling in a bus which will be made available to the commuters so that they can make an informed decision and choose a trip based on how crowded the approaching bus already is.

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Project by

ECOCABS

Project Topic

ECOCABS

World's first dial-a-Cycle Rickshaw Scheme

Objective

The objectives of the project are two-pronged. While it endeavours to promote cycle rickshaws as an affordable means of sustainable urban transport especially for shorter distances, it also focuses on strengthening the existing unorganized network of cycle rickshaws. The specific objectives identified under the project are:

- a. To improve and increase the accessibility of the cycle rickshaws to the citizens mainly senior citizen and women.
- b. To provide a reliable low carbon mobility solution for short trips
- c. To improve the livelihood opportunities and promote well-being of the traction men
- d. To promote cycle rickshaw as sustainable mode of public transportation, as an alternative to car centric development and its linkage as a feeder unit to any mass rapid transit in order to improve first and last mile connectivity

Achievements

20 June 2008

- By organizing group of existing 500 cycle rickshaw operators in Fazilka, first time dial-a-rickshaw service was launched through five call centers.
- Different welfare schemes are being taken up for the benefits of traction men including construction of new cycle rickshaw stand with the help of Municipal Council, Fazilka

28 April 2010

- Honorable Punjab and Haryana High Court took suo-motu action on one of the news item published in Indian Express about Fazilka Ecocabs and ordered to introduce concept Ecocabs in each city of Both Punjab, Haryana State and UT Chandigarh
- After the High Court intervention, Chief Secretary Punjab conducted an inquiry through Deputy Commissioner Fazilka and Submitted the Report.
- Subsequently with the active guidance from Fazilka Ecocabs, team Ecocabs Fazilka with the help of District Administration of each district of Punjab, Ecocabs

was successfully launched in the 22 district headquarters of Punjab. So far, about 1500 new cycle rickshaws were given to rickshaw operator through bank finance under DRI Scheme of Reserve Bank of India. It was facilitated by Deputy Commissioner of each District of Punjab.

- New Ecocab sheds were inaugurated in the Month of April 2011 at Fazilka.

June 2011

- Collaboration with BSNL for giving 900 dedicated GSM numbers in Close User Group. First time in India BSNL given this scheme Under “Saral Anant” Plan for the pre-paid connections.

29 October 2011

- GSM based dial-a-rickshaw service launched with extended 9 call centers across the city along with dedicated website for Ecocab operations/ implementation www.ecocabs.org and Android Smart Phone Application for Fazilka Ecocabs.

6 December 2011

- Fazilka Ecocabs were awarded with National Award of Excellence for NMT Category- Urban Mobility 2011 considering it as a best practice in the country, by the Ministry of Urban Development, Government of India.

1 April 2012

- “Ecocabs” venture Selected in the Top 15 SMART Mobility EnterPrize Award 2012. Award is constituted by University of Michigan's SMART Program (Sustainable Mobility & Accessibility Research & Transformation), USA for the best social entrepreneurs and businesses focused on sustainable transportation globally.

22 October 2012

- D'Amore-McKim School of Business, University of Northeastern, Boston entered into MoU with Ecocabs in order to Study “Fazilka Ecocabs” as a part of their curriculum under “Business Model for Social Impact”. The team of five MBA students part of Entrepreneurship and Innovation Group of the University submitted the final report.

March 2013

- Ministry of Housing and Urban Poverty Alleviation constituted a Task Group in order to address the issues of Livelihood of Cycle Rickshaw and nominated Navdeep Asija, founder Ecocabs as member of the Task group. Task group submitted the first draft of the bill title "NON-MOTORIZED VEHICLES & PLIERS (PROMOTION, REGULATION, WELFARE AND CONDITIONS OF SERVICE) ACT, 2013" for its approval at Lok Sabha in the Month of August 2013. The bill is likely to be placed in the Winter Session of Parliament of India in 2013 December. This bill includes the good practices being followed for Ecocabs to be implemented on Pan India Basis. This will support the livelihood of 10 million rickshaw families associated in the rickshaw business in India.

June 2013

- Using Community based dial-a-rickshaw model, Ecocabs were officially launched by Advisor to Administrator U.T Chandigarh Mr KK Sharma, IAS www.chandigarh.ecocabs.org

Next Steps

Under next phase, the project is planned as a feeder system for Gurgaon Rapid Metro, under which cycle rickshaw would be facilitated with dial-a-rickshaw facility at each of 6 metro station proposed at Gurgaon followed by its linkage with Resident Welfare Association to provide door-to-door service.

In association with Indian Youth of Climate Network and Wiser India the Scheme is planned for the Greater Kailash Hemkuth Colony Delhi. This will provide metro station connectivity to Hemkuth Colony residents and rickshaw would be made available through phone calls.

To link up further, a research and development activities are planned including development of low cost GPS devices for rickshaw with cost less than 1000/- in order to provide real time tracking of cycle rickshaw in future.

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Project by

EMBARQ India

Project Topic

Towards a Walkable and Sustainable Bengaluru
A Safe Access Project for Indiranagar Metro Station

Objective

The Indiranagar metro station, selected for the pilot study is elevated and located on East-West corridor (Purple Line) from Baiyappannahalli to Mysore Road. Operations between M.G.Road and Baiyappannahalli started in 20-10-2011.

Located between Halasuru and Swami Vivekananda Metro stations, Indiranagar station area is a predominantly residential neighbourhood with a high concentration of commercial activities along the main Roads.

A number of medical and educational institutions are in proximity to the station, thus resulting in a large number of resident and working population and a high potential for Metro ridership. Besides this factor, the station area is undergoing transformation with mixed and commercial uses locating along major roads, and changing the character of residential area. For these reasons, Indiranagar station area was chosen as a demonstration area by EMBARQ India.

Safe Access Design

The intent of the Safe Access Project is to show how access to the Metro station may be enhanced and be a priority in an environment that anticipates increased density and rapid urban transformation.

- To develop safe access, by walk and cycle, to metro stations from a distance of 500 metres
- To ensure safe and easy integration of metro passengers with other public transport and intermediate public transport modes
- To design the environment to allow for comfortable, efficient and easy access to the metro station
- To ensure through design proposals that the street and pavement space responds to needs of a rapidly transforming neighbourhood

Development Control Regulations Proposal

The DCR Proposal aims to shape the built environment around the metro station to support the design proposals of the Indiranagar Safe Access Project, with a focus on contributing to providing a safe and pedestrian friendly environment for Metro users as well as residents of adjoining neighbourhoods.

- To facilitate a development trend that allows higher numbers of people to use the Metro system and discourage automobile dependent activities around the station area
- To make the area investment friendly as well as inclusive
- To guide the design of built form to improve the street interface thereby creating a more pedestrian friendly and safe environment
- To develop a station area analysis and development plan methodology that can be applied to stations across the city while ensuring that each DCR proposal caters to the needs of the context (ecological, historical, development) in which the station is set

Achievements

1. Methodology developed by EMBARQ India for safe access designs and DCR recommendations for Indiranagar metro station are being used to scale up the same across all 40 metro stations of Bangalore
2. Technical assistance provided to DULT in writing the terms of reference (ToR) to invite bids and evaluation of technical bids to select consultants to prepare SAPs
3. Safe access designs are incorporated in 'TenderSure' document prepared by India Urban Space Foundation
4. EMBARQ India is providing the technical assistance to DULT on SAPs and also helping the DULT team to prepare SAP for Swastik metro station
5. Reviewed the consultant's work to ensure the recommendations made by EMBARQ have been duly incorporated

Next Steps

1. To conduct multiple stakeholder workshops and conferences for creating buy-in of EMBARQ India's vision of TOD and safe access for sharing the proposals, designs and costing of SAPs and for finalising the implementation modalities
2. To review DPR and Tender documents to ensure recommendations made by EMBARQ have been incorporated duly by the consultants
3. To provide assistance & technical support to DULT to complete SAPs, in construction after commencement of civil works around Indiranagar station, to review consultants work till DPR stage for all 40 SAPs & to build buy-in amongst line agencies that will be involved in execution stage for quality control during project execution
4. To provide inputs into the revision of the master plan of Bangalore through the SAP and DCRs formulated by EMBARQ India

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Project by

Eram Scientific Solutions

Project Topic

eToilet

Objective

The objective is to provide a world class public amenity to the common man on the street. Though there are several impediments to this such as external factors affecting the aesthetics, lack of labour, appropriate technology, acceptable design, space constraints, cost factors etc., the basic assumption is that convergent technology will address and override a majority of these issues, thus making available quality sanitation infrastructure for all.

Achievements

Till date, 400+ eToilet units have been set up across India and another 80 units are in the pipeline in Kerala. Kerala's own eToilets have been installed in Jammu & Kashmir, in Pollachi, IOCL, Bangalore, Delhi Cantonment Board, Kanyakumari, and Raichur.

The eToilets are also connected over a GPRS network for effective tracking and monitoring of the system. This is termed as "Connected eToilet Infrastructure." This network of 200+ connected eToilets made available on the web would empower the decision makers of the emerging cities in India to manage and monitor the performance of their public sanitation infrastructure.

Next Steps

Eram's immediate vision is to equip all Indian Cities with CeTI by creating clusters and thereby developing the network of connected eToilet Infrastructure. They also plan to develop the CeTI through crowd sourced data from various groups and that delivers exportable data for further use as indicators on sanitation projects and for urban planning initiatives. Ensuring toilet provision is accessible and available to all - especially those with continence concerns - can be considered essential to ensuring that people can move freely about our cities, towns and countryside.

Eram plans to conduct further research into eToilet to make it 100% touch less for use. The ultimate vision is to develop eToilets which are self-sustainable, creating its own energy and water for its functioning and also powering the external environment.

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Project by

Mumbai Environmental Social Network

Project Topic

Making Bus Stops in Mumbai Intelligent and Informative for Passengers

Objective

Mumbai is the financial and commercial capital of India. With a population of more than 13million, the city is spread over an area of 440 sq. km. With its satellite towns Thane, Navi Mumbai and Vasai-Virar, Mumbai Metropolitan Region with a population of more than 19 million, is the one of the largest urban area in India and world. To cater to the movement of this huge population over such a vast area, the city offers transportation in the form of suburban rails, buses, Intermediate Public Transport in the form of auto-rickshaws and taxis, apart from private vehicles.

Over the years, the increase in population and number of vehicles has put a tremendous pressure on the city's infrastructure. Roads are facing severe congestion as the use of private vehicles, auto-rickshaws and taxis has increased tremendously. Suburban rails are also carrying passengers almost 3 times its carrying capacity. However, though the use of all other modes has increased, the use of buses over a period of time has decreased. Despite having a vast network, buses are either running empty or less than capacity on many of its routes, both during peak hours and off peak hours.

It is on this background; MESN decided to take up the cause of improving the bus system and increase its ridership and has been working for the last more than six years on it. On interviewing the people, they found that some information system regarding destination of the bus services and locations through which the routes pass was needed for convenience of passengers. Hence, MESN came up with the idea of installing a route map at the bus stop.

Achievements

MESN started by preparing route maps for Kalanagar Junction (one of the busiest bus stops in Mumbai catering to more than 15 bus routes), and successfully installed them. Passengers found the map to be very informative and helped them clearly identify the routes available. Basis this, maps for 19 other bus stops have been modified and are in the process of being installed.

Next Steps

After the positive response received for the start to this initiative from passengers and media, the Bombay Chamber of Commerce & Industry and BEST now want similar maps to be set up at 200 more important bus stops in the city. MESN also plans to install similar bus route maps at railway stations, so that passengers can know of the destinations served by buses from that particular railway station.

Simultaneously MESN also plans to plot a map at area level and install information panels at various points in local areas, informing residents and tourists of the location of important transit systems like railway station, bus stops, taxi stand, rickshaw stand, apart from other important locations in the area.

Apart from these, MESN is examining if it is possible to go beyond and see how real time arrival of next bus information can be provided at the bus stop and in the user's mobile phone, as it will make this initiative even more appealing.

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Project by

NRDA and IBI Group

Project Topic

Naya Raipur Transit Oriented Development Study

Objective

Transit oriented Development (TOD) as defined by NRDA is the development of residential and Commercial Land Uses in a manner such that it maximizes access by public and non-motorized transportation.

The objective of the assignment is to conduct a Study on ensuring that the new city of Naya Raipur is a pedestrian and transit friendly city by identifying policy, planning and design changes to promote sustainable living among the citizens of Naya Raipur.

Over arching objectives of Transit-Supportive Planning form the basis of this project, and include the following:

- Providing guidelines for vision, goals, and policy development for future growth in Naya Raipur;
- Planning for the development capacity of land through appropriate land use and density analysis;
- Identifying all appropriate modes of transport to support such density with appropriate multi-modal Level of Service (LOS);
- Developing measures to reduce vehicle miles travelled;
- Prioritizing sustainability principles in transport and land development; and
- Outlining a detailed implementation plan to integrate land use and transport.

Achievements

- The Study resulted in certain milestone achievements. The most significant of these was Capacity Building wherein a Charrette and an International Study Tour were conducted. These involved World Bank members, International experts from Curitiba, Hong Kong and Canada and experts from India
- Officials from Naya Raipur Development Authority (NRDA) were imparted an in-depth insight into the various aspects of Transit Oriented Development and the implementation dynamics. Of particular importance was a detailed dialogue on Bus Rapid Transit Systems and how to implement it in a Green Field city such as Naya Raipur. Studies related to other modes of NMT, IPT and pedestrian networks were a few other key ideas of sustainable mobility that were discussed during the Charrette

- As part of the International Study Tour, the NRDA officials and World Bank members visited the cities of Rio de Janeiro, Curitiba, Sao Paulo, Bogota, Medellin, Vancouver and Toronto. The teams experienced the working of Rapid Transit Systems of these cities with a diverse socio, economic and cultural base and also participated in several meetings with the stakeholders, and City officials' in-charge of these projects. The teams also met Mr. Jamie Lerner who was the Mayor of Curitiba under whose aegis; Curitiba acquired the first BRTS in the world
- First hand observation of bicycle networks, parking solutions, pedestrian environments, streetscape design and so forth, all contributed to an understanding of how BRT in conjunction with all these elements form the basis of a truly successful sustainable transportation system.
- Another vital area where achievement is envisaged is our recommendations related to the Master Plan Update which includes amendments to the Development Control Regulations of the current NRDP 2031 to make urban development in the city Transit friendly and sustainable in all aspects. A new chapter on TOD has been developed to be incorporated as part of the Document and the Chapter on Transportation has been modified to include additional standards such as Multi Modal Mobility, Street Hierarchy, Complete Streets, Road Cross Section Standards, Street Lighting, Pedestrian Paths, Cycle Tracks, Intermediate Public Transport and Parking Standards.
- NRDA has formed the Unified Metropolitan Transportation Authority and Urban Transport Fund which will help provide the necessary institutional and financial support needed for implementation of a high-quality transit service and resulting transit oriented development projects
- Extensive NMT network planned and construction initiated connecting Station Areas with future TOD centres
- Regional Mobility Plan underway which will further strengthen the viability of the TOD concept at a regional scale

Next Steps

Following the study a set of next steps have been identified which are as below:

- Incorporate TOD Chapter In To Master Plan Update
- Initiate Detailed Station Area Planning Process for the CBD Intermodal Site

- Identify Anchor Projects and Phasing of Prioritized Development Sectors Along the Transit Corridor
- Prepare a Comprehensive Mobility Plan for the City Incorporating Future Station Locations and Bus Route Alignment
- Comprehensive Development of Residential Sector 7 and Sectors 15 & 16.
- Planning and Designing for Comprehensive Development of Various Projects Including Buildings and Services In the CBD

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Project by

Project Tender SURE and Jana Urban Space (JanaUSP) Foundation

Project Topic
Tender SURE

Objective

Tender SURE is a ground-breaking project that tackles the chaos caused by poor planning of India's urban roads. It provides a systematic and disciplined way to address the details of design, procurement and execution. Project Tender SURE (Specifications for Urban Road Execution) was conceived and developed by Jana Urban Space (JanaUSP) Foundation.

Tender SURE principally addresses five key failures of our urban road networks:

- i. They are not planned in a clear, networked hierarchy of connectivity
- ii. They are not planned to integrate public transport networks – local buses, city buses, rail, and mass rapid transit
- iii. They do not provide a continuous network of pedestrian and cycling pathways, thereby ignoring the mobility needs of over 30% of the population
- iv. They are constantly under assault by multiple agencies with no planning or coordination between them. Networked utilities beneath and above the roads – drains, telecom lines, power lines, sewage, water, electric poles, transformers – are haphazardly laid, resulting in a sense of chaos and un-usability of much of the road and footpaths
- v. They have a poor life-cycle, with inadequate quality assurance on execution, and maintenance.

Tender SURE addresses these five failures in its two volumes – one pertaining to Road Design Specifications, and the other being a Typical Procurement Contract (TPC), which allows for standardisation in the tendering process. In constructing these two Tender SURE volumes, JANAUSP has studied best practice documents, visited road engineering and transport departments overseas, and adapted this knowledge to our own existing templates and standards wherever possible. The Tender SURE Volumes pull everything together, combining broad brush context with judicious detail – laying the groundwork for improving the quality of urban roads, and networked infrastructure.

Achievements

Tender SURE achievements – Sept 2012 – Sept 2013 (New achievements).

- I. Launch of Tender SURE Volume II –
- II. Tender SURE Phase II – A new focus on Urban Design through Rejuvenation Projects
- III. Redesigning the heart of Bangalore – 7 roads
- IV. Visualisation - 3D Walk Throughs

Next Steps

- I. The 'Adopt a Road' Concept – an expansion on the success of Bangalore City Connect Foundation (BCCF)

During the period from launch to Sept 2012, the Tender SURE team had successfully established a base-plate for Public-Private Partnerships through its co-operation with Bangalore City Connect Foundation (BCCF).

Funding from private individuals led to the overhaul of Vittal Mallya Rd and Walton Rd, using Tender SURE guidelines. In 2013-14, the TenderSURE team will expand the scope of such agreements by introducing its 'Adopt a Road' concept.

- II. 4 Phase II roads

DPRs have been completed for Brunton Rd, Primrose Rd, Brigade Rd, and Kasturba road. Once the seven Phase I Roads have been successfully tendered, these new DPRs will be made public and floated for tendering.

- III. Tender SURE in other cities

Previous efforts by the Tender SURE team – at both the policy advocacy and practice levels – have had a Karnataka and Bangalore focus. The team has used this area as a laboratory to demonstrate the power of Tender SURE. In 2013-15, however, the team wishes to develop Tender SURE roads in other cities to demonstrate the 'proof of concept' to stakeholders in other states, and state governments. As a pilot, this includes Mumbai and Bhubaneswar.

E-mail: chris.doig@janaagraha.org

Project by

Right to Walk Foundation

Project Topic

Pedestrian Safety: Creating Awareness amongst Stakeholders

Objective

The Right to Walk Foundation is a Hyderabad based NGO campaigning for pedestrian rights. Majority of the population in India still walks. Although we have progressed into the future in leaps and bounds, we have done so with little or no care for the common person in India. Walking seems to be more dangerous than being in a vehicle. Everywhere across the world, people love walking and are encouraged to walk.

Pedestrian safety comes first on the road. Pedestrians have a right. In India, sadly, there exists no such right. The R2W is committed to change this and make "Walking as a Right" and is focussed on "Creating awareness amongst stakeholders" as a project.

Achievements

GHMC

- Footpaths ownership, specifications and progress
- Pedestrian Workshop organized by GHMC in Nov 2012

Government

- CM announces walkways in the 100 day plan
- Discussion regarding pedestrian safety issues in the UMTA (Urban Metropolitan Transport Authority)

School Campaign

- The R2W and The Hindu launched a creating awareness initiative for schools. This was done in 3 schools across the city. This campaign has already proved to be a success because Oakridge, a school is planning to make R2W as part of their "Design for Change Competition"

Face Book

- FB material has led to a number of students from Engineers without Borders participating in R2W activities. Students are helping us to create awareness at the school level and also planning to discuss pedestrian safety issues in and around their college

Legal

- Petitions filed at the AP Human Rights Commission and the Lok Ayukta has been successful also in R2W getting help from NALSAR, the Hyderabad based law school. They will be discussing the way forward for Walking as a legal right.

Next Steps

A disruptive innovation is an innovation that helps create a new market and value network, and eventually goes on to disrupt an existing market and value network (over a few years or decades), displacing an earlier technology.

What is the plan to make this project plan as a disruptive innovation?

Creating new markets for walkways: Marketing / Branding Walking will be the Mantra of the Campaign.

- Presently the users are the people who have no choice but to walk but our aim would be to try and work out new ideas that would attract a new breed of walkers by choice
- Use of technology in creating awareness regarding the related issues: Promoting the concept of reduction in carbon footprints and also a huge reduction in the city's fuel bill. We will try and quantify these so that more people are on board.

Campaign Groups

- Resident Welfare associations
- Government organisations (GHMC, Traffic Police & Tourism)
- APSRTC
- Corporate entities
- On-going School Campaign details
- Legal campaigns

Each of these groups will be having a discussion/debate regarding the various issues that concern them. It is indeed important as has been mentioned for the R2W to realise that each group's needs are different

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Other Entries

Organisation/ Group/Individual	Project Title	Email ID
CEPT	Janmarg - Ahmedabad Bus Rapid Transit System	coe.ut@cept.ac.in
Gubbi Labs	Introduction of City Transport Services in Medium-Sized Cities	sudhira@gubbilabs.in
Shakti Sustainable Energy Foundation	Sustainable Urban Transport - Principles and Implementation Guidelines for Indian Cities	chirayu@epc.org.in
Jinson J Koottungal	Approach Paper on Methodology for determining the quality of service at Transport Interchanges	jinsonjk@gmail.com
Mapunity	"Where Are You?"	chetan@mapunity.in
Sakal Media Group	Pune Bus Day	rupal.sancheti@esakal.com
Clean Air Asia	Walkability: Changing Minds Changing Cities	india@cleanairasia.org
NammaCycle	Namma Cycle – Bicycle Sharing for Campus	murali@nammacycle.in
EMBARQ India	Introducing Integrated Smart Card Ticketing for City Bus and BRT Services in Indore	pbachu@embarqindia.org
Jayatheja A	Sustainable Hyderabad Project - A Case Study on Options to Improve Public Transport In Hyderabad	josephtheja7@gmail.com

2011 WINNER

VOLVO SUSTAINABLE MOBILITY AWARD

Mapunity

Project: Innovative solutions for sustainable transport in cities

With increasing urbanisation, cities are struggling to cope with the problems of traffic management and the parallel need for continuous improvement in transportation solutions. Mapunity projects in mobility aims to address both these problems - the demand management side and improve the administration of supply. Together, the two trajectories can improve traffic flows in the city and also bring efficiency to public transport services.

Mapunity focused its efforts on addressing two interlinked issues of Traffic and Transportation as part of its initiative.

The project provided two solutions, both of which were implemented in Bangalore city. One, Mapunity devised the Direction Based Service of BMTC buses, aimed at providing mobility to people along the peripheral areas of the city to the centre of the city. Two, a live traffic management system implemented with the help of the Traffic Police in Bangalore. As part of the next steps submitted in its project, Mapunity will continue to work towards enhancing and improving these solutions in order to address the persisting issues of Traffic and Transportation.

2012 WINNER

VOLVO SUSTAINABLE MOBILITY AWARD

EMBARQ India

Project: Improving bus transport along major arterials in Bangalore

EMBARQ India identified the Hosur Road as one of 12 major arterial roads in Bangalore connecting the city centre to Electronics City.

The Hosur Road Corridor Improvement Project is a pilot project for improving the efficiency and quality of public transport services along major arterial roads in Bangalore. The main aim is to reorganise bus services from the existing Direct Services Model to the Connective System Model. In order to achieve this, the project consists of 5 components: Route Rationalisation; Service Optimisation; Naming Convention; Fare Restructuring; and Transfer Facility Planning.

The overall goal for this project is to reduce travel time by an average of 20 minutes for 275,000 people daily.

2012 WINNER

VOLVO SUSTAINABLE MOBILITY AWARD

India Urban Space Foundation

Project: Tender SURE

Project Tender SURE (Specifications for Urban Road Execution) was conceived and developed by India Urban Space Foundation (IUSF). In Bangalore, Tender SURE has been supported and championed by leaders and business stalwarts of Bangalore City Connect Foundation BCCF, and is being executed by the Government of Karnataka. It is a groundbreaking project that tackles the chaos caused by poor planning of India's urban roads – providing a systematic and disciplined way to address the details of design, procurement and execution of city roads.

Tender SURE specifically addresses areas such as planning of road networks, integration with various options of public transport, and enhancing the life cycle of the roads constructed, among others.

2012 RUNNER UP

VOLVO SUSTAINABLE MOBILITY AWARD

Praja

Project: Namma Railu

Praja has been spearheading this initiative since 2007. The aim of this project was to address the commuting needs of people in the peripheral areas of Bangalore in a cost efficient and timely manner.

Praja's objective was to campaign for the introduction of environment-friendly and sustainable Commuter Rail Services on existing routes to improve connectivity for suburban residents to downtown Bangalore whilst maintaining infrastructure investments at optimum levels.

Praja has released the "Namma Railu - Call to Action" report in Mobilicity-2010 under the aegis of CiSTUP and presented the same to Dept. of Urban land Transport (DULT), GoK which agreed to take up the project further. It has initiated dialogues with authorities for raising awareness about this concept.

As part of its continued efforts, Praja will continue to educate & inform citizens the benefits of commuter rail; and work towards augmenting routes and frequencies of the cheaper commuter rail mass transport alternative for the city and suburbs.

For information on

VOLVO SUSTAINABLE MOBILITY AWARDS 2014

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