Improving Public Spaces in Chennai

Pedestrian Facilities and Pedestrianisation

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• The Hon’ble Tamil Nadu Chief Minister’s vision is to develop Chennai City as a world class city with infrastructure of international standards.
• The Worshipful Mayor and our Principal Secretary / Commissioner of Corporation of Chennai are guiding us to path breaking schemes for infrastructure developments in Chennai City.
• Chennai City is the biggest and important urban agglomeration in Tamil Nadu. This City portrays both historical and modern contemporary Indian culture.
• Now the limits of Corporation of Chennai has increased from 174 Sq.km area sq km to 426 Sq.km. and has around 36,000 number of roads. (Interior roads, slum roads and Bus Route Roads)
• All the arterial roads / major roads wherein the public transportation operates are being maintained by Bus Route Road (BRR) department of Chennai Corporation.
• Under BRR control we have 448 roads measuring to a length of 358 kms.
• Until now it was a normal practice followed to ensure that the width of the footpaths never exceeds 5m (5 feet) even in 100 feet wide roads.
• Footpaths are not only paramount for pedestrian safety but also ensures smooth traffic.
• Now with increased traffic flow these 5 feet footpath in many roads due to obstruction like BSNL, Electricity boxes and other encroachments forces people are forced to walk on roads leading to accidents.
• Corporation of Chennai has taken up a major step forward to widen footpaths from 1.5m to 3m by reclaiming space from road to make footpaths pedestrian friendly and to regulate traffic.

• Under the grants obtained from Tamil Nadu Road Infrastructure fund (TURIF), Corporation of Chennai has taken up 71 major roads to a length 48.60km at an estimated cost of Rs. 42.5 crores for converting the existing 5 feet footpath to 10 feet footpath with all facilities like street furniture, toilets, etc.

• Initially, Granite kerb with 3 line dressed granite top slab was proposed. Due to shortage of supply and higher cost now it is decided to do the footpath with Granite kerb with Cement concrete top.
The following presented to Govt of Tamil Nadu

To request funding, start project and coordination.

Required Components Needed on Chennai Roads
Clear demarcation of 3 zones

- **Furniture Zone**
- **Frontage zone with street-side activities**
- **Pedestrian zone**
Clear demarcation of 3 zones

- Furniture Zone
- Pedestrian zone

Frontage zone with...
1. Ending the footpath with abrupt curbs is not acceptable.

2. Lowering the entire footpath to the level of the carriageway is unacceptable as property entrances may become waterlogged.

3. Vehicle ramps should be provided in the ‘furniture zone’ and not in the ‘pedestrian zone’.
Continuous and unobstructed
Elevation over carriageway (e.g. +150 mm) and adequate cross slope for storm water runoff.

Elevation low enough for pedestrians to step onto and off easily.
No breaks / obstructions at property entrances and side streets
Continuous shade through tree cover
Surmountable gratings over tree pits to increase effective width of footpath.
This design lets water fall into a catch pit in the buffer and then into pipes under the footpath. The level of the drain is below that of the footpath.
This design lets water fall into a catch pit through grating in the kerb gutter.

Proper sloping in carriageway design is essential for this to work.
5) Street lighting

10' - 9'

27' - 4''

21' - 3''

10''

1' - 2''
5) Street lighting
Bollards
Pedestrian Safety barriers
Garbage receptacles
Kiosks
Kiosks
Kiosks
Public toilets
Public toilets
Pedestrians now on the Sidewalk - Safer walking experience
Corporation of Chennai is enlisting CREDAI and others to maintain the new roads

MoU already in place and pilots have started

71 Bus Route Roads (BRR) is showing good progress
Mayor announced 383 BRR to be upgraded along similar lines
Corporation of Chennai is tendering 750 modern, modular public toilets for start

Construction of 108 bus stops with information systems started

CoC has floated EOI for cycle sharing

Metro Rail very keen on cycle sharing and feeder
Pedestrianisation Projects

T Nagar and Mylapore
Proposed Changes - Streets for people not machines
New Traffic Circulation

Proposed Circulation Pattern for Private Vehicles
Zone 01 - Panagal Park to Srinivasa Road (Pedestrian Plaza)

- 3300 SqM of Pedestrian Plaza (230m)
- Dedicated Bus Road
- Outdoor seating facilities
- Organized Vending Space (80 -100 Kiosks, 3 SqM each)
Zone 01 - Srinivasa Road to Dr Nair Road (Linear Park)
• 3600 SqM Linear Park (360m)
• Play area for children
• Access via public transport
Zone 02 - Dr Nair Road to North Boag Road
• Service lanes to access properties (350m)
• Short term parking facility for up to 85 PCU
• Vending Zone (60 Stalls)
• Dedicated bus road and pedestrian zone
Zone 03 - N.Boag Road to Anna Salai
- 4 lane carriageway mixed traffic
- On street parking (Short Term) 40 PCU
- Wide footpaths for pedestrian comfort and safety
Side Streets

Proposed Circulation Pattern for Private Vehicles

- Service Lane
- Dead End (Cul-de-Sac)
- Roads open to Private Vehicles

[Map showing various streets and annotations]
Existing Condition
Possible solution: Relocation of bus stops (200 m)
Possible Solution - Closing of road to vehicular traffic, complete pedestrian realm, No Parking Zone
Existing Condition

Shared Lane
Possible Solution - Restricted access

Shared Lane
Thank You
Visualization using Street Design Manual
Note: Depending on adjacent land uses, the footpath can be placed at the edge of the right-of-way. Such an arrangement may be desirable if there are active retail store fronts abutting the street (see Section 2.12).
Case example 1

Footpath
Carriageway
Landscaping
On-street parking
Street furniture/ amenities
Footpath
Carriageway
Landscaping
On-street parking
Street furniture/ amenities

Design template from the manual
Footpath
Carriageway
Landscaping
On-street parking
Street furniture/amenities

Proposal as per template
Annanagar- Shanthi Colony Road
Annanagar - Shanthi Colony Road
Annanagar 2nd Avenue
Annanagar 2nd Avenue
Taylors Road
Pallikaranai Marsh and Wetland Projects
FOCUS AREA 1 - DUMP YARD

DESIGN GOAL

TO TRANSFORM THE DUMPYARD INTO A BEAUTIFUL PRODUCTIVE AND CULTURAL DESTINATION

TO USE THE DUMPYARD AS A LARGE PEDESTRANISED PUBLIC SPACE

TO ALLOW FOR WATER TO FLOW THROUGH THE LANDFILL

dredge trenches/canals across the existing dumpyard
FOCUS AREA 1 - DUMPYARD

Dumpyard transformed to a landscape of bridges and canal interspersed with public spaces

A unique landscape in chennai
FOCUS AREA 3 - LINK ROAD

DESIGN GOAL

TO ALLOW FREE FLOW OF WATER BETWEEN THE NORTH AND SOUTH OF LINK ROAD

TO USE THE OPPORTUNITY TO CREATE A PEDESTRIAN PUBLIC SPACE

A SPACE FOR ALL TO ENJOY THE MARSH LANDSCAPE
FOCUS AREA 3

Pedestrian Bridge - Public space - Bird watch
BEFORE

MOAD
TRANSIT AS PUBLIC SPACE

Transit Length - 460 m

Existing suburban station @ CHETPET

Proposed metro station @ KMC
AFTER
What Corporation and other agencies are doing

Metro Rail, Highways, etc.
VISION 2023: Public Transport in Chennai

GOAL

» 70% by Public Transport (of all motorized trips)

» A healthier city with low pollution
» A safer city with no traffic related deaths
» A happier city
Integration: Smart Card Common Ticketing

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Making everyday life easier
Example – Mono/Metro & BRTS connectivity
Well design auto/share auto connectivity. Safe pedestrian facilities
Street furniture - toilets, seating area, trees