

# HSR NIP: Stake Holder Consultation

Stake Holder Consultation with Residents of Villages in HSR Ward

Workshop held at the Iblur Community Centre on 20th March 2013

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## Attendees List

### **Members from Government Agencies**

1. **K Lata Narasimha Murthy** : Corporator, HSR Layout.

### **Members of the FRWA (Federation of residents' welfare association) of HSR layout**

1. **Nitin Pai**, Director, The Takshashila Institute

### **EMBARQ India:**

1. **Sanjay Sridhar**, Strategy Head, Urban Development and Accessibility (UDA), EMBARQ India.
2. **Himadri Das**, Project Head, UDA, EMBARQ India.
3. **Sudeept Maiti**, Associate, UDA, EMBARQ India.
4. **Aravinda Devaraj**, Consultant, UDA, EMBARQ India.

### **Residents of villages in HSR Layout - representation from Iblur, Agara and Mangammanapalya**

### Agenda for the Meeting

1. Introductions;
2. Introduction to NIP;
3. Interactive Session with residents;
4. Closing remarks by the Corporator, HSR
5. Internal Discussion on way forward

### Minutes of Meeting

#### 1. INTRODUCTIONS:

Mrs. K Latha Narasimha Murthy (Corporator HSR) introduces Mr Sanjay Sridhar (EMBARQ India) and other attendees.

#### 2. INTRODUCTION TO N I P:

The concept of Neighbourhood Improvement Plan (NIP) was briefly introduced by Mr Sanjay Sridhar.

Some examples of the measures taken as part of the NIP are spoken about through the following points:

√<sup>1</sup> **Safe Access:**

Issues regarding the ease of access to public transport systems, the traffic conditions and safety of pedestrians along with measures to mitigate these issues were discussed in the meet along with the concerned agencies that need to be approached to address the issues.

√<sup>1</sup> **Traffic management:**

Safe pedestrian crossing for the Outer Ring Road (ORR), walkable connections to the lake and pedestrian connection and access to parks were concerns that needed to be addressed at a priority basis.

√<sup>1</sup> **Co-ordinating infrastructure management**

Activities such as excavation of roads for various purposes such as laying of sewage lines, telephone and electric lines can be coordinated with road repair and maintenance works, by the corporation, in order to ensure minimum inconvenience to the residents as well as efficient usage of funds.

### Photo-Documentation



*Ms Lata Narasimha Murthy : Corporator, HSR Layout, addressing the participants during the Stakeholders' Meet with residents of Iblur, Agara and Mangammanapalya villages.*



*Mr Sanjay Sridhar (Embarq India) introducing the concept of NIP.*



*The residents participating in the interactive session*



*The residents participating in the interactive session*

### 3. INTERACTIVE SESSION

General information about the villages is gathered from the residents

1. The population of Iblur village is approx. 3000 and that of Agara is approx. 8000-10000. About 10% of the people present in the venue live in their own houses and the rest in rented houses, the owners of which also live in the same villages.
2. The access to the Iblur village is only through the Main road, there are no alternative routes. There existed a foot road from both villages to the Agara Lake which has been cut off by the Military Land. Most residents go to Belandur and Agara for work. The preferred mode of transport is by walking or buses.
3. In terms of social infrastructure, there is only one government school in Iblur whereas Agara has more schools. Fruit and vegetable markets are accessed on at 6km (Madiwala market) to 9km (Bommanahalli market) away from the villages, although there is a regular supply from push-cart vendors.
4. Basic necessities such water supply from the government have stopped for the past one year, during which time bore wells were the main source of water. However, the water supply has been resumed since the past two months.
5. Festivals: The 'Ooru Jaatre' or Village Fair is celebrated for two days in March or April of every year.

The major issues put forth by the residents are:

**1. Pedestrian Safety issues.**

It is difficult and unsafe to cross most parts of the Ring Road due to high speed traffic and lack of pedestrian crossings. Location of bus stop close to the foot of the flyover is another major problem as the constant flow of high speed traffic at these points makes it impossible for the pedestrians to reach the bus stops easily. Even internal roads face heavy traffic which makes them unsafe for children and the disabled to use. The internal streets are very narrow and are insufficient for two or more vehicles to pass simultaneously.

**2. Insufficient Water Supply**

There has been a severe shortage of water supply in most of the villages for the past year during which there was a high dependency on bore wells. This has led to the depletion of ground water.

**3. Clogged and disconnected drains.**

The storm water drains in most parts of the ward are open and clogged with debris and garbage thrown by passers-by, leading to unhygienic conditions.

**4. Lack of public toilet facilities.**

Public toilets are immediate necessities in many areas, especially along the main road since there is a high density of people that come there for work every day.

**5. Inadequate garbage disposal systems.**

There are no proper designated garbage collection points. The carts/ vans that are assigned to collect the garbage from every house are very irregular and do not go through all the streets. Due to this, the residents are forced to collect the garbage over multiple days until the vans come again. Many of the residents tend to leave the garbage on the side of the streets which further adds to the litter in public spaces.

**6. Haphazard installation of infrastructure.**

The network of electric lines are very low and erratic, they cut across the streets in many places. During the Annual Temple festival, when it is customary to take the temple car out on procession, the low hanging electric lines interfere with the height of the car. This results in the lines being cut off for the duration of the festival, making it inconvenient for the residents.

**7. Lack of access to public places**

There are no grounds/ open spaces in the villages for the children to play. The public parks that have been developed are open for a short duration only and many of the villagers are denied access to it. The original access to the Agara Lake has been cut off, there is a need to develop areas along the lake in order to make it accessible again.

**5. CLOSING REMARKS BY CORPORATOR, HSR**

The Corporator of HSR Layout thanks all the participants for the engaging discussion in which a number of issues were thrown up. These inputs would help make the plan for HSR NIP relevant and specific to the needs of the residents and stakeholders.

# HSR NIP: Stake Holder Consultation

## **INTERNAL DISCUSSION ON THE WAY FORWARD**

The points discussed in an internal meeting that followed soon after are:

1. The need to identify crucial roads and traffic nodes based on the travel patterns, and try to resolve the most pressing issues in these locations
2. The option of introducing the improvements in phases based on priority of use.
3. Planning and proposal of independent projects such as GPS Auto rickshaw organization, provision of drinking water and public toilet facilities (also to consider the option of mobile toilets). EMBARQ India to help the corporator to get in touch with agencies that will take up such work.
4. The need to allot resources in definite proportions for the necessary development of both the villages and the planned neighbourhoods based on the magnitude of the issues.
5. The need to identify these projects with the NIP through branding.
6. The possibility of including children from schools and neighbourhoods within the ward to some extent in the data collection processes that are to be carried out in the villages in order to create a mutual understanding between residents of different economic backgrounds.
7. The need to approach the BBMP City Councillors to put forth the concept of NIP as a program that can be adopted by all wards in the city, beginning with HSR Layout.
8. The need to identify the different funding agencies and the procedure to approach them at the appropriate stage of the project.
9. The EMBARQ india proposal is focussed on safe access and better connectivity of residential areas and public spaces with public transit, the need of the day in the village areas of HSR ward is that of provision of basic infrastructure. The EMBARQ India proposal will facilitate and integrate with such projects.