

UNIVERSAL ACCESSIBILITY AUDIT

Hosur Road Corridor

6 km stretch (12 x 500m chainage segments) · Shoolay Circle to Silk Board · Walkability & Inclusive Mobility Assessment

STUDY OVERVIEW

A Corridor That Must Work For Everyone

Hosur Road is a high-density arterial corridor that carries heavy pedestrian and vehicular traffic between Silk Board Junction and Shoolay Circle. Persons with disabilities, older adults, children, and expectant mothers regularly face barriers that affect their ability to move safely, independently, and with dignity along the corridor. This audit, commissioned by B.PAC with support from Bosch and conducted by 369 Ochre Studio, assesses the corridor as an integrated pedestrian network - including footpaths, kerbs and ramps, crossings, tactile guidance, transit interfaces, lighting, and street furniture - rather than examining these features in isolation.

The assessment combines on-ground measurement with a participatory process, including direct engagement with persons with disabilities, to ensure findings reflect lived experience and not just technical compliance.

What the Audit Revealed

12

500m segments audited (6 km)

200+

deficiencies logged corridor-wide

82%

of findings rated High priority

12/12

segments non-compliant on footpath continuity

METHODOLOGY

How the Audit Was Done

The audit divided the 6 km corridor into twelve 500 m chainage segments, each independently assessed and benchmarked against the Harmonised Guidelines for Universal Accessibility in India (2021) and applicable IRC standards:



Each 500 m segment was documented using a consistent set of parameters - footpath infrastructure, ramps, crossings, tactile guidance, transport interfaces, lighting, obstructions, drainage, and amenities. The assessment combined photographic evidence with a scaled plan of each chainage segment:

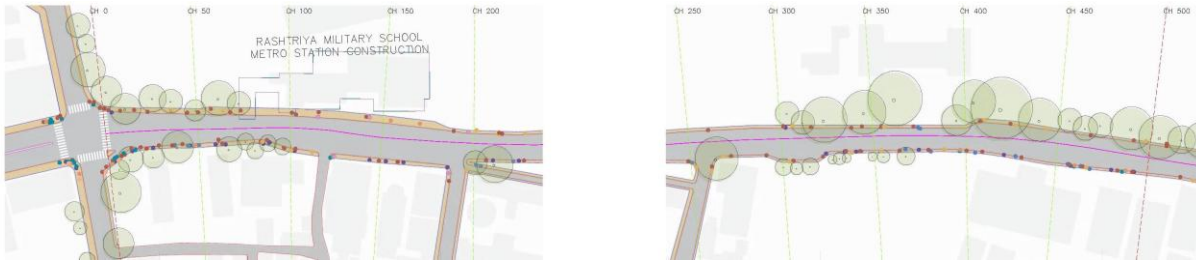


Figure 1: Sample chainage plan (ch 0–500 m) — one of twelve 500 m segments mapped and audited along the corridor

KEY FINDINGS

The same core deficiencies are observed across almost all of the twelve chainage segments, irrespective of location. These include discontinuous or missing footpaths, a lack of dropped kerbs and ramps, absent or poorly marked pedestrian crossings, exposed utilities and street furniture obstructing the walking path, inadequate lighting, open drains, and limited provision of public toilets. When compared with the benchmarks specified in the Harmonised Guidelines - including a minimum clear footpath width of 1.8 m, ramp gradients of approximately 1:12, continuous tactile guidance, and pedestrian-level lighting of 25-30 lux - the corridor falls short of the recommended standards at most of the locations assessed.

This pattern is the central finding of the audit: accessibility failures are not limited to a few isolated problem spots, but are a structural condition across the corridor. Continuity - rather than the absence of any single feature - is identified as the main challenge, as the existing facilities rarely connect to form a predictable and uninterrupted journey.



Figure 2: Key insights from the audit

FIELD EVIDENCE

What the Ground Reality Shows

On-ground photographs from the chainage-wise audit make the recurring deficiencies concrete:



3.1 Footpath Infrastructure, Kerb and Level Differences: Narrow and uneven pedestrian walkway with a utility pole obstructing the usable footpath width. Footpath is severely damaged with open drainage and broken pavement, creating significant level differences and reducing pedestrian accessibility.

Figure 3: A utility pole and open drainage narrow the usable footpath to almost nothing, forcing pedestrians into the carriageway.

FOOTPATH INFRASTRUCTURE



3.2 Ramps and Transitions: Ramp/transition is provided at the road edge, but the surface is uneven and does not provide a smooth accessible connection. Tactile paving is present near the transition; however, the surrounding surface is damaged and the accessible route is interrupted.

Figure 4: A utility pole and open drainage narrow the usable footpath to almost nothing, forcing pedestrians into the carriageway.

RAMPS & TRANSITIONS



3.9 Lighting Conditions: Pedestrian edge and footpath are poorly illuminated at night, with heavy tree cover further reducing visibility. Night-time visibility is inadequate along the damaged footpath, creating potential safety concerns for pedestrians.

Figure 5: Heavy tree cover and missing pedestrian-scale fixtures leave the footpath poorly lit and unsafe to use after dark.

LIGHTING CONDITIONS



3.10 Barriers, Obstructions and Encroachments: Temporary barricades obstruct the footpath and force pedestrians to negotiate around the obstruction. Tree roots, broken paving and utility infrastructure obstruct the pedestrian pathway and significantly reduce its accessibility.

Figure 6: A temporary barricade forces pedestrians off the footpath entirely, while utility boxes and tree roots obstruct the path beyond it.

BARRIERS & ENCROACHMENTS

Chainage-wise observations

CHAINAGE	TOP 2-3 DEFICIENCIES	EXACT LOCATION / AREA IDENTIFIED IN REPORT	INTERVENTION
0-500 m (Starts at Shoolay circle)	1. Narrow/uneven footpath with utility poles and damaged pavement/open drainage. 2. Footpath parking and obstructions at crossing approaches. 3.	Within 0-500 m chainage band; report does not give a more	Relay footpath; provide flush drain covers; relocate poles/utilities; maintain 1.5-1.8 m clear zone;

	Poor pedestrian lighting, especially under tree cover.	precise named location in the text.	remove footpath parking; improve crossings and pedestrian lighting.
500–1000 m	1. Severely damaged footpath with open drain/excavation. 2. Temporary structures, utilities and bollards obstructing pedestrian movement. 3. Poor night-time lighting and commercial spillover.	Within 500–1000 m chainage band ; no more specific named location stated.	Fill missing footpath links; clear encroachments; shift utilities to furniture/utility zone; consolidate bollards; reconstruct bus-stop platform; install pedestrian-scale lighting.
1000–1500 m	1. Absence/inadequacy of footpaths and proper transitions. 2. Open drains creating major safety hazards. 3. Inadequate pedestrian crossings/refuge areas causing jaywalking.	Within 1000–1500 m chainage band ; no named landmark specified.	Provide continuous/temporary pedestrian path; cover drains; provide dropped kerbs and accessible ramps; introduce marked crossings with tactile indicators/refuge; improve lighting.
1500–2000 m	1. Inconsistent footpath levels/width and abrupt kerbs. 2. Ramps absent, steep or incomplete. 3. No adequate pedestrian crossing/refuge; bus-stop kerb levels are inconsistent.	Within 1500–2000 m chainage band ; no more precise named location stated.	Regrade/reconstruct footpath; provide dropped kerbs and 1:12 ramps ; create marked crossings/refuges; standardise bus-stop interface; remove obstructions and improve lighting.
2000–2500 m	1. Inconsistent/uneven footpaths and kerb levels. 2. Missing ramps/dropped kerbs and incomplete footpath construction. 3. Crossings absent at regular intervals; FOB has level changes and no ramps.	Within 2000–2500 m chainage band ; FOB specifically identified, but no named street landmark given.	Reconstruct continuous footpath; provide accessible ramps/dropped kerbs; introduce marked crossings and accessible FOB alternative; repair bus-stop transitions; relocate utilities/furniture.
2500–3000 m	1. Uneven/inconsistent footpaths with abrupt kerb changes. 2. Ramps absent/steep/improperly aligned and footpaths obstructed by utilities. 3. Parking forces pedestrians onto carriageway; drainage causes waterlogging.	Within 2500–3000 m chainage band ; no named landmark specified.	Relay/reconstruct footpath; provide 1:12 ramps and dropped kerbs; create pedestrian crossings/refuge; shift utilities; remove parking/encroachments; improve drainage and lighting.
3000–3500 m	1. Semi-permanent/temporary barriers—trash, construction material and hoardings. 2. Ramps steeper than 1:12 and tactile paving incorrectly installed. 3. Footpath/taxi/auto parking obstructs movement and bus circulation.	Within 3000–3500 m chainage band ; no more specific landmark stated.	Reconstruct ramps to compliant gradient; correct tactile layout; remove construction/hoarding obstructions; establish clear pedestrian zone; restrict footpath/auto/taxi parking.
3500–4000 m	1. Broken/discontinuous footpaths and abrupt level differences. 2. Ramp gradient exceeds 1:12. 3. Wrong tactile paving, construction obstructions and parking at bus stops.	Within 3500–4000 m chainage band ; bus-stop locations specifically affected, but no named landmark stated.	Repair footpath; regrade kerbs; reconstruct ramps to 1:12 ; correct tactile paving; clear construction debris; restore bus-stop access; improve lighting and drainage.
4000–4500 m	1. Crossing near Forum Mall from Ganesha Temple Road has an incline, no marked pedestrian crossing and inaccessible overhead crossing. 2. Escalator approach lacks a universally accessible lift/ramp alternative. 3. Open	Forum Mall – Ganesha Temple Road crossing / overhead crossing area ; also bus stops	Mark accessible crossing with tactile indicators/refuge; provide lift/step-free alternative to FOB; secure/cover drains; improve bus-stop boarding

	drains/construction activity and bus-stop kerb/grill barriers.	and adjacent construction areas.	interface; remove obstructions and improve lighting.
4500–5000 m	1. Major crossing associated with Silkboard Highway lacks clearly protected crossing/markings. 2. Nala-side footpath lacks grills/protection; dropped kerbs and accessible ramps absent. 3. Buses/autos park along road edge, creating pedestrian–vehicle conflict.	Silkboard Highway / major crossing area , including nala-side pedestrian edge and bus/auto stopping areas.	Provide protected marked crossing/refuge; install nala-side safety railing/grills; provide dropped kerbs and accessible ramps; remove bus/auto parking from pedestrian zone; improve lighting.
5000–5500 m	1. Narrow/damaged footpath with open drain/excavation and construction debris. 2. Temporary barricades, utilities, roadside activity and parked two-wheelers obstruct pedestrian movement. 3. Poor lighting and unsafe crossings.	Near IT Parks and overhead-crossing entrances ; report specifically notes parking around these areas.	Reinstate footpath and drain covers; create protected temporary route during works; relocate utilities; remove parking/encroachments; provide accessible transitions and pedestrian-scale lighting.
5500–6000 m (Ends at Silk board junction)	1. Inconsistent footpaths/kerbs with no dropped kerbs and poor transitions. 2. Vendor stalls, parked vehicles and construction barriers reduce clear width. 3. Poor lighting, steep/missing ramps and unsafe/unmarked crossings.	Within 5500–6000 m chainage band ; no more precise named landmark stated.	Construct continuous 1.5–1.8 m pedestrian route; provide dropped kerbs and ramps; mark crossings with tactile/refuge; shift utilities; remove encroachments; improve lighting and designate parking bays.

PRIORITY ISSUES

Where the Corridor Fails Its Users

- **Footpath continuity:** Footpath continuity is poor across all 12 segments. Narrow, damaged, or completely missing stretches often force pedestrians to walk on the carriageway alongside moving traffic.
- **Ramps and dropped kerbs:** Ramps and dropped kerbs are missing, incomplete, or too steep at most junctions and property entrances, making movement difficult for wheelchair users and others with mobility impairments.
- **Pedestrian crossings:** Pedestrian crossings are mostly absent or poorly marked. Wide stretches also lack refuge islands, which can lead pedestrians to cross between moving vehicles.
- **Utilities and obstructions:** Utilities, street furniture, and encroachments frequently occupy the pedestrian clear zone, leaving limited space for continuous tactile guidance where it is most needed.
- **Lighting:** Lighting is inadequate along most of the corridor, increasing safety concerns for pedestrians, particularly women, older adults, and persons with disabilities after dark.

THE MOST IMPORTANT GAPS — EVIDENCE → IMPACT → RESPONSE

ISSUE	EVIDENCE	PEDESTRIAN IMPACT	PRIORITY RESPONSE
Footpath continuity	12/12 segments affected by continuity problems.	Route becomes fragmented and unpredictable.	Restore continuous footpaths and remove breaks.
Clear walking space	1-2.3m width observed; effective width is reduced by utilities, parking, vendors and furniture.	Mobility aids and pedestrians cannot reliably pass.	Protect a continuous clear zone; relocate/organise competing elements.
Kerbs / ramps	Missing, incomplete, narrow or steep transitions are repeatedly recorded.	Wheelchair, elderly and mobility-aid users face level barriers.	Provide accessible dropped kerbs and ramps at crossings and key desire lines.
Crossings	Existing crossing conditions are frequently inadequate;	Pedestrians are exposed to unsafe crossing movements.	Provide marked, accessible crossings with connected

	audit framework identifies 12–20 priority locations.		approaches and refuge where required.
Tactile guidance	Existing tactile paving is discontinuous or obstructed in places.	Visually impaired users lose predictable guidance.	Repair existing routes first; then connect crossings, ramps and transit interfaces.
Transit interfaces	Access routes, boarding areas and connections contain recurring barriers.	The accessible journey fails at public transport.	Reconstruct priority transit interfaces as part of the pedestrian network.
Lighting	Even though the road's overall average lighting looks high at 67.9 lux, it is mostly focused on cars, leaving sidewalks and crosswalks dangerously dark in many spots.	Safety and confidence reduce after dark.	Address critical dark spots and prioritise lighting for pedestrian movement.
Toilets	Provision is inadequate and existing facilities are not universally accessible.	Users lack equitable access to sanitation.	Retrofit accessible facilities and identify locations for additional provision.

RECOMMENDATION

A Phased Path Forward

The audit's own implementation framework prioritises removing barriers before undertaking full corridor redesign:

Phase 1 — Immediate & Near-Term: Remove obstructions, repair damaged footpath surfaces and utility covers, and improve the visibility and signage of pedestrian crossings as low-cost, high-impact measures. This should be followed by providing essential accessibility features - dropped kerbs, tactile guidance, accessible crossings, and improved bus stops - at priority locations.

Phase 2 — Planned & Long-Term: Reconstruct footpaths and junctions to achieve full continuity, coordinate the relocation of utilities, and progressively integrate the corridor into a complete and accessible pedestrian network. These improvements should be planned alongside upcoming proposals for the corridor to ensure that accessibility and pedestrian continuity are incorporated from the outset. Accessibility should also be embedded in all future infrastructure and maintenance work rather than being treated as a separate add-on..

Accessibility is not a series of isolated fixes — it is a continuous, connected journey that every user should be able to make, on every metre of Hosur Road.

ABOUT B.PAC

Bangalore Political Action Committee (B.PAC)

is a non-partisan citizen's group that aims to improve governance in Bengaluru and to enhance the quality of life of every Bengalurean. B.PAC is specifically targeting good governance practices, integrity and transparency in all arms of the government, improving the quality of infrastructure in the city and identification as well as support of strong candidates for public office at all levels. Ultimately, creating a safer city where the rule of law is ensured for its residents as highlighted in B.PAC's Bengaluru charter and agenda.

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