CyLOS Cycling Level Of Service Evaluation Tool

CyLOS

[workshop consultation]

Developed by: SGArchitects, New Delhi in partnership with Fazio Engineerware, Chicago Technical Advisor : TRIPP, IIT-Delhi

TRIPP



FAZIO encineerware





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1 Introduction

Cycling is one mode which can address majority of mobility demands in the city with a 'Zero' carbon footprint. India still retains a very high Non Motorised Transport in the travel mode share in rapidly expanding urban centres. However rapid motorization and lack of adequate attention to cycle friendly road infrastructure threatens NMV use and currently a decreasing trend in cycle use in Indian cities is observed. Planning and engineering solutions failed to integrate cycling in urban infrastructure; resulting in either over segregation to block motorized two wheelers thus mostly excluding use; or reduced priority resulting in bicycle network being compromised to motorized vehicular parking or lanes.

Cycling Level Of Service (CyLOS) Evaluation Tool is a tool that helps planners and designers to plan and develop safe and convenient cycling paths and facilities. Such cycling infrastructure will be useful for short commutes within the city, including trips to school, to local shops, work places, etc. This tool is based on learning from cities experimenting with different types of cycle infrastructure including national and international studies and is be called CyLOS or short for 'Cycling Level of Service.' The availability of such a tool will direct attention and corrective action towards specific development, implementation and operation issues, resulting in a user appropriate infrastructure. Such efforts in the long term, when replicated across the city, would ensure better utility of investments made in non-motorized transport, generating higher use and better public image. The tool can be seen on <u>www.cylos.in</u>.

To ensure access by critical users to the tool, it was inevitable to expose CyLOS to various stakeholders through feedback and consultation workshops in four cities. The cities chosen were Bhopal, Hyderabad, Chandigarh and Guwahati. The feedback session on CYLOS was included as part of a full day workshop which focused on Sustainable Transport – NMT Policy Planning and Design.

2 Third Party Assessor

It was since inception intended that a collaboration with a local or a central CSO/NGO as a third party assessor shall be taken up in the final feedback/consultation stage. This CSO/NGO should be equipped with adequate background knowledge of the project as well issues concerning NMT infrastructure planning and implementation.

While the local/central CSO shall provide and impartial third party review of the process and the tool, the workshops will include gathering comprehensive stakeholder, based review of the tool. Such information shall also be useful to validate, calibrate and if required upgrade the tool. The CSO/NGO shall also have access to city officials and city level decision makers to facilitate better co-ordination of city level workshops.

SGArchitects collaborated with the Institute of Democracy and Sustainability headed by Rajendra Ravi, for all four city workshops. Rajendra Ravi and his organisation has credible acknowledgement as a national level CSO. Their work has been synonymous with social action and training in India. He is also a member of Sustainable Mobility Network (SUM-Net), India. Each city had representatives on behalf of IDS or sister organisation to delve into discussion and raise relevant issues not only contributing to the CyLOS session but also the other sessions in the workshop.

The IDS representatives in each city workshop are:

1.	Bhopal, Madhya Pradesh	Rajendra Bhise
		Shree Prakash
2.	Hyderabad, Telangana	Sujit Patwardhan
		Ramachandriah Chigurupati
3.	Chandigarh	Rajendra Ravi
		Virendra Vidrohi
		Dr. Virendra Vidrohi
4.	Guwahati, Assam	Rajendra Ravi
		Ram Wangkheirakpam

3 Program

A one day intensive workshop program was conducted in the four identified cities. The workshop was conducted in :

- 1. Bhopal, 10th June 2014
- 2. Hyderabad, 25th June 2014
- 3. Chandigarh, 10th July 2014
- 4. Guwahati, 5th August 2014

The program included four sessions which were presented under Sustainable Urban Transport – NMT Policy, Planning and Design. The workshop was closely crafted by starting with the national policy – National Urban Transport Policy 2014 prepared by Institute of Urban Transport, Delhi. This was followed by the Non Motorised Transport Policy and Planning and Design Guideline for Cycle Infrastructure prepared by TRIPP-IIT Delhi. These sessions provided critical foundation of the cycling environment in India through policies and planning and design interventions. CYLOS was introduced to the audience as the final session where the tool focused the evaluation of the cycle infrastructure. Eminent Speakers presented relevant sessions followed by discussion with the audience.



Megha Aggarwal

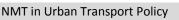
Insitute of Urban

Transport NUTP 2014



Dr. Anvita Arora iTrans Pvt Ltd

rora Prof. Geetam Tiwari Ltd TRIPP, IIT-Delhi





Ruchi Varma SGArchitects



Sandeep Gandhi SGArchitects

CYLOS

Planning and Design Guidelinefor Cycle Infrastructure

Figure 1 : Workshop Speakers

A brief description of all four sessions is given in the following:

National Urban Transport Policy (NUTP)-2014

National Urban Transport Policy (NUTP) was issued by Ministry of Urban Development (MoUD), Government of India (GoI) in the year 2006. NUTP aims at

- (a) Moving people rather than vehicles
- (b) Making our cities most livable in the world, and

(c) Guiding central financial assistance towards improving urban mobility.

Eight years have now passed since the policy was incepted and several new initiatives have been taken by MOUD to promote good mobility in cities. Recent reports by the working group on urban transport for the 12th Five Year Plan(FYP) and for the 'National Transport Development Policy Committee' (NTDPC) have recommended several policy interventions. A review shows that only few recommendations of 12th FYP and NTDPC report find a place in the NUTP 2006. The revised NUTP 2014 has not only added the relevant provisions missing from the policy, but also modified the current provisions and re-arranged the whole policy in order to make it more comprehensible. This version was to be discussed with the stakeholders and get feedback.

Non Motorised Transport in Urban Transport Policy

NMT Transport Policy has been developed to guide state government departments to promote NMT i.e walking and cycling as priority choice for mobility. It provides wide range of policy interventions to address the needs of captive users' as well as potential NMT users. This policy covers four major sections i.e., infrastructure, communication, legislation and financial interventions and discusses which tier of government will be responsible for its implementation.

Non Motorised Planning and Design Guideline

The Non Motorised Transport Planning and Design guideline provides information covering planning, detailed design, implementation and management of cycle friendly infrastructure based on the context and limitation of Indian cities. The NMT planning and design guideline can assist as a tool for engineers and designers to help them think beyond perceptions and execute decisions on the basis of an analytical and detailed design process, relying on sound data and known best practices.

Evaluation Using Cycling Level Of Service (CYLOS) Tool

CyLOS is a web based tool to assist planners and designers develop an effective non motorised transport (NMT) infrastructure, which attracts both choice and captive riders. The objective of this tool is to allow planners, designers and decision makers easy access to objective evaluation of proposed and implemented projects. The availability of such data will direct attention and corrective action towards specific development, implementation and operation issues, resulting in a user appropriate infrastructure. Such efforts in the long term, when replicated across the city, would ensure better utility of investments made in non-motorized transport, generating higher use and better public image.

The sample program has been attached in Annexure 7.1.

4 Target Audience

The workshop comprised of participants ranging from municipal officials, government sector, private organisations, consultants - architects, planners, engineers, academicians, students, non government organisations and civil society working on cycling The list of participants for all four workshops has been attached in the annexure 7.2



Figure 2: Target Audience

5 Findings

The presentation of the CYLOS tool included the introduction and use of tool on the web format. Mr. Sandeep Gandhi also included some case examples which illustrated how the output/results can be compared. This gave the audience an insight into use of tool to analyze context and design in their city and use it as an empirical evidence to assist in decision making. At the end of the session on CYLOS tool, the audience was asked to give feedback on the following:

- ¹ Quality of visual and audio material.
- ² Legibility and quality of communication.
- ³ Quality and quantity of the content
- ⁴ Your understanding of CYLOS tool + the know how to use it after the presentation.
- 5 Your understanding of NMT Guideline + its usability for NMT Planning
- 6 Your understanding of NMT Guideline + its usability for NMT Design
- 7 Your understanding of NMT Guideline + its usability for NMT Implementation
- 8 Usefulness of CYLOS tool in the evaluation and audit of NMT infrastructure
- 9 Would you recommend the use of CYLOS tool in your organization?

Since the CyLOS tool is based on Planning and Design Guideline for Cycle Infrastructure, the forms also took a feedback of if the guideline provided adequate information for the user to understand the planning, design and implementation aspects of cycle infrastructure, which further assists the use of the tool.

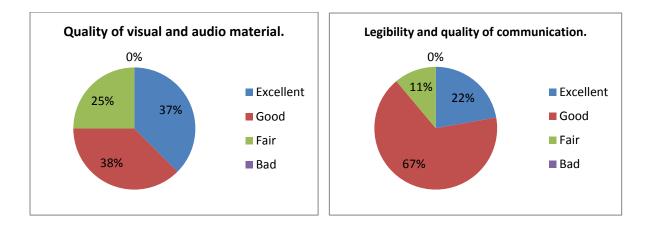
A Sample feedback form has been included in Annexure 7.3.

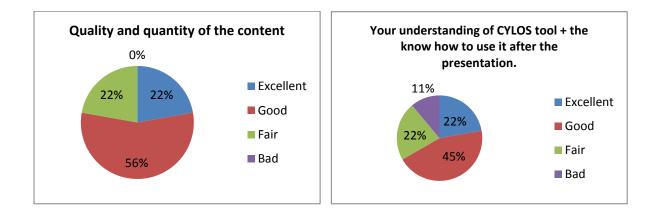
5.1 Workshop 1 - Bhopal

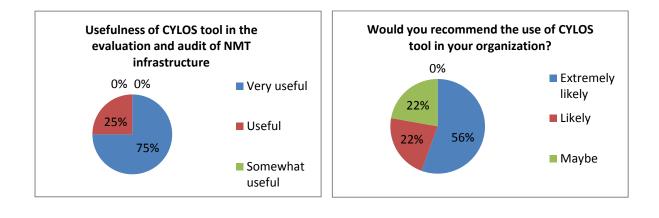
The first workshop was conducted in Bhopal, Madhya Pradesh. The findings from the participants' assessment of the quality and understanding of material presented during the workshop and about the relevance of the tool has been put together. 75% of the audience complemented to the usefulness of the tool and the majority would recommend its usage in their organisation. The feedback for the guideline has also been included.



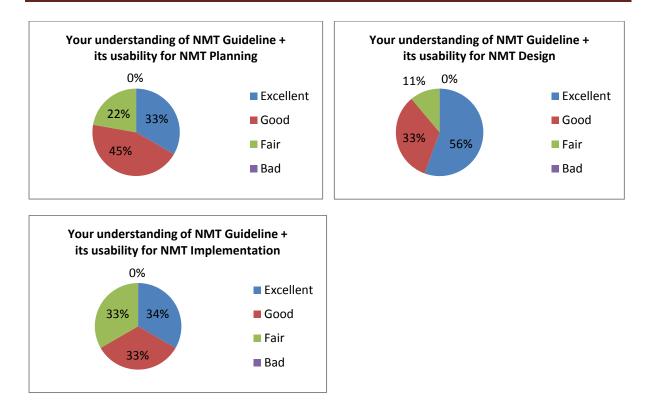
Figure 3: Bhopal, Madhya Pradesh







Planning and Design Guideline for Cycle Infrastructure

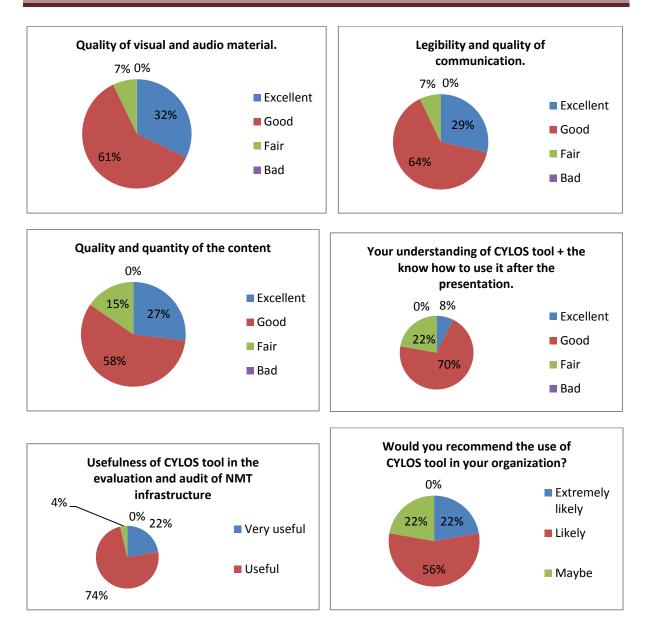


5.2 Workshop 2 - Hyderabad

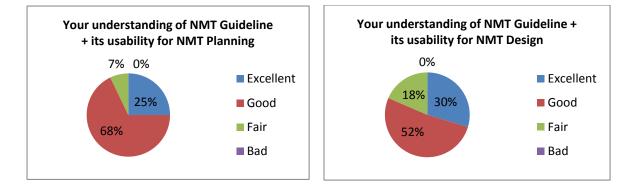
The second workshop was conducted in Hyderabad, Madhya Pradesh. The findings from the participants' assessment of the quality and understanding of material presented during the workshop and about the relevance of the tool has been put together. 74% of the audience complemented to the usefulness of the tool and the majority would recommend its usage in their organisation. The feedback for the guideline has also been included.

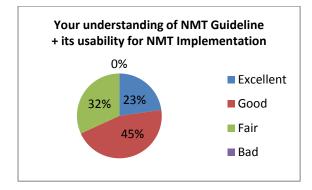


Figure 4: Hyderabad, Telangana



Planning and Design Guideline for Cycle Infrastructure



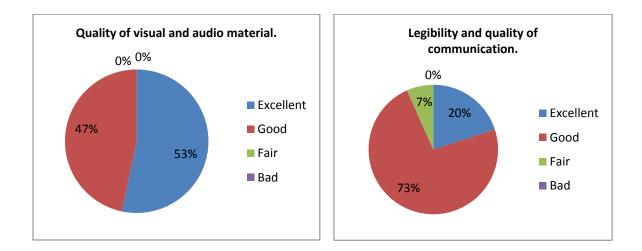


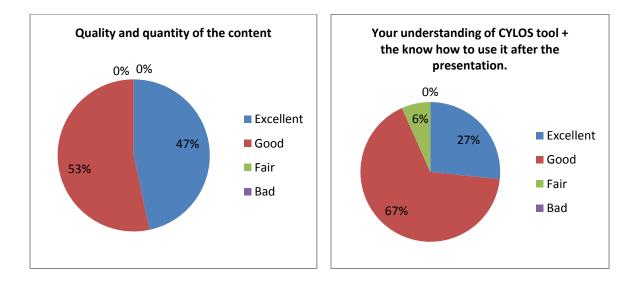
5.3 Workshop 3 - Chandigarh

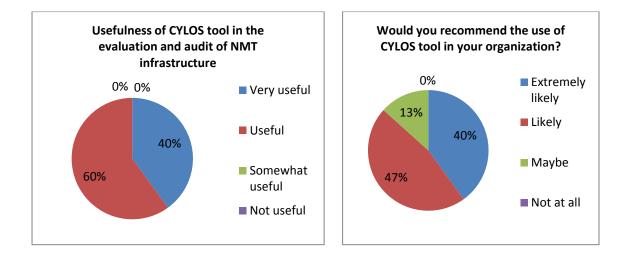
The third workshop was conducted in Chandigarh. The findings from the participants' assessment of the quality and understanding of material presented during the workshop and about the relevance of the tool has been put together. The usefulness of the tool ranged between useful and extremely useful and the majority would likely recommend its usage in their organisation. The feedback for the guideline has also been included.



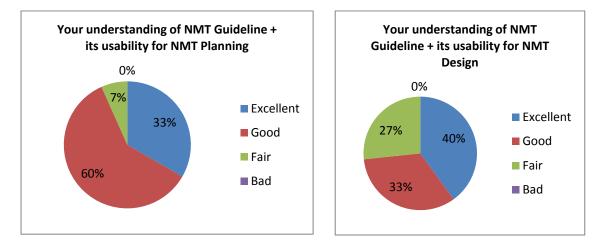
Figure 5: Chandigarh

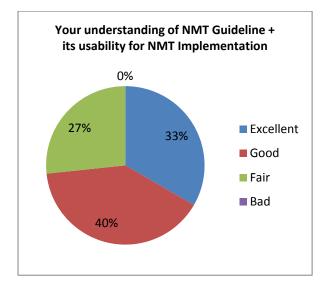






Planning and Design Guideline for Cycle Infrastructure



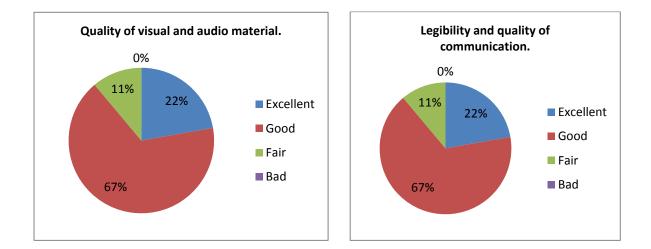


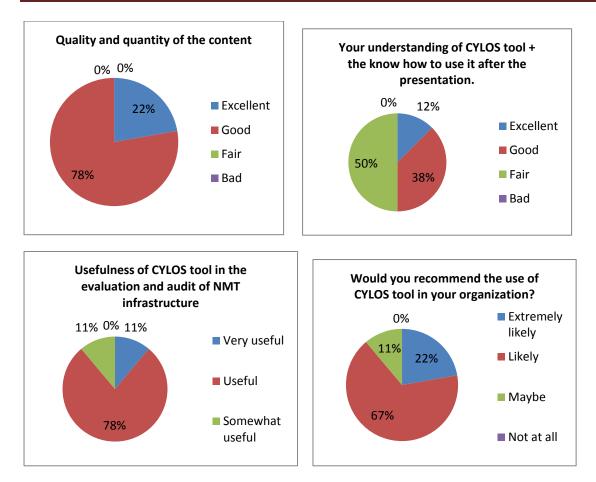
5.4 Workshop 3 - Guwahati

The final was conducted in Guwahati. The findings from the participants' assessment of the quality and understanding of material presented during the workshop and about the relevance of the tool has been put together. 78% of the participants found the tool useful and 67% would likely recommend its usage in their organisation. The feedback for the guideline has also been included.

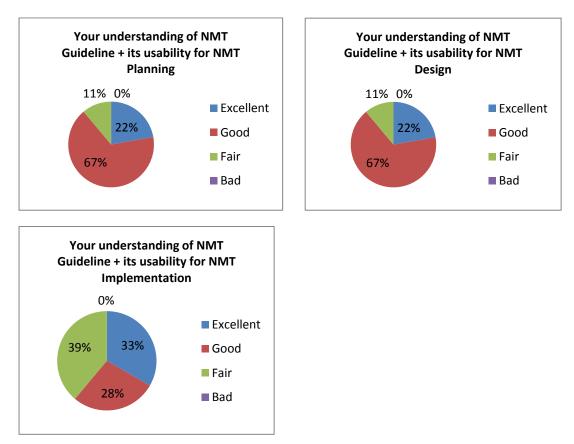


Figure 6: Guwahati, Assam





Planning and Design Guideline for Cycle Infrastructure



6 Additional Comments

The participants were also asked to give their suggestions, comments on the CYLOS tool as well as comment on the inputs/parameters used & provide suggestions on the data generated by the tool. The comments received by the participants and our thirds party assessors are as follows:

- 1. The presentation was explanatory and rich in content.
- 2. The legibility and quality of communication in the presentation was coherent and simplified the complexity of cycle infrastructure into one tool.
- 3. Inclusion of more visual content was recommended.
- 4. Inputs/ parameters used are very good and measurable with least difficulty.
- 5. The tool is very useful and it gives a direct insight into how design and planning can be evaluated by non technical people through simple data collection and understanding of output scores.
- 6. Output results are informative.
- 7. The tool can help in auditing designs and save costs/ budget.
- 8. Web based platform assists in maximum outreach.
- 9. Strong recommendations were suggested to popularize the tool through workshops and awareness through training programs in academic institutions, municipal organizations.
- 10. As a measure to increase outreach, translation of tool into multiple languages was suggested so that the state agencies and municipalities can use them easily.
- 11. The tool could be enhanced if there was an output that reflects financial implications with change in design.
- 12. The score format can be changed to a scale of 1 to 10.
- 13. The output indicators currently are design based. One could enhance the tool by including more social and economical heads.
- 14. Knowledge dissemination of the guideline document should be taken up so that authorities can use CYLOS with a technical know-how.
- 15. Implication of certain aspects such as participatory planning approach or land distribution should be included in the guideline / tool. Currently, it is totally design based.
- 16. The guideline document is comprehensive and good and needs to be used effectively to get results on ground.
- 17. Implementation agencies, stakeholders involved should be identified in the guideline document.
- 18. Also, budget allocation should also be well defined.

7 Annexure

7.1 Annexure I – Program

Workshop on Sustainable Urban Transport - Policy, Planning and Design				
Timing	Session and speaker			
09:30 am - 10:00 am	Registration			
10:00 am-10:30 am	Welcome Note and Introduction			
10:30 am-10:45 am	Tea Break			
10:45 am-12:15 pm	National Urban Transport Policy-2006 Ms Megha Aggarwal, Urban Transport Planner, IUT			
12:15 pm-1:15 pm	Non Motorized Transport in Urban Transport Policy			
	Prof. Geetam Tiwari, TRIPP IIT –D / Dr. Anvita Arora, CEO, iTrans			
1:15 pm-2:00 pm	Lunch			
2:00 pm -3:00 pm	Planning & Design Guideline for Cycle Infrastructure Ms Ruchi Varma, Urban Designer, SGArchitects			
3:00 pm-4:15 pm	Evaluation using Cycling Level Of Service (CyLOS) Tool Mr Sandeep Gandhi, Principal Architect, SGArchitects			
4:15 pm-4:30 pm	Tea Break			
4:30 pm-5:00 pm	Open Forum and Closing Remarks			

7.2 Annexure 2

7.2.1 List of Participants – Bhopal

S.No	Name	Designation	Organisation	Phone/Mobile	E-mail
1	Megha Gupta	Urban Transport Planner	IUT	9818743077	meghaaggarwal@iutindia.org
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4	Dr. Amogh Gupta	Chief Architect		9425015111	
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20	Kuldeep Singh	Sr. Reporter	Dainik Bhaskar	9926510865	
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			International		
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7.2.2 List of Participants – Hyderabad

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0					
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18	P.N. Rao	ECM	ECM	9391207618	
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	Prasad				
21	Visweswara	Associate	IBI Group	9553577555	visweswara.rao@ibiggroup.com
	Rao				
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		Planner			
23	S. Raghunatha	Joint Chief	АРРСВ	9866776726	irswamy1960@gmail.com
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		Engineer			
24	K. Geeta	Interior		9666727374	geetavarma21@gmail.com
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			-		
26	S. Gandhi	Principal	SG Architects	9811081711	
		Archictect			
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	Handapati	Planner			
28	M Bharath	Secretary	CARPED	9000677292	mbbhushan@gmail.com
	Bhushan				
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	Rani	Director	Town & Country		
			Planning		
30	Suresh Raju		Vaada	23556690	
			Foundation		
1	1	L	I	1	

31	K Venkata Rastogi	P.O.	CPREEC	9440285120	
32	Sridhar	Dy City Editor	Bangalore Mirror	9341126214	
33	K. Koteshwara Rao	Town Planner Asst.	Directorate of Town & Country Planning	7382335889	koti.arch98@gmail.com
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40	Saketh Reddy	NGO	WWF	9493938844	
41	Madhu Kinawr Tayi	Traffic Engineer	India Ltd.	8978118943	
42	V. Susheela Devi	Dy Director	Directorate of Town & Country Planning	8008889297	
43	Dr Anvita Arora	CEO & MD	I-Trans	9899647773	
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52	M.N. Ram	Asst. Director	Town Planning Dept.	8897723423	<u>ramulnnan@gmail.com</u>
53	Rohit	Architect	IMM Design Lab	7406079166	
54	D. Chiranjeev	HMDA	HMDA	8008288094	chairanjeevaenary@gmail.com

7.2.3 List of Participants – Chandigarh

7.2.3 S.no	Name	Designation	Organisation	Phone/Mobile	E-mail
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7.3 Annexure 3 – Session Feedback Form

Evaluation using Cycling Level Of Service (CYLOS)

FEEDBACK FORM (Please tick one)

1. Please rate the quality of visual and audio material in the CYLOS presentation

			-
Excellent	Good	Fair	Bad

2. Please rate the legibility and quality of communication in the CYLOS presentation

Excellent Good Fair Bad

3. Please rate the quality and quantity of the content in the CYLOS presentation

Excellent	Good	Fair	Bad

4. Please rate your understanding of **CYLOS tool** and the know how to use it after the presentation

Excellent Good Fair Bad

5. Please rate your understanding of **NMT Guideline** and its usability for NMT Planning, design & implementation.

Planning	Excellent	Good	Fair	Bad
Design	Excellent	Good	Fair	Bad
Implementation	Excellent	Good	Fair	Bad

6. Please rate, usefulness of CYLOS tool in the evaluation and audit of NMT infrastructure

Very useful	Useful	Somewhat useful	Not useful
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7. Would you recommend the use of CYLOS tool in your organization?

Extremely likely	Likely	Maybe	Not at all

8. Please provide suggestions, comments and feedback on CYLOS tool.

- 9. Please provide suggestions, comments and feedback on NMT guidelines

10. Please comment on the inputs/parameters used & provide suggestions on the data generated by the tool

Name: Designation: Organisation: Email id: Sign: