

HSR NIP: Stake Holder Consultation

**Opportunity Framing for HSR Neighbourhood Improvement Plan (NIP)
Workshop held at the HSR club on 5th January 2013**

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Attendees List

Members from Government Agencies

1. **Satish Reddy**, MLA, Bommanahalli.
2. **K Latha Narasimha Murthy** : Corporator, HSR Layout.
3. **Shailender Singh**, Special Officer, DULT
4. **B. Nagendra**, Asst. Engineer, BWSSB
5. **K. T. Nagaraja** , S.E (RI), BBMP
6. **Manjunatha**, J.E (E), BESCOM
7. **N. Nawaz**, Traffic Engineer, DULT
8. **Raghu Kumar H.N.**, A.E.E. S4, BWSSB
9. **S. Somashekar**, Chief Emgineer (RD), BBMP
10. **S.T. Ramaiah**, Asst. Executive Engineer, BESCOM
11. **V.T. Chandrashekar**, A.E.E., BDA (East
12. **Vinoba Suder Singh**, CEO, TTIC
13. **Kusumitha**, Sr. Manager Tech, TTIC
14. **Nileena**, Junior Urban Planner, TTIC

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

1. **A.M. Narasimha Murthy**, Secretary, HSR Club
2. **Anil**, Contractor
3. **Arumugam K**
4. **B.N.R. Reddy**
5. **Dilip Kumar**
6. **Dr. L. Ravindran**, MD, Wealthmax
7. **Dr. Priya Kadam**, Country Manager, Inex
8. **Dr. Shanthi**, RWA 3rd Sector
9. **Gayathri Gopinath**, Seva In Action
10. **Jayshree** , Salarpuria Serenity Apartment Association
11. **Krishnanand**, Director, ADI Technologies
12. **Nitin Pai**, Director, The Takshashila Institute
13. **R. Sudhir**, HSR 5th Sector
14. **S. Somashekar**, Builder

EMBARQ India:

1. **Sanjay Sridhar**, Strategy Head, Urban Development and Accessibility (UDA), EMBARQ India.
2. **Himadri Das**, Project Head, UDA, EMBARQ India.
3. **Rejeet Mathews**, Project Head, UDA, EMBARQ India.
4. **Sudeept Maiti**, Associate, UDA, EMBARQ India.
5. **Vivek M. Chandran**, Associate, UDA, EMBARQ India.

Agenda for the Meeting

1. Introductions;
2. Discussions and Inputs in the Open house;
3. Interactive Session;
4. Opportunity framing for HSR NIP;
5. TTIC Presentation;
6. Remarks by MLA, Bomanahalli;
7. Closing Remarks by Corporator, HSR;

Minutes of Meeting

1. INTRODUCTIONS:

Mrs. K Latha Narasimha Murthy (Corporator HSR) introduces Mr Sanjay Sridhar (EMBARQ India), Mr Rajeev Gowda (IIM) and Mr Nitin Pai (The Takshashila Institute)

2. DISCUSSIONS AND INPUTS IN THE OPEN HOUSE:

RWA organisation: HSR has seven sectors, each with a Residents Welfare Association (RWA) that meets every month. All seven RWAs together are represented in the RWF which meets every two months;

Garbage Management an essential part of NIP. Waste can be used in energy creation and use as compost;

Universal Access:

Safe access should include universal access;

Barrier free movement will empower pedestrians;

Physical Infrastructure: Macro infrastructure issues plague HSR, due to poor implementation during the layout creation. Storm water drains contain sewage. Storm water drains need to be managed to ensure quick and efficient drainage;

Parks and Gardens: Parks were developed by BBMP but the flora is dying due to lack of water supply to parks;

Informal Sector: Roads are broad, but hawkers occupy it in an unregulated manner, reducing carriageway. Proposal for a food street made by RWA with BBMP;

Traffic management:

Wide roads within the neighbourhood are being used as a short-cut to connect between ORR and Hosur Road;

Crossing Outer Ring Road (ORR), connections to the lake, connecting parks need to be addressed;

Traffic Demand Management (parking) will be a key component of the proposal;

Jayanagar is a failed example for Cycle infrastructure, HSR proposal should be dealt with differently, segregation of cycle lanes is important;

Cyclists and pedestrians to be given priority; cycling and walking networks to be proposed to enable creation of public spaces and allowing thriving business;

Impact of BRTS:

Proposed BRTS will trigger changes in HSR. Potential increase in commercial and general upswing in real estate;

Metro / BRT needs to be integrated with the neighbourhood;

3. INTERACTIVE SESSION

This was an open session where participants would have to express their wish-list for a better neighbourhood. They wrote and drew different aspects of the neighbourhood that they felt needed attention, on a 30 foot long sheet of paper on the wall. The issues addressed were then listed and weightage was

S no	Issues discussed	1	2	3	4	5	6
1	Public Transport (feeder service within HSR)						
2	Access to Public Transport (city level)						
3	Safety and Security						
4	Waste Management						
5	Infrastructure Upgrade						
6	Water Management						
7	Traffic Management						
8	Parks						
9	Trees						
10	Lake development						
11	Safe Access to all (barrier free)						
12	Walking zones						
13	Safe NMT						
14	Good Roads/ Road Design						
15	Pavements						
16	Junction Design						
17	Parking Management						
18	Community/ Cultural Space						
19	Street Lighting						
20	High Street creation						
21	Informal Sector						
22	Training and capacity of Garbage collectors						
23	Enforcement of rules						

assigned in terms of number of repetitions. The important issues to be highlighted were public transport (feeder service within HSR), waste management, parks, good roads/ road design, pavements, junction design, community and cultural space, enforcement of rules.

4. OPPORTUNITY FRAMING FOR HSR NIP

This interaction was designed to engage Non-Institutional stakeholders of the NIP. The session was conducted by engaging the stakeholders in discussion regarding the neighbourhood and simultaneously noting down points in a presentation. The idea was to jointly arrive at the objectives of the NIP project in light of the Measures of Success defined by EMBARQ India. The important take-away from this session was the need to address the NIP as an integrated proposal that brings pieces such as safe access, connectivity, ecology, public spaces and local economy together with issues like water management, waste management, enforcement of rules for traffic and catering to demand for parking.

5. TTIC PRESENTATION

TTIC has produced a NMT DPR on the mandate of DULT for the HSR Layout area. The representatives from TTIC present the DPR to the gathering to receive feedback on the proposals:

NMT Proposal:

1. Focus on NMT as primary mode of mobility.
Gridded roads promote automobile usage. Diagonal roads and paths are required to promote NMT.
NMT Network is a combination of walking networks and cycling networks.

- NMT usage in HSR is unsafe at present. Statistics show that one cyclist and two pedestrian mortalities in 2012.
2. OD Surveys show 22nd main as an important road.
 3. Holistic mobility network improvement required for success of project.
 4. Connecting destinations is important.
 5. Cycle stands required to prevent theft.

Benchmarking: Copenhagen leads the way with policies and infrastructure allocation.

6. REMARKS BY MLA, BOMANAHALLI

The Priority areas of intervention identified by the MLA are the following:

1. Cycle infrastructure;
 2. Parking issues;
 3. Sewage and Garbage Management issues;
- The proposed cycle network should connect BDA complex to parks, schools etc.
 - Requisite basic infrastructure did not exist until now, the system needs augmentation to be complete and these projects need to be considered in priority.
 - A Sewage pipeline has already been laid-out and will be functional shortly.
 - There is an issue related to easy access and security for use of auto-rickshaws. Ensuring ID Cards of auto drivers may lead to increased security for passengers.
 - Street lights need to be added in many areas, these proposals have already been put up to the BBMP and are waiting fund allocation.

7. CLOSING REMARKS BY CORPORATOR, HSR

The Corporator of HSR Layout thanks all the participants for an 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.

Photo-Documentation



Ms Latha Narasimha Murthy : Corporator, HSR Layout, addressing the participants during the Opportunity framing workshop for HSR NIP by Embarq India.



Shri. Satish Reddy. MLA Bommanahalli, speaks to the residents

	
<p>Mr Sanjay Sridhar (Embarq India) introducing the concept of NIP.</p>	<p>The residents participating in the interactive session</p>
	
<p>Mr Vinobha, TTIC making a presentation on the Cycling infrastructure proposal for HSR.</p>	<p>Residents voicing their concerns about their neighbourhood</p>
	
<p>Interactive workshop in which participants write or draw their wish list.</p>	<p>The few of the aspirations of the participants for the HSR ward</p>

Way Forward

1. The corporator of HSR has already helped EMBARQ India to collect data regarding the Layout. However, remaining data needs to be facilitated. [list of remaining data is attached];
2. The corporator of HSR and RWA to facilitate meeting with residents of villages that exist within the extent of ward no. 174. A meeting with the villages of Agara, Parangipalya, Venkatapura, Mangammanapalya and Hosapalya would enable EMBARQ India to understand the needs of this population as well;
3. The stakeholder meeting initiated the first discussions with the RWF, however detailed interactions with the RWAs and RWF would help EMBARQ India focus the strategy and tailor it to the needs of those represented;
4. EMBARQ India has to develop and discuss with the HSR corporator a larger methodology for components that were discussed in the stakeholder meeting but not included in the services provided:
 - a. Agencies involved and their responsibilities
 - b. Waste management, Sewage infrastructure, Storm water infrastructure
5. EMBARQ India has to develop and discuss a detailed methodology with the HSR corporator for the strategies that will be included in the services provided. The methodology will be developed based on tasks identified, time required and block cost incurred;
6. EMBARQ India to get approvals from the HSR corporator for methodology developed in order to then present Implementation Mechanism and Strategies;
7. EMBARQ India to get approvals from the HSR corporator for Implementation Mechanism and Strategies to present Phasing of Projects;
8. EMBARQ India to get approvals from HSR corporator for Phasing to present Final Costing;