

ToR for Pedestrian and Public Transport Friendly Site Planning

1. BACKGROUND

A regional transportation and land use policy should reflect in planning and investment principles. The relevant policy principles should be in such a way that link transportation and land use and to plan and build a well connected public transport. The manual thrust is that good site and community design can help realize a region's goals and that public transportation actions will play a critical role. The regional transport organizations are to be established for community and transportation linkage planning programs to provide funding to sound land use planning. A supportive land use would promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns. By making use of site planning, the density of development can be controlled so that demand for transport is limited to the capacity of the public transport system.

2. SCOPE OF WORK

The scope of work would be to develop a manual covering related aspects of site planning that incorporates public transport easily. The site plan comprising all the land use issues along with public transport considerations shall include the following aspects:

2.1 LAND USE PLAN

Site planning with land use implications in India generally has proved to be ineffective, however and its implementation is beset by many serious difficulties. These include inefficient enforcement, wide disregard for regulations, and public opposition. This is mainly because of the many complex problems involved with land use planning and difficulties of adapting regulations to rapidly changing circumstances.

The following town planning approaches with step-by-step guidance are highly necessary in this regard.

- Enhance and develop activity centers and town centers that create more business to public transport.
- Encourage a greater mix and intensity of land uses
- Support urban revitalization and redevelopment of existing commercial/residential areas

2.2 TRANSIT DESIGN

The transit design would be to enhance and develop transit corridors and transit supportive built environments. Hence, it is required to identify the main traffic corridors and estimate the range of future demand. After forecasts of demand, estimates of costs of each option shall be obtained. Other factors to be considered in evaluating options are,

- a. The flexibility, the ease or difficulty of integrating them into city's existing transport system
- b. Degree to which they will disrupt city's activities
- c. Environmental impacts during and after implementation
- d. The costs of operation and maintenance.

Once certain options have been identified as appropriate, detailed feasibility studies can be undertaken. Economic analysis and financial planning to determine whether the new system is within the city's financial means will be of particular importance. In addition, the most suitable institutional arrangements should be identified for efficient implementation, operation, and maintenance of the system.

2.3 DRIVEWAY DESIGN

This improves street connectivity and reduces driveway conflicts. Congestion created by strips of roadside commercial land uses is one of the most objectionable impacts of development. Businesses naturally locate on the most accessible land, but the many driveways they require, and the congested intersections they create, impede travel to all locations. Road users, landowners, and businesses then suffer from reduced accessibility. Hence, access management is crucial at this point to consolidate driveways, provides better vehicle and pedestrian circulation, and otherwise reduces the impact of roadside land use on the efficiency of the road system.

In order to develop an effective access plan a good relationship among road agencies, local government, and property owners is very much essential. A coordinated planning involving transportation agencies is required for better results. Often, road and transit agencies are not informed of land-development plans until late in the process, although sometimes transportation agencies are the first to see land use proposals because of access needs. A commitment to reciprocal early notification and on-going coordination will make for better land use and transportation decisions.

2.4 ALTERNATIVE MEASURES

Urban areas will need to restrain the use of motor vehicles as part of an overall plan to encourage public transport conditions. Given the wide range of measures from, Road pricing and area licensing to staggered working hours and user taxes. The other innovative approaches would include,

- Rationalization of the use of urban transport facilities, particularly road space
- Provision of better access through cost effective improvements and extension of road networks