
SAFETY AND ACCESSIBILITY ASSESSMENT

COLOMBO, SRI LANKA



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Data Collection team

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INTRODUCTION

Sri Lanka is faced with multiple urban challenges of traffic congestion, increased air pollution, inadequate infrastructural facilities for pedestrians and lack of comfort and safety in accessing and using public spaces. In order to promote public space usage, it is important to ensure that the travel needs and mobility related concerns of various user groups are understood and incorporated in planning and design of public spaces and public transport systems. At present, there is a limited data on usage and condition of public spaces in Sri Lanka. It is essential to understand how women and other vulnerable groups such as children, elderly and differently abled persons navigate through public spaces to assist in formulating evidence based urban policies to make public spaces safe and inclusive.

As a part of the Safe and Inclusive Cities Initiative under The Metro Colombo Transformation Platform, the World Bank engaged Safetipin to evaluate the public places of Colombo city and suggest recommendations to make them safer and inclusive. Safety audits were conducted in February 2020 across five Municipal Council areas of Metro Colombo. The collected data was analyzed, and key findings were shared with the World Bank team. Recommendations for improving the city infrastructure and creating a safe and comfortable environment for the pedestrians were suggested.

In March 2020, Sri Lanka imposed a country-wide lockdown to curtail transmission of COVID-19. Restrictions on the use of public spaces and physical distancing were key measures to reduce the transmission of the Corona virus and protect public health. As the cities started to reopen in June 2020, it was important to understand how people use and experience public spaces and public transport.

In this context, The World Bank and Safetipin conducted a follow up study to understand the factors that may impact the use of public spaces and public transport. As a part of this assessment, 6 beaches and 6 railway stations in Colombo city were identified and assessed using Safetipin's application: Safetipin Site. The collected data captures the lived experiences of the users and highlights gaps in existing city infrastructure and social environment around the assessed public spaces. Overall, recommendations for creating universally accessible, safe and inclusive public spaces have been suggested. The next section of the report discusses the project methodology.

METHODOLOGY

Safetipin Site application was used to gather site-specific information at 6 beaches and 6 railway stations. It is a web application which is used to collect information on spatial, social and infrastructural parameters around a public space. The app records geo coordinates and images for evidence-based assessment. Safetipin Site was used as a tool to understand the built environment and social usage around the beaches and railway stations. Detailed questionnaires were prepared to capture information on the existing condition of physical infrastructure at and around the beaches and railway stations. The condition of the public transport stops, walking environment from the public transport stop up to the entrance point of the public spaces have been assessed. Availability of designated parking spaces, condition of lighting and walk path at and around the public spaces have been studied. To better understand the social usage of the public spaces, information such as number of people (including women and children), presence of shops and vendors, types of activities were captured. Additional information on facilities for differently abled persons and condition of amenities such as public toilets, drinking water kiosks and waste disposal systems have also been included.

User surveys were formulated to understand the key safety and accessibility related concerns of the users at the assessed public spaces. All the questionnaires were finalized in consultation with The World Bank team. The questionnaires were designed and tested on the Safetipin Site app. After testing the app, an online training session was conducted in January 2021 by Safetipin to train the data collectors for using and collecting information using the Safetipin Site app at the public spaces. Data at the public spaces was collected during February-March 2021. Post the data collection, Safetipin’s team of architects and urban planners reviewed and analyzed the collected data. Existing gaps in infrastructure along with key user concerns at beaches and railway stations have been identified and action points to promote safety, accessibility and inclusion at the assessed public spaces have been suggested.

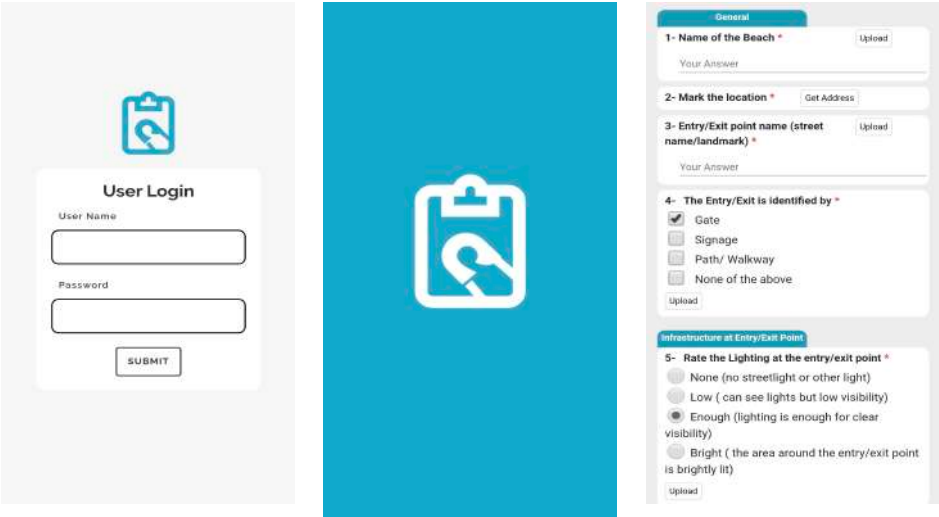


Image showing screens of the Safetipin Site App Tool

ASSESSMENT CRITERIA

For this project, the following site elements were studied in detail:



Access to The Site: Public Transport and Parking

- Public Transport stop/station available within 500m of entry
- Amenities available at stops e.g., shelter, seating infrastructure, lighting,
- Condition of path to the stop/stations, provisions for universal access.
- Availability of designated parking areas at entry/exit points



Security

- Type of security personnel at the beach/ station premises including entry/exit points, parking areas, water front and the station platform.
- Availability of CCTV cameras, police booths, barricades etc.



Lighting

- Light source at entry/exit points of beaches/station
- Light source at waterfront for beaches
- Light source at the station platform



Walkpath

- Availability of walkpath at entry/exit points
- Condition of the walk path
- Light source on the path
- Types of obstructions on the path
- Provisions for universal access



Social Usage

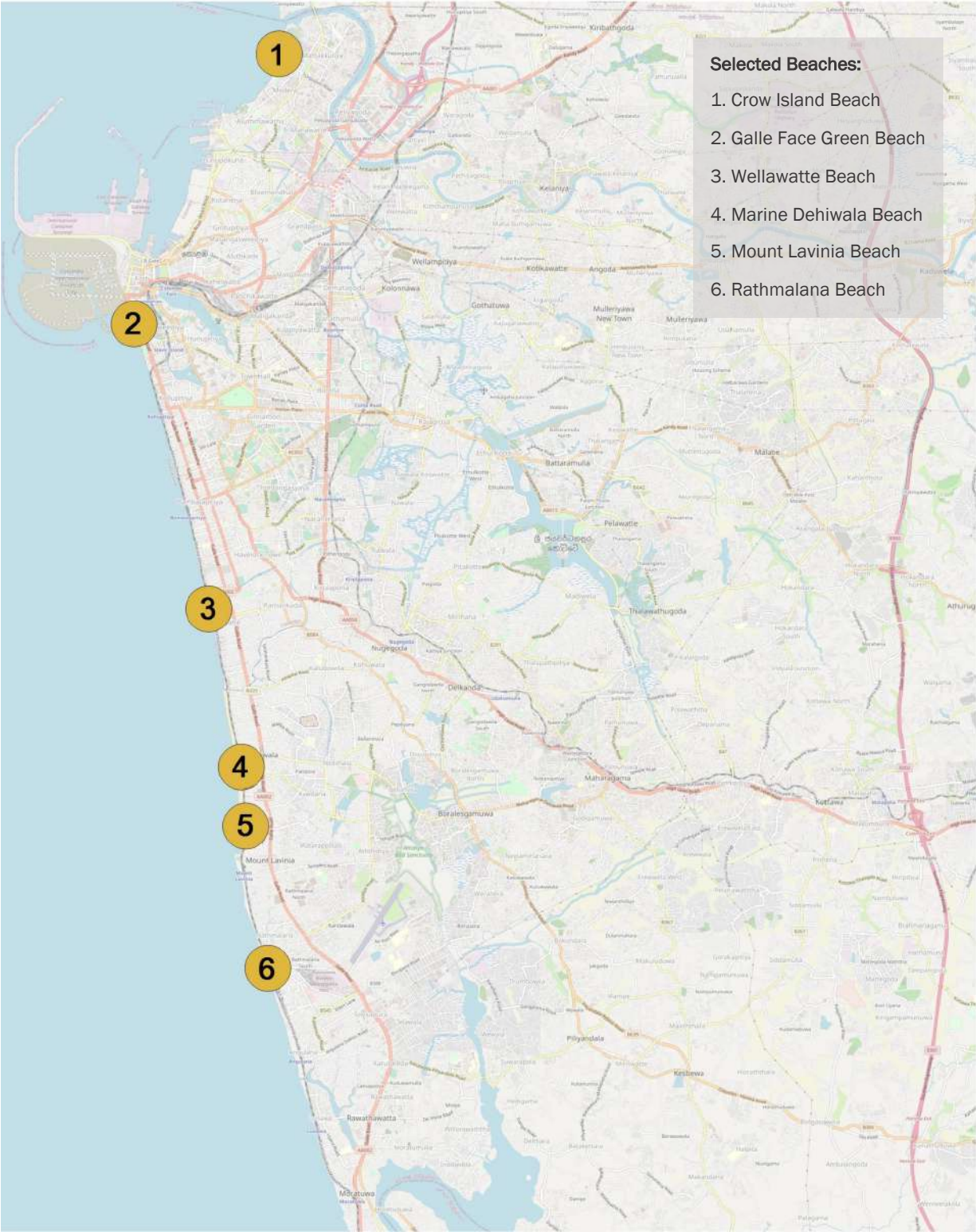
- Number of people at the beach/station
- Number of women and children at the beach/station
- Types of social or commercial activities at the beach/station.

SITE ASSESSMENT AT BEACHES



Wellawatte Beach, Colombo

ASSESSMENT AT BEACHES



Map showing selected beaches for Safetipin Site assessment in Colombo, Sri Lanka.
Base: Open Street Map

1. CROW ISLAND BEACH



About The Beach

Crow Island Beach Park is a family-friendly beach situated in the Colombo Municipality, bordering the mouth of the Kelani River.



Access to the Beach

No bus stands or train stations are available within 500m of the beach. Most visitors access the beach using 3-wheelers or their private vehicles.

At the entrance to the beach, barricades have been put up by Defense Forces to create parking space for 2-wheelers, 3-wheelers and 4-wheelers. No designated parking space for differently-abled visitors is provided. The parking area is well lit by lampposts.



Security

The entrance to the beach is monitored by police and Civil Defense Forces. A small police station is available at the entrance. Civil Defense Forces also patrol the waterfront. There are two watch towers at the waterfront that are currently not in use.



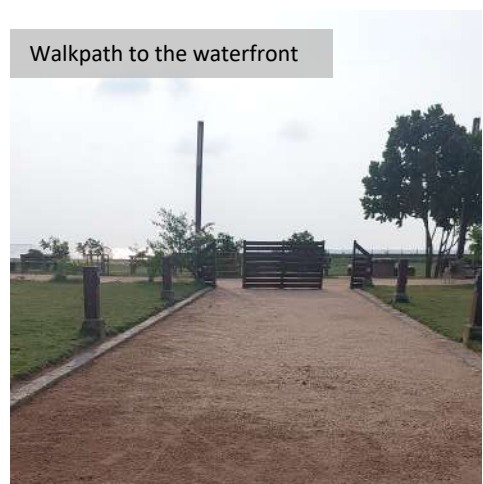
Lighting

The entrance and walkpath to the beach are brightly lit by streetlights and lampposts. The area also receives light from shops, restaurants and temporary stalls on the road and along the walkpath. No light source is available at the waterfront.



Walkpath

The walkpath near the entrance of the beach is well paved and unobstructed. However, elements of universal accessibility like tactile paving and ramps are not available.





Social Usage

At the time of the site assessment, the Crow Island Beach was crowded. A large, diverse group of people at the beach including both men and women, were seen relaxing at the waterfront while children were playing in the sand.

The open green areas next to the walkpath were being used for walking, exercising, yoga, playing games etc. The restaurants, shops and temporary stalls near the entrance act as hubs for eating, shopping and chatting.

Amenities at the beach

Public toilets, water taps for drinking and washing, along with benches are available at the beach. A well-maintained walkpath with handrails is provided to walk to the waterfront.

What did people say?

“There is no light at the beach after sunset. There is a watch tower but its not in use. It is not safe to be there after dark.”

“But the beach near the sea is not clean and not maintained. Many plastic bottles and other waste was there at the beach”



2. GALLE FACE BEACH



About The Beach

Galle Face is an ocean-side urban park that stretches for 500 m along the coast, in the heart of the Colombo Municipality. It is the largest open space in Colombo and a popular tourist destination.



Access to the Beach

A bus stop and 3-wheeler stands are available within 500m of the Galle Face beach.

Designated parking space is also available for 2-wheelers, 3-wheelers and 4-wheelers. The parking area is well-lit by lamp posts, streetlights and nearby shops.



Bus stand with bench



Security

Police officers and police jeeps patrol the entrance, walkpath and waterfront. A police booth, barricades and CCTV cameras are available at regular intervals along the walkpath. However, the cameras face the road instead of the beach.

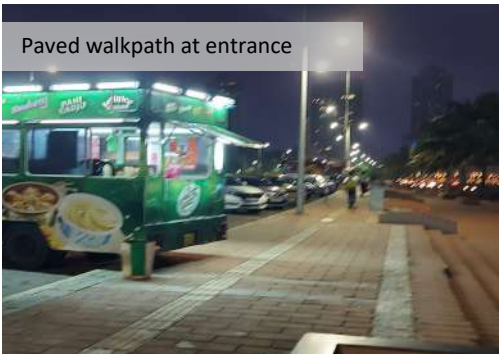


Police booth at entrance



Lighting

The entrance and walkpath are brightly lit by streetlights and lampposts. The area also receives light from the food carts parked at the entrance. The waterfront itself is not lit up.



Paved walkpath at entrance

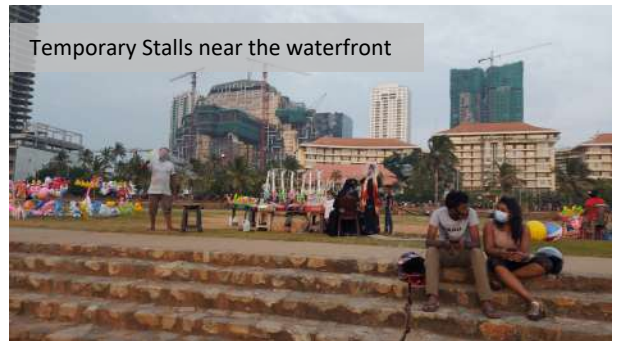


Walkpath

The walkpath at the entrance is well paved and unobstructed. Tactile paving is available, but it is not continuous. It is only provided on certain stretches of the pavement near the entrance.



Social Usage



A diverse group of people, including men, women and children of different age groups were present at the beach during the site assessment. Open green areas next to the walkpath were being used for walking, exercising, yoga, playing games etc. The beach has dedicated vending zones where people gather to eat, chat and relax.

Amenities at the beach



Ample sitting space has been provided. The sitting area is clean and well-maintained. Separate garbage bins are available to dispose waste (for e.g., plastic, paper, food waste, etc.)



There are two public toilet blocks at the beach. Only one of them is well maintained and can be accessed by a ramp. It is a paid service costing LKR 20 (USD 0.10).



Drinking water taps are available at only one location. The facility is not maintained properly.



Staircases to reach the waterfront at Galle Face beach waterfront are available. However, handrails have not been provided along the steps.

What did people say?

“The beach is brightly lit. There is plenty of light from the streetlights and shops and hotels in the vicinity of the beach.”



“The beach is usually clean and well-maintained. It feels good to spend time here.”



3. WELLAWATTE BEACH



About The Beach

Wellawatte Beach is a recreational beach in the Dehiwala- Mount Lavinia Municipality of Colombo. The beach is an active tourist attraction visited by large crowds.



Access to the Beach

A train station is available within 500m of the entrance. The path from the station to the beach is poorly lit and narrow. 3-wheelers are available on the main road at the entrance.

Designated parking space is available for bicycles, 2-wheelers and 4-wheelers along the main road. However, parking is only permitted on the weekends.



Security

The beach is monitored by police officers and a police booth is available at the entrance.

Lifeguards patrol the waterfront. They are responsible for protecting visitors from drowning, and from criminal activities such as robberies or harassment. They are also responsible for the cleanliness and maintenance of the beach.

The lifeguards are only on duty from 8:00 AM to 6:00 PM.

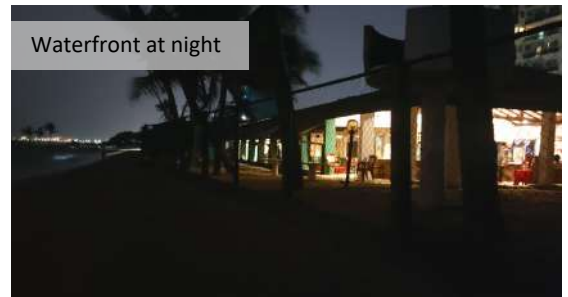




Lighting

The entrance and walkpath to the beach are poorly lit as there are very few streetlights in this area. The area receives some dim light from a few lampposts and from restaurants across the road.

Restaurants at the waterfront are well lit and provide some light to the areas around them. The areas between these restaurants are unlit and usually dark.



Walkpath

Visitors must cross railway tracks to enter the beach. The path to the beach is unpaved. The path is quite narrow and only one person can walk on it at a time. The walkpath cannot be accessed by a wheelchair user. No tactile paving is provided.



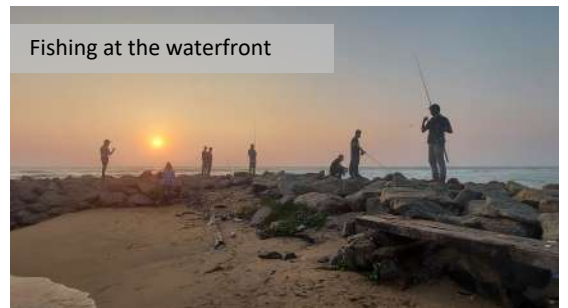
Social Usage

A diverse group of people, including men, women and children of different age groups were present at the beach during the site assessment. Locals and tourists come to this beach to spend time with family, walk, enjoy the water, swim, walk their dogs, exercise etc.

Only a small stretch of about 1 KM is open for swimming. The rest of the beach is quite rocky and remains isolated.

Fishing is a popular recreational activity for locals and tourists at the beach. Boats for water activities are also available at the waterfront.

Food trucks along the main road, and restaurants at the beach are popular among visitors to come together, eat and chat.



Amenities at the beach



The beach is monitored by police and coast guard. While the police monitors human safety, the coast guard is responsible for protecting sea creatures and trees. The coast guard point is clearly demarcated with signages.

Separate garbage bins are available to dispose off different type of waste (for e.g. plastic, paper, food waste, etc.)



The beach has some sitting space for the visitors, usually as part of a restaurant. The restaurant also allows people to bathe in their toilets for LKR 50 (USD 0.25). No other showers or toilets are available at the beach

An over bridge is provided on the main road, adjacent to the beach. No lift or ramp has been provided to use it.

What did people say?

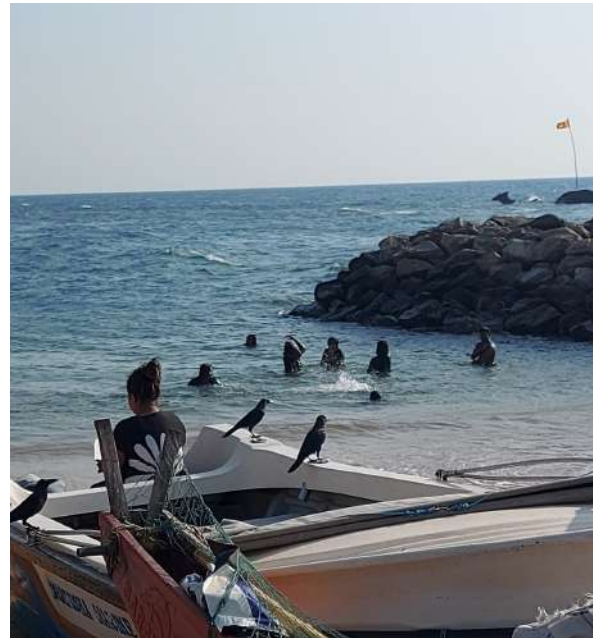
"I feel very happy. I brought my grandchildren with me. My daughter is a migrant worker. She is not in the country. Today we came almost after a year. Being on the beach makes me happier."

"Happy. I enjoy. I cycle, rest under this mermaid, she is my girlfriend(laughing) watch sunset and I leave. Its like my hobby."

"No toilets or any water facilities. There is a restaurent/pub on the beach. They allow public for a shower for Rs.50. No cleaning or drinking water, not even a single tap at the beach."

"It's nice but there are no public washrooms or a place for the children to change their clothes."

"But there is no toilet here. People sometime go to KFC to use toilet or go to the station. But there also station master has the keys."



4. MARINE DEHIWALA BEACH



About The Beach

Marine Dehiwala Beach is a scenic beach at the heart of the Dehiwala- Mount Lavinia Municipality of Colombo.



Access to the Beach

A bus stand, a train station and 3-wheelers are available within 500m of the Marine Dehiwala beach.

Designated parking space is available for 2-wheelers, 3-wheelers and 4-wheelers. The parking area is adequately lit.



Security

No police or lifeguards patrol this beach. No CCTV cameras have been put up.



Lighting

The beach entrance is adequately lit by streetlights and lamp posts. The waterfront itself is not lit and only receives some dim light from the shops and restaurants on the main road.



Walkpath

The walkpath at the entrance of the beach is unpaved and broken. Visitors must cross the railway track to reach the beach.

Streetlights provide dim light to beach



Unpaved pathway



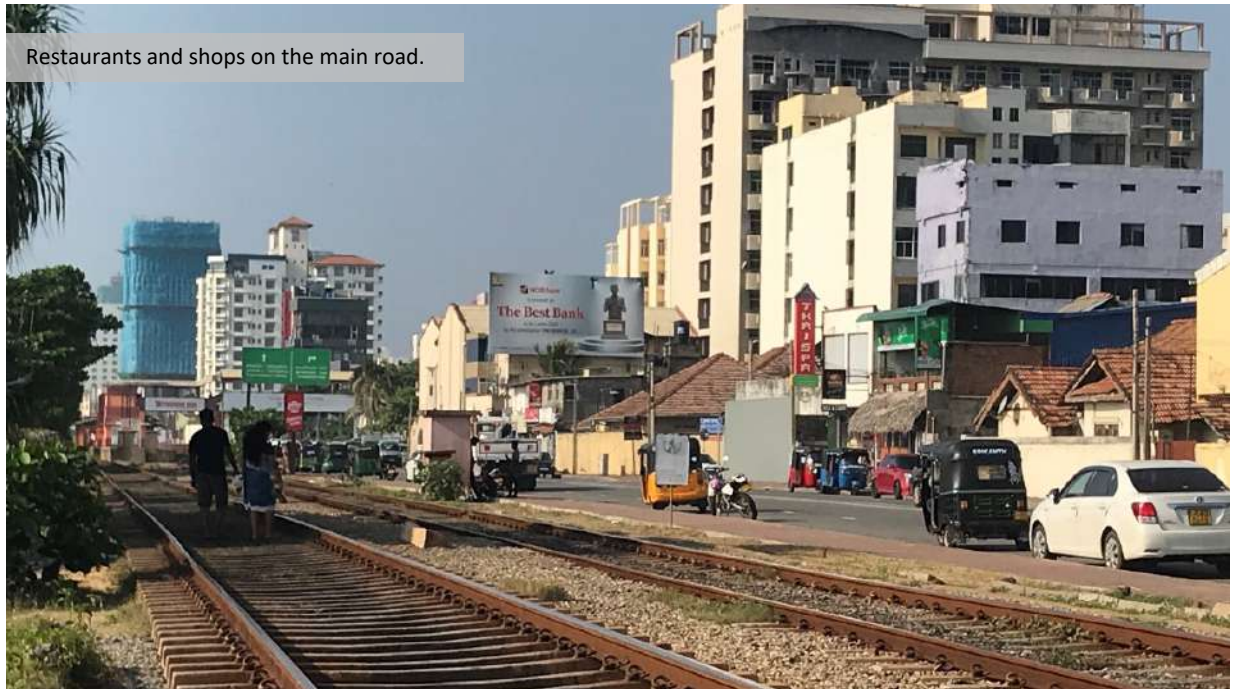
Railway track must be crossed to reach the beach





Social Usage

At the time of site assessment, the beach was being used by few people (less than 30). Some informal vendors were available at the waterfront. No other commercial activities were seen.



Amenities at the beach

An informal stop for 3-wheelers is located on the main road. Seating infrastructure (benches) has been provided on the pavement for the commuters. No other public amenities are available at the beach.



5. MOUNT LAVINIA BEACH



About The Beach

Mount Lavinia Beach is a vibrant recreational beach in the Dehiwala-Mount Lavinia Municipality of Colombo. The beach is visited by local families and is one of Colombo’s top tourist attractions.



Access to the Beach

A bus stop, a train station and 3-wheeler stands are available within 500m of the Mount Lavinia beach. Large signage around the road and station/stop guide visitors to the beach.

Designated parking space is available for 2-wheelers, 3-wheelers and 4-wheelers. The parking area is poorly lit by streetlights.



Security

A few police officers patrol the beach everyday. The number of officers is increased on weekends as the beach is more crowded.

Lifeguards also patrol the beach. They are responsible for protecting visitors from drowning, and from criminal activities such as robberies or harassment. Lifeguards are also responsible for maintaining cleanliness at the beach.



Police patrol the beach



Lifeguards patrolling the beach





Lighting

The beach entrance area is dimly lit by very few streetlights and some temporary stalls.

The waterfront is not lit and only receives some light from the shops and restaurants at the beach or road.



Walkpath

The walkpath at the entrance of the beach is unpaved and broken. In some parts where the walkpath is paved, it is poorly lit and obstructed by construction debris.

The visitors have to cross the railway track to reach to this beach.



Social Usage

At the time of site assessment, the Mount Lavinia beach was being used by a large, diverse group of people. Men, women and children of all ages were seen enjoying the beach and its amenities.

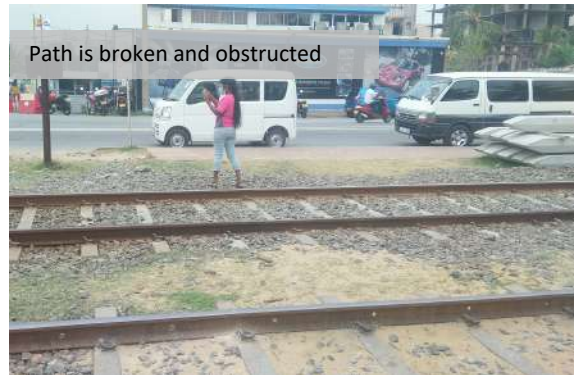
Large restaurants at the beach are popular among visitors. People sit, relax and enjoy with their families and friends.

Some vendors have been working here for over 25 years and yet no designated space is allocated to them.

Amenities at the beach

No public amenities are available on the beach.

Toilets and water taps for washing are provided in the restaurants at the beach however, visitors must purchase something at the restaurant to use them.



What did people say?



“When it rains, I take shelter in the restaurant, but my shop items get wet. We are willing to pay a small rent if the Municipal Council is willing to set up shops for us. I have to go to the same restaurant if I want to use the toilet”

“The most common question asked by the crowds, is whether there are washroom facilities at the beach. Young girls often come to us asking for a place to change a sanitary pad. If the authorities are willing to set up toilets, the crowd would be willing to pay for the facilities.”

6. RATHMALANA BEACH



About The Beach

Rathmalana Beach is a recreational and fishing beach situated in the Dehiwala- Mount Lavinia Municipality of Colombo.



Access to the Beach

A bus stand, a train station and 3-wheeler stands are available within 50m of the beach. However, the path to the beach is obstructed by vehicular parking.

Designated parking space is available for 2-wheelers, 3-wheelers and 4-wheelers at the train station. The parking area is poorly lit by a few lampposts.



Security

No police or lifeguards were monitoring the beach. No CCTV cameras were seen at the time of assessment.



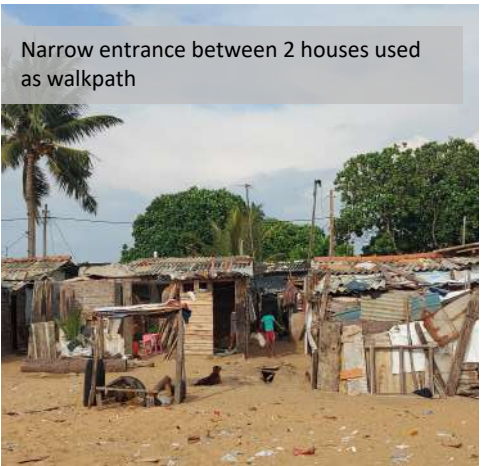
Lighting

The entrance and walkpath to the beach are poorly lit as very few streetlights are available in this area. The area receives some dim light from the nearby railway station. There are no light sources at the waterfront either, except for a few houses which provide dim light.



Walkpath

The walkpath at the entrance of the beach is a narrow, unpaved path between two houses. Only one person can walk on it at a time. Visitors must cross railways tracks to enter the beach.



Narrow entrance between 2 houses used as walkpath



No light source at the waterfront.



Railway track must be crossed to reach the beach



Social Usage

At the time of site assessment, there were less than 10 people at the Rathmalana Beach. Most of these people live in houses at the beach itself.

Some small temporary stalls or informal vendors sell betel leaves at the beach occasionally. No large-scale commercial activities are available at the beach.



Temporary stall at the beach (closed)

What did people say?



"There is no walk path. Public have to walk along the railway track from the station. There is no safety for crossing."



"The beach is not clean. It is very dirty and full of polythene bags."

BEACHES: AN OVERVIEW

Beaches		Crow Island	Galle Face	Wellawatte	Marine Dehiwala	Mount Lavinia	Rathmalana
Public Transport (within 500m)		<ul style="list-style-type: none">No bus stand or train station is available within 500m of the beach.3-wheelers are available on the road.	<ul style="list-style-type: none">A bus stand is available at the entrance of the beach. It has benches, and is well lit.3-wheelers are available on the road.	<ul style="list-style-type: none">A train station is available within 500m of the beach3-wheelers are available on the road.	<ul style="list-style-type: none">A bus stand, a train station and a 3-wheeler stand are available within 500 m of the entrance.	<ul style="list-style-type: none">A bus stand, a train station and a 3-wheeler stand are available within 500m of the entrance.	<ul style="list-style-type: none">A bus stand, a train station and a 3-wheeler stand are available within 500 m of the entrance.
Parking		<ul style="list-style-type: none">Paid parking for 2- wheelers and 4-wheelers is available at the entrance of the beach.No reserved parking for differently-abled people is provided.	<ul style="list-style-type: none">Paid parking for 2- wheelers and 4- wheelers is available along the walkpath of the beach.Food trucks often park along the road and obstruct the parking area.	<ul style="list-style-type: none">Designated parking space is not available.Parking along the road is allowed on weekends. However, since this is a major city road, parking is not permitted on weekdays.	<ul style="list-style-type: none">Paid parking for 2- wheelers and 4-wheelers is available at the entrance of the beach.No reserved parking for differently-abled people is provided.	<ul style="list-style-type: none">Paid parking for 2- wheelers and 4-wheelers is available at the entrance of the beach.No reserved parking for differently-abled people is provided.	<ul style="list-style-type: none">No designated parking is provided at the beach entrance. 2- wheelers and 4- wheelers can park in the parking zone of the adjacent train station.
Security	At Entry/Exit	<ul style="list-style-type: none">Police officers and Civil Defense Forces patrol the beach.A small police station is available at the entrance.	<ul style="list-style-type: none">Police officers patrol the beach premises.Police barricades, police booth and CCTV cameras are available at the entrance. The cameras face the road instead of the beach.	<ul style="list-style-type: none">Police officers monitor the beach. A police booth is available at the entrance.The coast guard, is available at the beach. They are responsible for protecting sea creatures and trees.	<ul style="list-style-type: none">No security is available at the entrance point of the beach.	<ul style="list-style-type: none">Police officers monitor the beach.	<ul style="list-style-type: none">No security is available at the entrance of the beach.
	At Waterfront	<ul style="list-style-type: none">Civil Defense Forces monitor the waterfront.Two police watch towers are built on the waterfront, however they are currently not in use.	<ul style="list-style-type: none">Police officers patrol the waterfront.No lifeguards are available.	<ul style="list-style-type: none">Lifeguards are available at the waterfront. They are responsible for protecting visitors from drowning, and from criminal activities such as robberies or harassment.Lifeguards are also responsible for maintaining cleanliness at the beach. But, they are only on duty from 8:00 AM to 6:00 PM.	<ul style="list-style-type: none">No security is available at the waterfront.	<ul style="list-style-type: none">A few Police Officers patrol the beach everyday. The number of officers is increased on weekends as the beach is more crowded.Lifeguards are available at the waterfront. They are responsible for protecting visitors from drowning, and from criminal activities such as robberies or harassment.Lifeguards are also responsible for maintaining cleanliness at the beach	<ul style="list-style-type: none">No security is available at the waterfront.
Lighting	At Entry/Exit	<ul style="list-style-type: none">The entrance and walkpath to the beach are brightly lit by street lights and lamp posts.The area also receives light from shops, restaurants and temporary stalls on the road and along the walkpath.	<ul style="list-style-type: none">The entrance and walkpath to the beach are brightly lit by street lights and lamp posts.The area also receives light from the food carts parked at the entrance, restaurants on the road and nearby commercial buildings.	<ul style="list-style-type: none">The entrance and walkpath to the beach are poorly lit as very few street lights are available in this area.The area receives some dim light from a few lamp posts along the path, and from restaurants across the road.	<ul style="list-style-type: none">The entrance and walkpath to the beach are adequately lit by street lights and lamp posts.The area also receives light from the shops and restaurants on the road.	<ul style="list-style-type: none">The entrance and walkpath to the beach are adequately lit by street lightsThe area also receives dim light from the food trucks and shops along the walkpath and on the road.	<ul style="list-style-type: none">The entrance and walkpath to the beach are poorly lit as very few street lights are available in this area.The area receives some dim light from the nearby railway station.
	At Waterfront	<ul style="list-style-type: none">No street lights or lamp posts are provided at the waterfront.	<ul style="list-style-type: none">The street lights and lamp posts on the walkpath provide dim light to the waterfront.	<ul style="list-style-type: none">Restaurants at the waterfront are well lit and provide light to the areas around them.The areas between these restaurants are unlit and dark.	<ul style="list-style-type: none">The restaurants on the main road provide dim light to the waterfront.	<ul style="list-style-type: none">Restaurants at the waterfront are well lit and provide light to the areas around them.The areas between these restaurants are unlit and dark.	<ul style="list-style-type: none">No street lights or lampposts are provided at the waterfront.Few houses at the waterfront provide dim light to the area around them.

Poor Average Good

BEACHES: AN OVERVIEW

Beaches	Crow Island	Galle Face	Wellawatte	Marine Dehiwala	Mount Lavinia	Rathmalana
Walkpath	<ul style="list-style-type: none">○ The walkpath at the entrance of the beach is well paved and unobstructed.○ Elements for universal accessibility such as tactile paving or ramps are not available.○ An unpaved yet well-maintained walkpath with hand rails is provided to go to the waterfront.	<ul style="list-style-type: none">○ The walkpath at the entrance of the beach is well paved and unobstructed.○ Tactile paving is available but it is not continuous. It is only provided on certain stretches of the pavement at the entrance.○ At the entrance to the beach, staircases have been provided to go to the waterfront. None of them have handrails, and no ramps are provided either.	<ul style="list-style-type: none">○ Visitors must cross railway tracks to enter the beach.○ The walkpath at the entrance of the beach is well paved but narrow. Only one person can walk on it at a time.○ The walkpath cannot be accessed by a wheelchair user due to its narrow width. No tactile paving is provided either.	<ul style="list-style-type: none">○ Visitors must cross railway tracks to enter the beach.○ The walkpath at the entrance of the beach is un-paved and broken.	<ul style="list-style-type: none">○ Visitors must cross railway tracks to enter the beach.○ The walkpath at the entrance of the beach is well paved, but broken and obstructed by construction debris.	<ul style="list-style-type: none">○ Visitors must cross railway tracks to enter the beach.○ The walkpath at the entrance of the beach is a narrow, unpaved path, between two houses. Only one person can walk on it at a time. A wheelchair user cannot access the beach.
Social Usage	<ul style="list-style-type: none">○ A large, diverse group of people use the beach. Men and women of all ages were seen relaxing at the waterfront while children were playing in the sand.○ The open green areas next to the walkpath are used for walking, exercising, yoga, playing games etc.○ Restaurants, shops and temporary stalls at the entrance are popular among visitors to come together and eat, chat or relax.○ Informal vendors also sell small toys, kites etc. on the beach premises.	<ul style="list-style-type: none">○ A large, diverse group of people were seen using the beach, including men, women and children of all ages.○ Open green areas next to the walkpath are used for walking, exercising, yoga, playing games etc.○ The beach has dedicated vending zones where people come together to eat, chat and relax.	<ul style="list-style-type: none">○ A diverse group of people, including men, women and children of different age groups were present at the beach during the site assessment. Locals and tourists come to this beach to spend time with family, enjoy the water, swim, walk their dogs, walk, exercise etc.○ Only a small stretch of about 1 KM is open for swimming. The rest of the beach is quite rocky and remains isolated.○ Fishing is a popular recreational activity for locals and tourists at the beach. Boats for water activities are also available at the waterfront.○ Food trucks along the main road, and restaurants on the beach are popular among visitors to come together and eat, chat or relax.	<ul style="list-style-type: none">○ A very small group of people use the beach.○ Some informal vendors were present at the waterfront. No other social or commercial activities are available.	<ul style="list-style-type: none">○ A large, diverse group of people were seen using the beach, including men, women and children of all ages.○ Large restaurants on the beach are popular among tourists to come together and eat, chat or relax.○ Informal vendors sell small toys, snacks etc. at the waterfront. Some of these vendors have been working here for over 25 years and yet no designated space is allocated to them.	<ul style="list-style-type: none">○ Few people (less than 10)were present at the time of the site assessment. All of these people live in the houses on the beach itself. No tourists or visitors were seen using the beach.○ Some small temporary stalls or informal vendors sell betel leaves on the beach occasionally. No large scale commercial activities are available.
Public Amenities	<ul style="list-style-type: none">○ Public toilets, water taps for drinking and washing, along with benches are available at the beach.○ The waterfront was dirty and lacked maintenance.	<ul style="list-style-type: none">○ Public toilets (paid), water taps for drinking and washing, along with benches are available at the beach. Shaded sitting spaces are provided under the trees along the walkpath.○ Wifi is available, but it is not functional.○ The waterfront was clean and well-maintained.	<ul style="list-style-type: none">○ No public amenities are available on the beach.○ Toilets and water taps for washing are provided in the restaurants at the beach, however visitors must purchase something at the restaurant to use them.○ The waterfront was clean and well maintained.	<ul style="list-style-type: none">○ A few benches have been provided on the main road where visitors can sit while waiting for a 3-wheeler.○ No other public amenities are available on the beach.○ The waterfront was clean and well maintained.	<ul style="list-style-type: none">○ No public amenities are available on the beach.○ Toilets and water taps for washing are provided in the restaurants at the beach, however visitors must purchase something at the restaurant to use them.○ The waterfront was clean and well maintained.	<ul style="list-style-type: none">○ No public amenities are available on the beach.○ The waterfront was dirty due to garbage dumping and lacked maintenance.

 Poor Average Good

What makes a beach safe and accessible?

Recommendations under the following categories have been suggested to promote safety and accessibility at the beaches.

1. Access to the Site:

Availability of public transport and a safe, comfortable walking environment
Safe and comfortable access is an important element of a good beach. Availability of public transport including para transit modes near the beaches is likely to attract more users to the beach.

1.1 Physical Infrastructure at the bus stop:

Availability of adequate lighting at transit stops is an important factor shaping the user’s perception of safety. This is of even higher importance for girls and women who are often more concerned about their safety and image. Common amenities such as shelter should be provided for protection against adverse weather conditions. Seating space should also be provided for the passengers waiting at the stop.



Image showing a well-lit bus stop with shelter and seating space near Galle Face beach.

Regular upkeep and maintenance of the infrastructure at and around the transit stops is essential to ensure comfort and safety of the users. Periodic checks should be carried out to ensure uniform and unobstructed illumination.

1.2. Providing information about bus route, schedule:

Information about bus timings, routes should be provided at the stop as well as displayed outside the bus in large text, especially on the front and near the door. This information should be in good color contrast and be well illuminated by an external light to make it readable in the dark. Additionally, real-time information on the arrival of buses at the transit stop or through mobile applications and websites should be provided to reduce waiting time at bus stops. It can also improve passengers experience of using public transport.



Image showing route information displayed outside a bus. Source: Universal Accessibility Guidelines for Pedestrian, Non-motorized Vehicle and Public Transport Infrastructure, 2014.

1.3. Universal accessibility at/ near the transit stop:

Universal accessibility elements such as curb ramps, handrails, tactile paving and braille signage, etc. should be provided at the transit stop. Audio announcement facility should be provided at the bus stop/ station platform for the ease of visually impaired passengers. Emergency helpline numbers (police, medical assistance, women helpline numbers) should be displayed at the transit stops.

Clear markings, signage and/ or traffic calming measures to warn motorists of the crossings and to slow down vehicles should be provided near transit stops. In case of high pedestrian volumes and high speed, pedestrian crossings should be equipped with traffic control signal. Pedestrian traffic lights should be provided with clearly audible signals for the benefit of pedestrians with visual impairments.



Image showing a traffic signal, Bus Rapid Transit, Delhi (left) and audio signal* (right)
Source: Aqueel Kureshi, GAATES, USA



Image showing a pedestrian crossing with pedestrian signal, road marking and tactile pavers near the Galle Face beach bus stop.

1.4. Safe, clean and comfortable walking environment:

The collected data shows that users walk to the beach after getting down at the public transport stops. Provision of well-lit streets, clean, unobstructed and adequately spaced pavements with street furniture (as per International street design guidelines) will encourage more people to walk. This will be particularly useful for girls and women who are often more concerned about their safety. Pedestrian scale streetlights should be installed along the pavements to ensure that the pavements are well-lit and pedestrians feel safe to walk even after dark.

“Creating eyes on streets” by introducing designated hawker/vendor zones along the pavements is likely to make the area more vibrant and active thereby increasing the perception of safety for the pedestrians. The space for hawkers/ vendors should have provision for their seating, loading and unloading of goods, and nearby parking spaces for their carts, tri-cycles, etc.



Image showing an isolated stretch near a bus stop (Left) and the same stretch with vendors and people (Right). Source: Safety, Freedom and respect for women in Delhi, Few Action Points by UTIPEC, DDA.



Image showing resting areas near hawker zones, Bus Rapid Transit, Delhi (Left) and benches with backrest, IP Marg, Delhi (Right). Source: Universal Accessibility Guidelines for Pedestrian, Non-motorized Vehicle and Public Transport Infrastructure, 2014.

2. Physical Infrastructure at and around the entrance area:

2.1. Designated entrance to the beach.

The beach should have a well-defined entrance/exit. The entry and exit to the beach should be through a well-paved and unobstructed path. The path should be safe for pedestrians and should include universally accessible elements such as tactile pavers, ramps and signage. In case the only possible entrance to the beach is through a railway track, signal-controlled table-top crossing could be provided. The path should be wide enough to allow a person to cross alongside a wheelchair user.



Image showing the existing entrance to the Rathmalana beach through railway tracks



Image showing pedestrian crossing over railway line in Central Tokyo

Source: <https://www.alamy.com/stock-photo/pedestrian-railway-level-crossing.html>



Image showing an unpaved narrow walkpath near the Rathmalana beach.



Image showing a well paved path for pedestrians along the Galle Face beach.

2. 2 Lighting at the beach entrance/ exit area

The entrance and exit area of the beach should be well-lit at all times of the day. Flood lights, streetlights along with illuminating signage should be used for lighting the beach entrance. Restaurants and shops located near the beach may also provide some additional light to the beach. Well-lit entrances create a sense of security and thus likely to attract more visitors. Regular maintenance checks should be carried out to ensure sufficient illumination near the beach entrance and exit area.



Image showing poor lighting near the entrance to the Wellawatte beach.



Image showing well-lit pavement along the Galle Face beach

2.3. Designated parking area

Well-lit parking area for private vehicles as well as para transit (3-wheelers) should be provided near the beach entrance. This could lead to an increase in the number of visitors particularly on weekends and holidays as people may come with families from far off distances using their personal vehicles. Designated parking for 3-wheelers will be particularly useful for girls, women and other visitors using public transport. The visitors can stay for longer duration and enjoy activities at the beach without fear of walking to the nearest transit stop after dark.



Image showing an informal 3-wheeler stand near Mount Lavinia beach.



Image showing a well-lit parking area along Galle Face beach.



Image showing designated parking bay for differently-abled persons. Source: Universal Accessibility Guidelines for Pedestrian, Non-motorized Vehicle and Public Transport Infrastructure, 2014.

The parking area should be either monitored by the local Municipal Authority or could be managed by a private organization. The parking charges should be used for its maintenance.

Reserved parking for differently abled persons should also be provided near the accessible entrance. Guiding pavers should be provided along the accessible walkway from the parking area to the beach entrance to guide persons with visual impairments.

Signage indicating the presence of a designated parking space should be installed on a vertical pole and should illuminate after dark.

3. Amenities at the beachfront:

3.1. Common amenities at the beach

The amount of time a visitor spends at a beach is related to the type and condition of available amenities at the beach. The most common and basic amenities at a beach include shelter and sitting spaces. These could be in the form of benches, low-rise stools and informal arrangements around trees and landscaped areas. This is particularly important for the elderly who tend to get tired early.

The seating should be arranged in a way to foster interactions within different user groups. The sitting spaces outside the restaurants on the beachfront can also be used for relaxing and chatting with a group of friends.



Image showing seating area outside a restaurant at Mount Lavinia Beach

Clean and free drinking water should be available at all beaches. The users from our survey highlighted that in absence of drinking water taps or water in the taps, they must purchase water from the nearby restaurants, which is expensive. Separate taps for handwashing should also be provided. Drinking water facility should be available near all access points so that the users do not have to walk long distances to get water.

It is important that these facilities are well-designed keeping in consideration the number of visitors at the beach. Other amenities such as designated play area for children, changing rooms for all genders should also be provided at the beach.

3.2. Public toilets

Public toilets were available at only the Crow Island beach and the Galle Face beach. All the other assessed beaches did not have any public toilets. The users use the washroom in the nearby restaurants, but the users must make a purchase from the restaurant to use it. Off the two public toilet blocks at Galle Face beach, only one was well-maintained and in usable condition.



Image showing a public toilet with ramp at Galle Face Beach



Image showing gender inclusive signage for public toilet at Munambam Muziris Beach, Kochi, India
Source:https://healthbridge.ca/images/uploads/library/Kochi_compressed.pdf

Gender neutral public toilets should be provided at all beaches so that everyone irrespective of gender may have access to sanitation. These toilets are also used by people who have caregivers or dependents of a different gender as them. These toilets must also be made usable by differently-able people.

Gender inclusive signage along with other universal accessibility elements such as tactile paving, handrails should be provided near the public toilet.

3.3 Designated vending zone

Vendors add liveliness to a public space and are significant while designing a good beach. Designated vending areas should be provided at the waterfront or along the beach to cater to the needs of the visitors. The vending spaces should be well-lit, clean and have some furniture so that people can sit, eat and relax themselves. Designated vending zones will ensure that the vendors do not obstruct other activities such as walking and jogging along the pavements.



Image showing a dedicated vending area at Galle Face Beach



Image showing a vendor at the Rathmalana Beach.

4. Safety at the beachfront

Safety at the beach is another important consideration for the beach users. Presence of police or other private security guards at the beach makes the users feel safer as they can reach out to them in case of an emergency. The conversations with the lifeguards suggested that they are not only responsible for preventing people from drowning but also keep a check on sexual harassment instances on the beachfront.



Image showing a police booth at Wellawatte beach.



Image showing police patrolling the beach.

5. Cleanliness

Users will always prefer visiting and spending time at a beach which is clean and well-maintained. Segregated waste disposal bins should be provided at different locations to ensure cleanliness at the beach. Signage should also be provided near the garbage bins with instructions on how and where to dispose the waste. The garbage bins should be regular emptied by on duty worker/staff of the local municipal authority. The garbage bins should be designed in such a manner that the trash does not blows out easily.

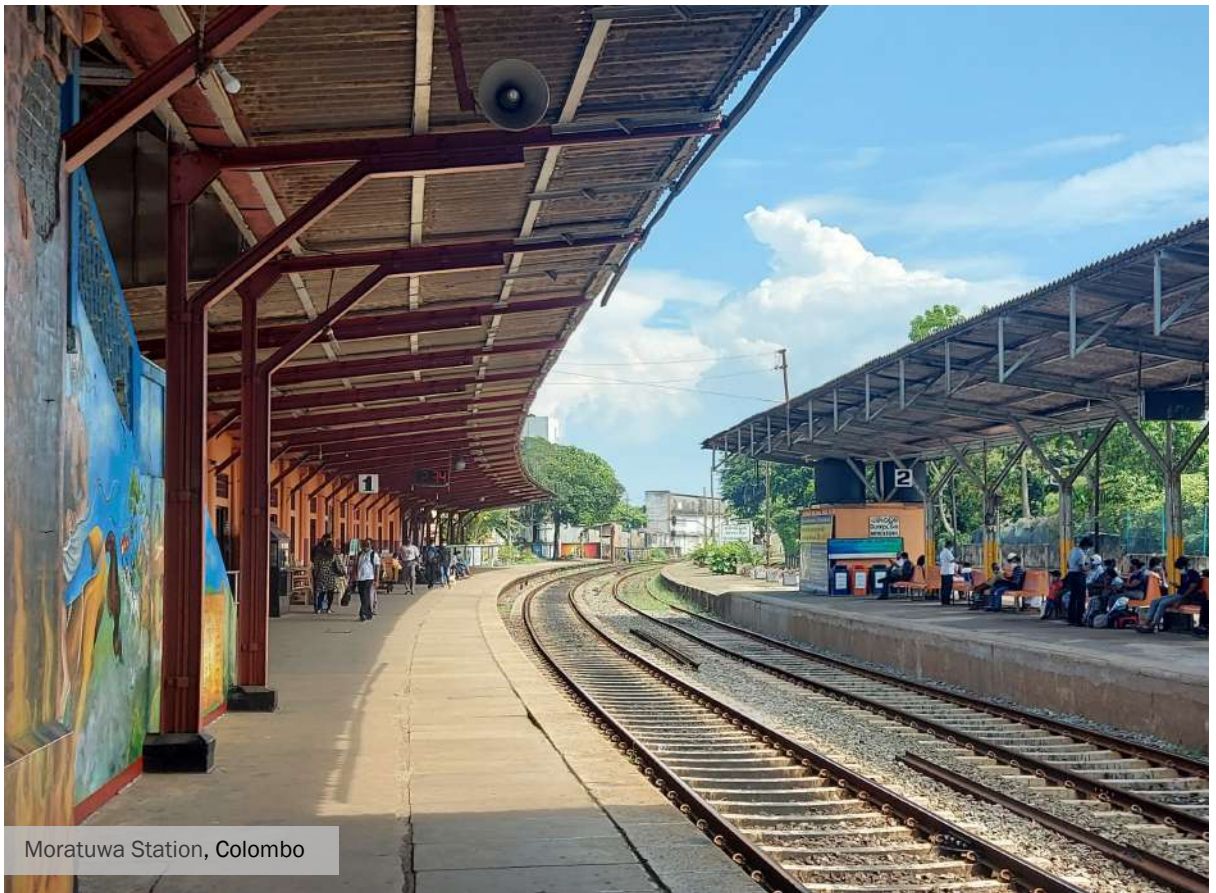


Image showing garbage disposal bins with Signage at Wellawatte Beach

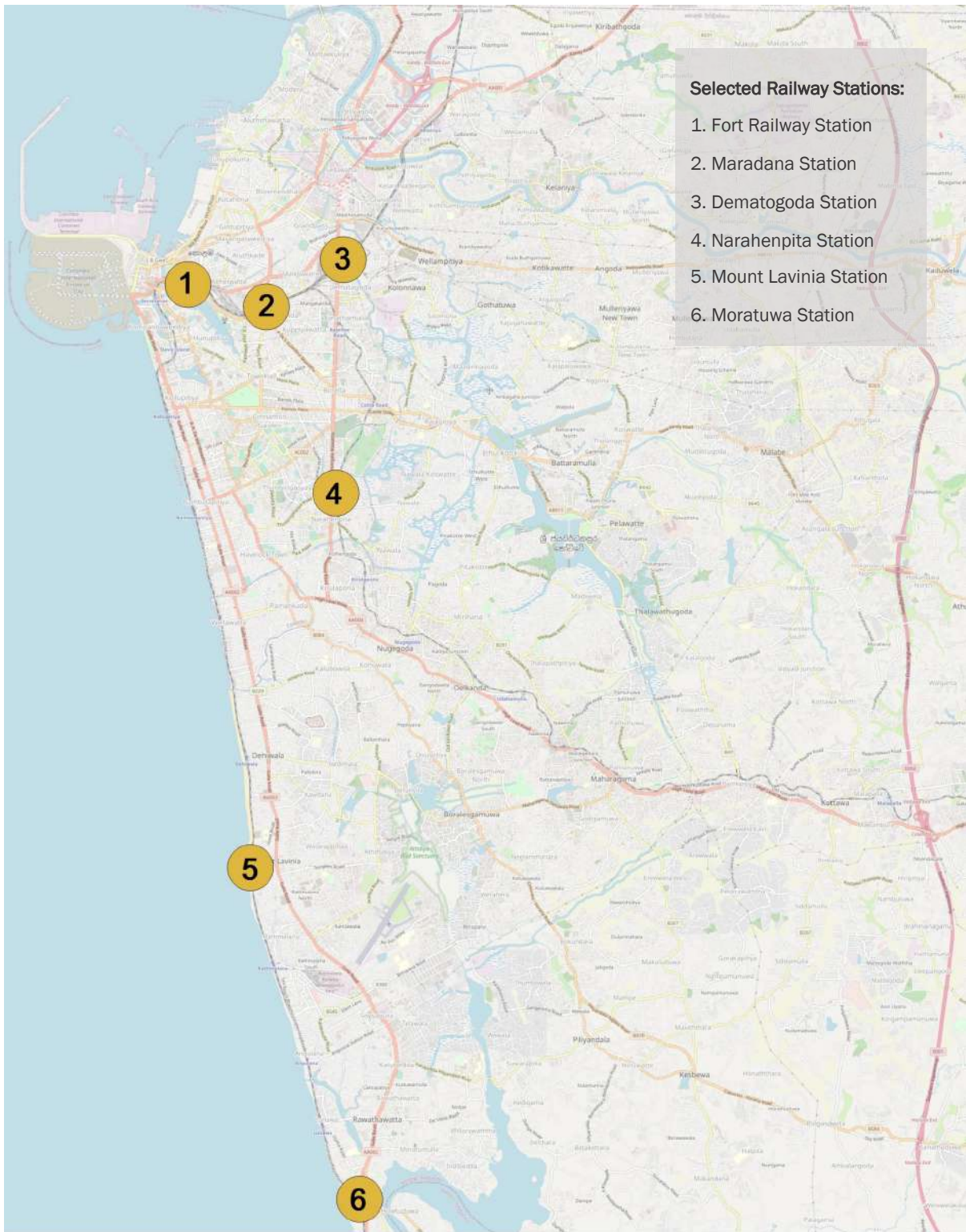
Beaches: Action Points

Beach	Public Transport near the Beach	Physical Infrastructure	Amenities and maintenance
Crow Island	<ul style="list-style-type: none"> Shelter should be provided at the bus stop. Provide seating infrastructure (benches) at the bus stop. Signage along with information on bus routes and schedules should be provided at the bus stop. Ramps should be provided at the bus stop to promote universal accessibility. 	<ul style="list-style-type: none"> Well-lit and adequately spaced, unobstructed pavement should be provided for the pedestrians at and around the beach. Street lights or flood lights should be provided at the waterfront. 	<ul style="list-style-type: none"> Public toilets should be clean and well-maintained. Ramps and tactile paving should be provided at the entrance point and near all the public toilet blocks. Garbage should be disposed of in designated bins and the bins should be emptied regularly. Clear signage guiding users on how to dispose of waste should be provided near the garbage bins. Designated well-lit space for vendors should be provided at the beach. Reserved parking bays with clear markings should be provided for differently abled people
Galle Face	<ul style="list-style-type: none"> Information about bus routes, schedule should be clearly displayed at the bus stop. Real time information and audio announcement facility should be provided at bus stops. Ramps should be provided at the bus stop to promote universal accessibility. Well-lit designated stand for the 3W should be provided near the bus stop. 	<ul style="list-style-type: none"> Tactile paving provided near the beach entrance should be continuous. Street lights or flood lights should be provided at the waterfront. 	<ul style="list-style-type: none"> The public toilets should be kept clean and well-maintained. Ramps and tactile paving should be provided near all the public toilet blocks. Gender inclusive signages should be provided near the toilets. Well-maintained free drinking water facility should be provided at the beach. Lifeguards should be available at the waterfront. Handrails should be provided along the staircase to access the waterfront.
Wellawatte	<ul style="list-style-type: none"> The beach is located along the Wellawatte railway station. At present, the visitors have to cross the railway track to access the beach. A safe pedestrian crossing with pedestrian signal should be provided to enter the beach. 	<ul style="list-style-type: none"> Additional street lights should be installed on the path to the beach and at the beach entrance. A well-paved adequately spaced walk path should be provided for the visitors. 	<ul style="list-style-type: none"> Free drinking water should be available at the beach. The drinking water taps/kiosks should be maintained regularly. Well maintained public toilets should be provided at the beach Ramps and tactile paving should be provided at the entrance point and near the public toilets Well-lit designated parking space should be provided for 2 wheelers, 3 wheelers and 4 wheelers at or near the beach.
Marine Dehiwala	<ul style="list-style-type: none"> Shelter should be provided at the nearest bus stop and train station Seating infrastructure (benches) should be provided at the bus stop as well as the station platform. Signage along with information on bus/train routes and schedules should be provided at the transit stop Audio announcement facility should also be provided at the platform. 	<ul style="list-style-type: none"> A safe pedestrian crossing with pedestrian signal should be provided to enter the beach. Walk path to the beach should be well paved and unobstructed. Additional street lights or flood lights should be provided to improve lighting at the waterfront. Some form of security-police personnel or private security guards should be present to guard the beach. Lifeguards should be present at the waterfront. 	<ul style="list-style-type: none"> Seating space (benches, stools) should be provided at the waterfront. Drinking water facility and universally accessible public toilets should be provided at the beach. Well-lit designated space should be provided for the vendors selling small items such as toys and kites at the beach. Reserved parking bays with clear markings should be provided for differently abled people.
Mount Lavinia	<ul style="list-style-type: none"> Shelter should be provided at the nearest bus stop and train station Seating infrastructure (benches) should be provided at the bus stop as well as the station platform. Signage along with information on bus/train routes and schedules should be provided at the transit stop Audio announcement facility should also be provided at the platform. 	<ul style="list-style-type: none"> Additional street lights should be provided in the parking area near the beach. Periodic checks should be carried out to ensure adequate illumination. Lighting near the beach entrance and waterfront should also be improved by providing additional streetlights or flood lights. A safe pedestrian crossing with pedestrian signal should be provided to enter the beach. A well-paved walk path, free from obstructions should be provided to enter the beach. 	<ul style="list-style-type: none"> Free drinking water facility and universally accessible public toilets should be provided at the beach. Designated space with shelter should be provided for the vendors. The space should be adequately lit. Reserved parking bays with clear markings should be provided for differently abled people
Rathmalana	<ul style="list-style-type: none"> Shelter should be provided at the nearest bus stop and train station Seating infrastructure (benches) should be provided at the bus stop as well as the station platform. Signage along with information on bus/train routes and schedules should be provided at the transit stop. Audio announcement facility should also be provided at the platform. 	<ul style="list-style-type: none"> A safe pedestrian crossing with pedestrian signal should be provided to enter the beach. Additional street lights should be provided at the beach entrance and on the walk path to the beach. Street lights or flood lights should be installed at the waterfront. Some form of security-police personnel or private security guards should be present to guard the beach premises Lifeguards should be present at the waterfront. 	<ul style="list-style-type: none"> Provision for free drinking water should be available at the beach Clean and well-maintained public toilets should be provided. Ramps and tactile paving should be provided at the entrance point and near the public toilets The beach should be kept clean. Garbage should be disposed of in designated garbage bins. Well-lit designated vending zones should be created at the beach. Well-lit designated parking space should be provided for 2 wheelers, 3 wheelers and 4 wheelers at or near the beach Reserved parking bays with clear markings should be provided for differently abled people.

SITE ASSESSMENT AT STATIONS



ASSESSMENT AT RAILWAY STATIONS



Map showing selected railway stations for Safetipin Site assessment in Colombo, Sri Lanka.
Base: Open Street Map

1. FORT RAILWAY STATION

About The Station

No of entry/exit gates :2

Ticketing options- At the counter and online



Access to the Station

A bus stop and 3-wheeler stands are available within 500m of the station.

Reserved, unpaid parking for 2-wheelers and 4-wheelers is available at the entrance of the station.



Security

The station premises including the entrance, parking area and platforms are monitored by both male as well as female police personnel. CCTV cameras are also available.



Lighting

The station entrance is brightly lit by street lights. It also receives some light from nearby shops and commercial buildings near the gate.

The station platforms are brightly lit by ceiling lights. Shops and advertisement banners at the platform act as additional light sources.



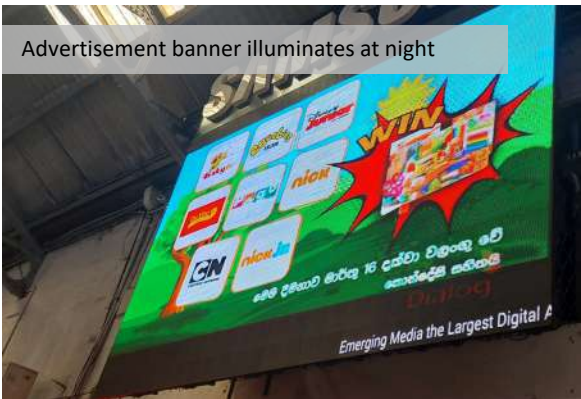
Walkpath

The walkpath at the entrance of the station is paved, however it is broken and obstructed by vehicular parking.

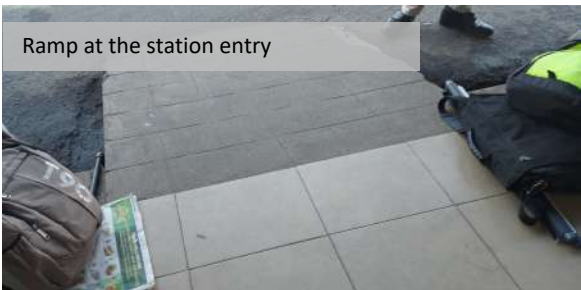
Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platforms.



Platform is lit by ceiling lights



Advertisement banner illuminates at night



Ramp at the station entry



Tactile paving on the platform



Social Usage

The station is used by a large, diverse group of people including men and women of all ages, to commute. School going children can also be seen waiting at the platforms.

Street vendors and temporary shops near the station entrance sell snack or small items to visitors. The two canteens and shops selling food act as common points for visitors to eat and wait. Informal vendors also sell snacks and toys on the platforms.

Public Amenities

Visitors can buy tickets from one of the 24 ticket counters at the station and E-ticketing services are also available.

Audio announcement facility for the information and schedule of trains is available. Announcements are done in three languages: Tamil, Sinhala and English.

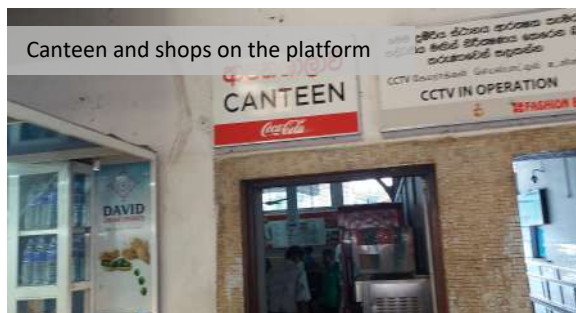
Digital display screen with real-time information about arrival and departure are available on the platforms. However, they were non- functional at the time of site assessment.

Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.

Public washrooms for both men and women are also available. However, due to inadequate door width, these washrooms cannot be used by visitors on wheelchairs. No separate toilet is provided for them either.



Mix-gender crowd on the platform



Canteen and shops on the platform



Waiting room and public toilet



Benches at the platform



Drinking water taps

What did people say?

"Toilets are not clean, and we cannot use them."



"During rush hours everyone is trying to push each other while getting into the train to get a seat. How to say yes or no to inappropriate touching? Women may be facing harassment. If there is a system for boarding it will be good, I guess. "



"Someone in a wheelchair cannot access the station through the main entrance as the iron bars are placed too close to each other. They must enter from another entrance. Thus, while the ramp is on one side of the station, the wheelchair can only enter from another side."



2. MARADANA RAILWAY STATION

About The Station

No of entry/exit gates :2

Ticketing options- At the counter only



Access to the Station

A bus stop is available within 400m of the station. 3-wheelers are available near the station entrance.

No reserved parking is available for private vehicles at the station. A small open area near the station is informally used as a parking lot.



Security

The station premises are monitored by security officers from the railway department. CCTV cameras are provided at the entrance and on some platforms. Some police inspectors may come randomly at midnight to check the station.



Lighting

The station entrance is adequately lit by streetlights. The station platforms are lit by ceiling lights. All platforms are dimly lit except platform 5-6, which is bright. Since it is the most used platform, there are additional lights on it.



Walkpath

The walkpath at the entrance of the station is paved and free of any obstructions.

Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platform. However, the ramp at the entrance is broken and poorly maintained.





Social Usage

The station is used by a large, diverse group of people including men and women of all ages, to commute.

Street vendors and temporary shops near the station entrance sell snack or small items to visitors.

The canteen and shops selling food act as a common point for visitors to wait and eat.

Informal vendors are not allowed on the platforms.

Public Amenities

Visitors can buy tickets from one of 11 ticket counters at the station. 8 of these are available at the main gate and 3 of them are located at a small, side gate.

Audio announcement facility for the information and schedule of trains is available. Announcements are done in three languages: Tamil, Sinhala and English.

Digital display screen with real-time information about arrival and departure are available at the platforms. The display screens were non-functional at the time of site assessment.

Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.

Public washrooms for both men and women are also available. A dedicated toilet for differently-abled users is available on platform 5-6, however there is no ramp for the users to reach that platform.



What did people say?

"There are 6 platforms. All are on the same level (underground) and can be access only through staircases. There is no place for a wheelchair to go."



"There aren't any lifts for passengers. Old people and women are struggling with bags and children to climb the stairs."



"They can have a police booth here on the platform. Police is waiting only near the ticket counter. Its not necessary. That there will be an officer deputed to check the tickets."



"The station doesn't have sufficient light in the nights. Specially on the staircases and corridor. It looks really lonely and scary."



3. DEMATOGODA RAILWAY STATION

About The Station

No of entry/exit gates :1

Ticketing options- At the counter only



Access to the station

A bus stop and 3-wheelers are available within 500m of the station.

No reserved parking is available for private vehicles at the station. Open spaces are available around the station, however parking for private vehicles is prohibited.



Security

The station premises are monitored by the police. CCTV cameras are provided at the entrance and on the platforms.



Lighting

The station entrance is poorly lit as very few street lights are provided in the area. A few shops and vendors present near the gate provide dim lit to the entrance.

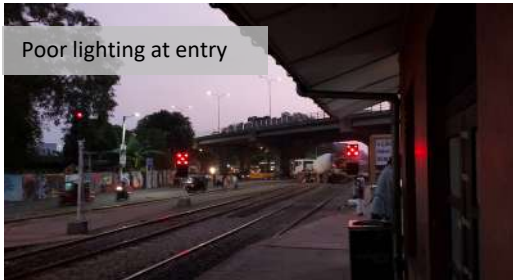
The station platforms are lit by ceiling lights which are placed far away from each other resulting in non-uniform illumination.



Walkpath

The walkpath at the entrance of the station is paved, however it is broken and obstructed by vehicular parking and garbage.

Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platform. However, the tactile paving is not continuous.





Social Usage

The station is used by a large, diverse group of people including men and women of all ages.

Street vendors and temporary shops near the station entrance sell snack or small items to visitors. Informal vendors sell snacks, toys and other small items to visitors on the platforms as well.

Public Amenities

Visitors can buy tickets from only one counter at the station.

Audio announcement facility for the information and schedule of trains is available. Announcements are only done in Sinhala.

No digital display screens are available. Information is available on old sign boards which are torn, worn out and difficult to read.

Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.

Public washrooms for both men and women are also available. A dedicated toilet for differently-abled users is provided.

Drinking water is only available on one of the two platforms.

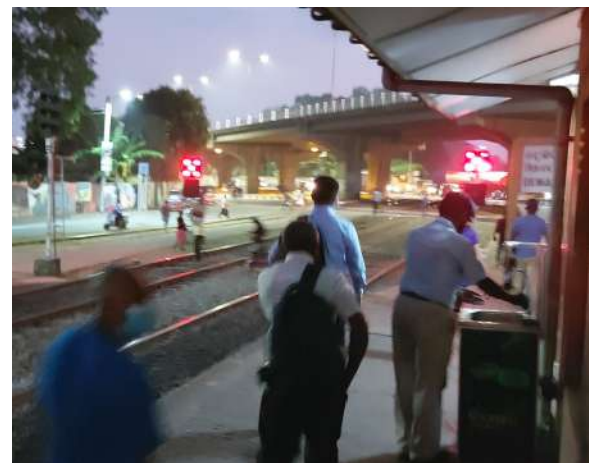


What did people say?

“There is ramp and tactile paving at the entrance. But there is no continuity. A wheelchair has to go back all the way to the ground on the main road and enter from the other platform after purchasing the tickets.”



“Women generally come with a male guardian after evening hours. sometimes when the platform is crowded, there is inappropriate touching while boarding the train or inside the train.”



“There are separate toilets for men and women but the lights are not working. A toilet for differently abled persons is available but it is usually used by the station officers as no one with disabilities comes to use it.”



4. NARAHENPITA RAILWAY STATION

About The Station

No of entry/exit gate : 1

Ticketing options- At the counter only



Access to the station

A bus stop and 3-wheeler stands are available within 500m of the station.

A small parking for 2-wheelers and 4-wheelers is available at the entrance of the station.



Security

The station premises are monitored by the police at night. CCTV cameras are provided at the platforms.



Lighting

The station entrance is poorly lit as very few street lights are available in the area. A few shops and temporary stalls provide dim lit to the area around them.

The station has two platforms, and both are brightly lit by ceiling lights and lamp posts that are placed close to each other .



Walkpath

The walkpath at the entrance of the station is broken and obstructed by vehicular parking. No elements for universal access such as ramp and tactile paving have been provided.



Bus stand and 3-wheelers at entrance



Platform is poorly lit



No ramp at entry



No ramp to the ticket counter



Social Usage

The station is used by a small group of people for short distances.

No commercial activity is available at the entrance or within the station.

Public Amenities

Visitors can buy tickets from only one counter at the station.

Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.

Public washrooms for both men and women are also available. A dedicated toilet for differently-abled users is available. No signage is provided for the same.



Empty platform with no commercial activity

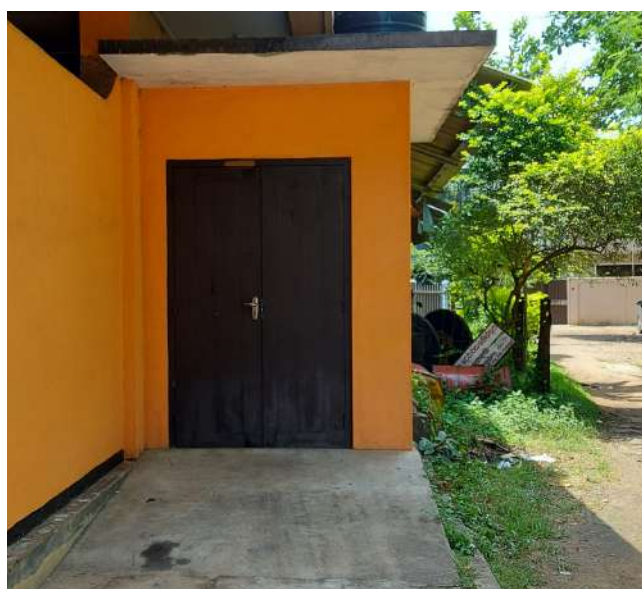


Waiting room with seats

What did people say?

"There is no assigned person for cleaning toilets after Covid issue started."

"Toilet for differently abled person-no signage. This is as you enter from the parking side. There is no ramp from the ground level."



5. MOUNT LAVINIA RAILWAY STATION

About The Station

No of entry/exit gate : 1

Ticketing options- At the counter and online



Access to the station

A bus stop is available around 700m away from the station. 3-wheeler are available around the station entrance.

No reserved parking is available for private vehicles at the station. A small open area near the station is informally used as a parking lot.



Security

The station premises including the entrance, parking area and platforms are monitored by male police personal and CCTV cameras.



Lighting

The station entrance is poorly lit as no streetlights are available in the area. Light from the nearby houses is the only source of light at this station.

The ticket counter is lit by a single light bulb. There is no natural light during the day and it the station is always dark. The station platforms are poorly lit by very few ceiling lights, placed far away from each other.



Walkpath

The walkpath at the entrance of the station is paved and free from any obstructions. Elements for universal access such as ramp and tactile paving are provided at the entrance gate and on the platform.





Social Usage

The station is used by very few people.

No commercial activity is available at the entrance or within the station.

Public Amenities

Visitors can buy tickets from only one counter at the station. Tickets booked through E-ticketing services can be collected from the second counter.

Digital display screen with real-time information about arrival and departure are available at the platforms. However, they were non-functional at the time of site assessment.

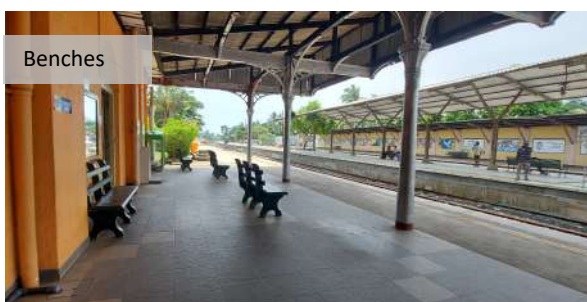
Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.

Public washrooms for both men and women are also available. A dedicated toilet for differently-abled users is provided. One toilet is reserved only for foreigners.

What did people say?

"The toilets are not clean and cannot be used. They are in such a bad shape.

A separate toilet is reserved for the disabled and another one ONLY for foreigners. All of these toilets are locked. The key needs to be taken from the office if needed."



6. MORATUWA RAILWAY STATION

About The Station

No of entry/exit gate : 1

Ticketing options- At the counter only



Access to the station

A bus stop is available within 20m of the station. 3-wheeler stands are also available within 500m of the station.

Reserved parking for only 2-wheelers is available near the entrance of the station.



Security

The station premises are supposed to be monitored by the police. However, officers only come at night to sign and do not patrol the station. CCTV cameras are provided at the platforms.



Lighting

The station entrance is poorly lit as very few street lights are available in the area. A few vendors and commercial buildings near the gate act as additional light sources. The station platforms are poorly lit by very few ceiling lights.



Walkpath

The walkpath at the entrance of the station is paved, however it is broken and obstructed by vehicular parking and garbage.

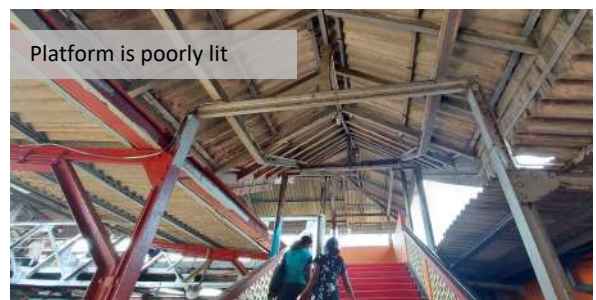
Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platform. However, the tactile paving is not continuous.



Bus Station is 20m from entrance



Entrance is lit by ceiling lights



Platform is poorly lit



Ramp at entry



Social Usage

The station is used by a large, diverse group of people including men and women of all ages, to commute. Street vendors and temporary shops near the station entrance sell snack or small items to visitors. No commercial activity is available as the canteen is now shut and informal vendors are not allowed on the platform.

Public Amenities

Visitors can buy tickets from four ticket counters at the station. Audio announcement facility for the information and schedule of trains is available. Announcements are done in three languages: Tamil, Sinhala and English.

Digital display screen with real-time information about arrival and departure are available on the platforms. Only one was functional at the time.

Waiting area is available for only women and not men. Drinking water taps, benches and dustbins are also provided at the platform. Public washrooms for both men and women are available. A dedicated toilet for differently-abled users is provided.



What did people say?

"Women's toilet is attached with women's waiting room. But the room is not furnished or maintained. Switches are broken and no light in the bathroom."

"I work as a minor staff in this station. There is only this toilet for us. Passengers also use this. Most of the time women throw the sanitary pads inside the toilet and it gets blocked. "



RAILWAY STATIONS: AN OVERVIEW

Railway Stations	Fort	Maradana	Dematogoda	Narahrenpita	Mount Lavinia	Moratuwa
Public Transport	<ul style="list-style-type: none">Multiple bus stands are available within 50m of the station. They are clearly indicated using signage. A pedestrian crossing on the road, and an overhead bridge are provided to connect the bus stand to the railway station.3-wheelers are available at the entrance of the station.	<ul style="list-style-type: none">Multiple bus stands are available within 400m of the station. They are clearly indicated using signage3-wheelers are available at the entrance of the station.	<ul style="list-style-type: none">A bus stop is available within 500m of the station.3-wheelers are available at the entrance of the station.	<ul style="list-style-type: none">A bus stand and a 3-wheeler stand are available within 500 m of the station	<ul style="list-style-type: none">The nearest bus stand is about 700m away.3-wheelers are available at the station entrance itself.	<ul style="list-style-type: none">A bus stop and a 3-wheeler stand are available at the entrance of the station.
Parking	<ul style="list-style-type: none">Reserved, unpaid parking for 2-wheelers and 4-wheelers is available near the entrance of the station.	<ul style="list-style-type: none">No reserved parking is available for private vehicles at the station.A small open area near the station is informally used as a parking lot.	<ul style="list-style-type: none">No reserved parking is available for private vehicles at the station.Open spaces are available around the station, however parking of private vehicles is prohibited there.	<ul style="list-style-type: none">A small parking for 2-wheelers and 4-wheelers is available near the entrance of the station.	<ul style="list-style-type: none">No reserved parking is available for private vehicles at the station.A small open area near the station is informally used as a parking lot.	<ul style="list-style-type: none">Reserved parking for only 2-wheelers is available near the entrance of the station.
Security	<ul style="list-style-type: none">The station premises including the entrance, parking area and platforms are monitored by male and female police personnel. CCTV cameras are also available.	<ul style="list-style-type: none">The station premises are monitored by security officers from the railway department.CCTV cameras are provided at the entrance and on the platforms.Some police inspectors may come randomly at midnight to check the station.	<ul style="list-style-type: none">The station premises are monitored by the Police.CCTV cameras are provided at the entrance and on the platforms.	<ul style="list-style-type: none">The station premises are monitored by the Police at night.CCTV cameras are provided at the platforms.	<ul style="list-style-type: none">The station premises including the entrance, parking area and platforms are monitored by male police personnel and CCTV cameras.	<ul style="list-style-type: none">The station premises are supposed to be monitored by the Police. However, officers only come at night to sign and do not patrol the station.CCTV cameras are provided at the platforms.
Lighting	<ul style="list-style-type: none">The station entrance is brightly lit by streetlights. It also receives some light from nearby shops and commercial buildings near the gate.The station platforms are brightly lit by ceiling lights. Shops and advertisement banners at the platform act as additional sources of light.	<ul style="list-style-type: none">The station entrance is adequately lit by streetlights.The station platforms are lit by ceiling lights. All platforms are dimly lit except platform 5-6, which is bright and has additional lights as it is the most commonly used platform.	<ul style="list-style-type: none">The station entrance is poorly lit as very few street lights are available in the area.A few shops and vendors present near the gate provide dim lit.The station platforms are lit by ceiling lights. The lights are placed far away from each other resulting in non-uniform illumination.	<ul style="list-style-type: none">The station entrance is poorly lit as very few street lights are available in the area.A few shops and temporary stalls emit dim lit.The station has two platforms and both are brightly lit. Platform 1 is lit by ceiling lights placed close to each other and Platform 2 is lit by large lamp posts.	<ul style="list-style-type: none">The station entrance is poorly lit as no street lights are available in the area. Nearby houses emit dim light.The ticket counter is lit by a single light bulb. There is no natural light during the day here, and it is always dark.The station platforms are poorly lit by very few ceiling lights.	<ul style="list-style-type: none">The station entrance is poorly lit as very few street lights are available in the area.A few vendors and commercial buildings near the gate emit dim lit.The station platforms are poorly lit by very few ceiling lights.
Walkpath	<ul style="list-style-type: none">The walkpath at the entrance of the station is paved, broken and obstructed by vehicular parking.Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platform.The passage way in front of the at the ticket counters is narrow and cannot be used by a person on wheelchair. The user must go around the station and enter from a back entrance which is close to a men's washroom.	<ul style="list-style-type: none">The walkpath at the entrance of the station is paved and free from any obstructions.Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platform. However, the ramp at the entrance is broken and poorly maintained.The passage way in front of the at the ticket counters is narrow and cannot be used by a person on wheelchair. There are no provisions for wheelchairs to go from one platform to another.	<ul style="list-style-type: none">The walkpath at the entrance of the station is paved, but broken and obstructed by vehicular parking and garbage.Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platform. However, the tactile paving is not continuous.	<ul style="list-style-type: none">The walkpath at the entrance of the station is paved but broken and obstructed by vehicular parking.No elements for universal access such as ramp and tactile paving have been provided.	<ul style="list-style-type: none">The walkpath at the entrance of the station is paved without any obstruction.Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platform.	<ul style="list-style-type: none">The walkpath at the entrance of the station is paved. However, it is broken and obstructed by vehicular parking and garbage.Elements for universal access such as ramp and tactile paving are available at the entrance gate and on the platform. However, the tactile paving is not continuous.

RAILWAY STATIONS: AN OVERVIEW

Railway Stations	Fort	Maradana	Dematogoda	Narahenpita	Mount Lavinia	Moratuwa
Social Usage	<ul style="list-style-type: none">○ The station is used by a large, diverse group of people including men and women of all ages○ Street vendors and temporary shops near the station entrance sell snacks and beverages to visitors.○ The two canteens and snack shops act as a common point for visitors to wait and eat.○ Informal vendors also sell snacks or toys on the platforms.	<ul style="list-style-type: none">○ The station is used by a large, diverse group of people including men and women of all ages.○ Street vendors and temporary shops near the station entrance sell snacks or small items to visitors.○ A canteen and a small shop selling snacks is available○ Informal vendors are not allowed on the platforms.	<ul style="list-style-type: none">○ The station is used by a diverse user groups.○ Street vendors and temporary shops near the station entrance sell snacks or small items to visitors.○ Informal vendors sell snacks, toys and other small items to visitors on the platforms.	<ul style="list-style-type: none">○ The station is used by a very few people for short distances.○ No commercial activity is available at the entrance or within the station.	<ul style="list-style-type: none">○ The station is used by very few people.○ No commercial activity is available at the entrance or within the station.	<ul style="list-style-type: none">○ The station is used by a diverse user groups.○ Street vendors and temporary shops near the station entrance sell snacks or small items to visitors.○ No commercial activity is seen as the canteen is now shut and informal vendors are not allowed on the platform.
Public Amenities	<ul style="list-style-type: none">○ Visitors can buy tickets from one of 24 ticket counters at the station and E-ticketing services are also available.○ Audio announcement facility for the information and schedule of trains is available. Announcements are made in three languages: Tamil, Sinhala and English.○ Digital display screens with real-time information about train arrival and departure are available at the platforms.○ Waiting area/cloak room, phone booths, drinking water taps, benches and dustbins are provided at the platform.○ Public washrooms for both men and women are also available. However, due to inadequate door width, these washrooms cannot be used by visitors in wheelchairs. No separate toilet is provided for them either.	<ul style="list-style-type: none">○ Visitors can buy tickets from one of 11 ticket counters at the station.○ Audio announcement facility for the information and schedule of trains is available. Announcements are made in three languages: Tamil, Sinhala and English.○ Digital display screens with real-time information about arrival and departure are available at the platforms. They were non- functional at the time of site assessment.○ Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.○ Public washrooms for both men and women are also available. A dedicated toilet for differently-abled users is available on platform 5-6, however there is no ramp for the users to reach the platform.	<ul style="list-style-type: none">○ Visitors can buy tickets from only one counter at the station.○ Audio announcement facility for the information and schedule of trains is available. Announcements are only made in Sinhala.○ No digital display screens are available. Information is provided on old signboards which are torn, worn out and difficult to read.○ Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.○ Public washrooms for both men and women are available. A dedicated toilet for differently-abled users is also provided.○ Drinking water is only available on one of the two platforms.	<ul style="list-style-type: none">○ Visitors can buy tickets from only one counter at the station.○ Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.○ Public washrooms for both men and women are also available. A dedicated toilet for differently-abled users is provided, however no signage is available for the same.○ No digital display screens are available. Announcements are made manually.	<ul style="list-style-type: none">○ Visitors can buy tickets from only one counter at the station. Tickets booked through E- ticketing services can be collected from the second counter.○ Digital display screens with real-time information about arrival and departure are available at the platforms. They were non- functional at the time of site assessment.○ Waiting area/cloak room, drinking water taps, benches and dustbins are provided at the platform.○ Public washrooms for both men and women are available. A dedicated toilet for differently-abled users is also provided. One toilet is reserved only for foreigners.	<ul style="list-style-type: none">○ Visitors can buy tickets from four ticket counters at the station.○ Audio announcement facility for the information and schedule of trains is available. Announcements are made in three languages: Tamil, Sinhala and English.○ Digital display screens with real-time information about arrival and departure are available on the platforms. Only one was functional at the time of site assessment.○ Waiting area is available for only women, not men. Drinking water taps, benches and dustbins are also provided at the platform.○ Public washrooms for both men and women are available. A dedicated toilet for differently-abled users is provided.

Poor

Average

Good

What makes railway stations accessible for all?

Recommendations under the following categories have been suggested to promote safety, accessibility and inclusive at the railway stations

1. Access to the Site:

Availability of elements of universal accessibility at and around the station.

1.1. Public Transport near the station:

Availability of bus stops and para transit (such as 3-wheelers) stands near the station is essential to ensure that people can commute safely and comfortably. The transit stops should be provided with adequate light sources, shelter, seating spaces. Information about bus timings and schedule should also be displayed clearly at the stop. Elements of universal accessibility such as designated space for wheelchair parking, kerb ramps and tactile paving for visually-challenged users must also be provided to ensure safety and comfort of all user groups. Regular upkeep and maintenance of this infrastructure is essential to encourage people to use public transport for their everyday mobility.



Image showing a bus stop and 3-wheeler stand at the entrance of the Maradana Station (orange overbridge). The bus stop is sheltered and has seating spaces. Source: Google Earth

1.2. Unobstructed accessibility along the walkpath

Walking is a common mode of commute for users within different societies across the world. It is of even higher importance for users without access to other public or private modes. This includes differently abled persons whose travel needs are often ignored in city and transport planning. Well-lit streets with clean, unobstructed and adequately spaced pavements must be provided to ensure a safe and comfortable walking experience, especially for young women and girls, whose safety is often at risk. Seating areas with benches preferably under shady trees should be provided along the path at regular intervals so that passengers do not need to walk more longer distances without being able to sit and rest. This will add to the walking experience of the users particularly, the elderly, and those with reduced mobility.

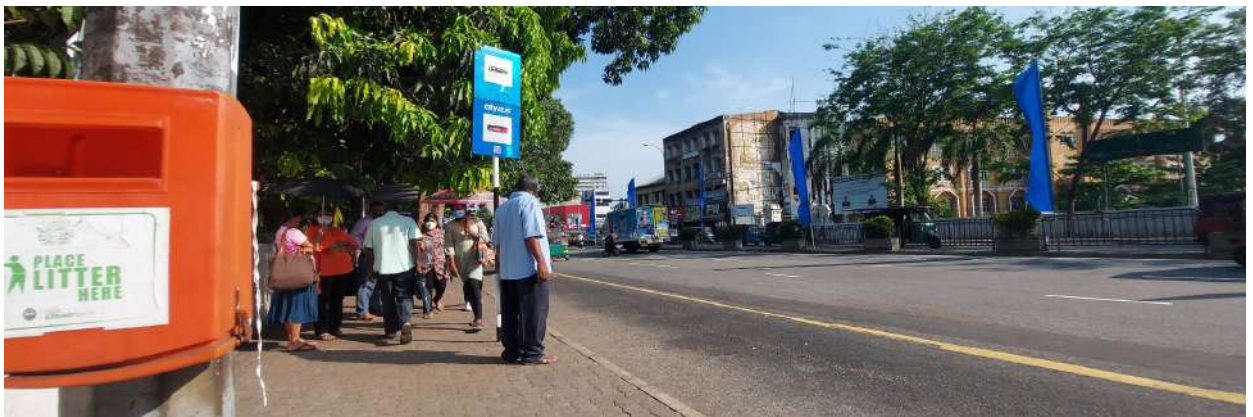
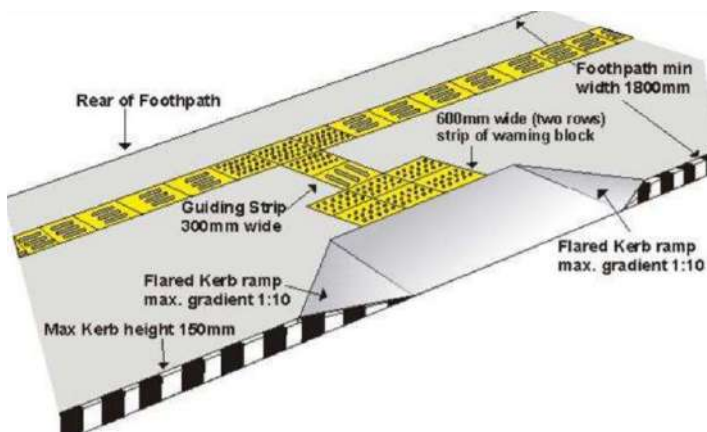


Image showing a widely spaced walkpath with a signage at the bus stop near the Maradana Station.



Additionally, curb ramps should be provided for uninterrupted access between the station and the stop. Tactile paving must be provided at critical intersections to enable visually impaired users to safely reach the station.

Image showing guidelines for curb ramp with tactile pavers.

Source: 'Samarthyam', National Centre for Accessible Environments, 2010

2. Physical Infrastructure at the station:

2.1. Lighting at the station

Lighting plays an essential role in creating a safe and comfortable environment for the commuters. Condition of lighting during the evening and night hours can impact the feeling of safety in the users, especially the pedestrians. The station entrance and parking should be brightly lit so that a user feels safe to travel alone after it gets dark. Streetlights and flood lights should be installed at the station entry/exit points. Periodic checks should be carried out to ensure adequate illumination.



Image showing a brightly lit entrance at a railway station in Jaipur, India.

Source: <https://www.dnaindia.com/jaipur/report-jaipur-railway-station-gets-airport-like-makeover-2709637>

The station platforms must be adequately illuminated at all times of the day. Various light sources; ceiling lights, lamp posts and LED lights could be used.



Image showing brightly lit Fort Railway Station.

2.2. Condition of walk path and universal accessibility at the station entry/ exit

The station entry/exit should be well paved and free from any obstructions. All entry and exit points of the station must be provided with universal accessibility elements such as ramps, handrails and tactile paving to ensure safe mobility for all users, In case a ramp is not available at one entrance, and a detour is required, alternative routes must be clearly identified through signage at the most appropriate decision point to allow timely route selection.



Image showing a ramp at the entrance of the Dematogoda station. There is a continuous railing along it. Tactile paving is available along the platform.

2.3. Parking:

Railway Stations are used by different user groups on daily, weekly and monthly basis. There is a need to focus on provision of designated parking space for both private vehicles (2 Wheelers/4 Wheelers) as well as paratransit modes such as 3-wheelers. Provision of designated parking spaces near the station will make it more accessible for visitors who may be coming from far off distances.

Reserved parking for persons with disabilities will also encourage them to travel with comfort at their own convenience. Availability of 3-wheelers or other paratransit modes near the station will enable users, particularly girls and women to use the station without fear or hesitation, at any time of the day.



Image showing a designated parking bay for differently-abled users. A clear bright signage in blue color is also provided. Source: <https://www.heraldsun.com.au/leader/north/extra-disabled-parking-spots-installed-at-south-morang-railway-station/news-story/bcd20a63539dce0fb14c47d42adde544>

3. Universal accessibility elements within the station

The station environment should be designed to be clutter free, such that users can walk in straight lines with long sightlines. Corridors and paths should be wide and unobstructed to accommodate passengers with mobility impairments. Lifts and escalators should be provided for the ease of movement of differently abled persons or those traveling with luggage or dependents. Handrails must be provided along the staircases for safety of the users especially small children, elderly and differently abled persons.



Image showing narrow passage at the ticket counter of Fort railway station. A person on wheelchair cannot use this passage.



Image showing wide passage at the ticket counter of Moratuwa railway station which can be used by a person on wheelchair.

Tactile paving should be provided across the length of the platform to warn and guide visually impaired users. The paving must be continuous across the station and extend till the near by parking and transit stops as well.



Image showing tactile paving on the platform at Moratuwa station



Image showing discontinuous tactile paving on the platform at Dematogoda station

3.1 Wayfinding and Passenger Information

Help desk and enquiry counters should be available at the station to help passengers. Information about train timings and routes should be available at the platforms. The space for wheelchair should be indicated inside and outside the railway coach by using the international symbol of accessibility. Reserved space for a wheelchair should be available at the side of the door. Staff should be trained and be at hand on request to assist persons with disabilities and elderly.



Image showing signage for toilets on the platform At Moratuwa Station.



Image showing symbol of accessibility on the coach door, Delhi Metro, India

Digital screens providing real-time information about the train schedule should be provided at the platforms. In Colombo, digital screens have been provided in all large stations, however they were found to be non-functional at the time of the assessment. Information provided on the sign boards was difficult to read. Additionally, audio announcement facilities must also be provided in all relevant languages to cater to local, tourists and people with visual impairments.



Image showing non-functional digital screens for real time information on the platform at Fort Station.

4. Amenities at the station

4.1. Basic amenities: Shelter and seating infrastructure

The comfort and experience of a visitor at a railway station is closely related to the type and condition of available amenities at the station. The most common and basic amenities at a station include shelter and sitting spaces. Waiting rooms must be provided for the ease of the passengers. This is particularly important for the elderly who tend to get tired early as well as users who may be travelling with heavy baggage.



Image showing a broken shelter (roof) at Mount Lavinia Railway Station.

Clean and free drinking water should be available on all platforms at the railway station. The users from our survey highlighted that in absence of drinking water taps on every platform, they are forced to cross the railway tracks and go to another platform which is often inconvenient. Separate taps for handwashing should also be provided. It is important that these facilities are well maintained keeping in consideration the number of visitors at the railway station.



Image showing well maintained water taps at the Moratuwa Station for washing hands with COVID-19 prevention guidelines.

4.2 Public Toilets

Public toilets are available at all stations, but the degree of maintenance varies. Clean, well-lit and well-maintained public toilets for males and females should be provided at all the railway stations.



Image showing a well- maintained women’s toilet at Maradana Station.

Toilets for differently-abled people with adequate handrails and door widths, should also be provided, and accessibility to it should be ensured across platforms. Supporting signage must also be provided at the platform, guiding users to the public toilets.



Image showing a toilet for differently-abled users at Maradana Station. Clear and bright signage is provided. The toilet is equipped with handrails, and it is adequately designed to accommodate the needs of a person on a wheelchair.

4.3. Ticket counters

There are 24 operating ticket counters at the Fort Railway Station and E-ticketing facilities are also available. This enables users to buy tickets comfortably and safely without chaos. Ticket counters must be designed to quickly and efficiently cater to all users, including those with visual impairments or with mobility impairments.



Image showing multiple ticket counters at the Fort station, and they are supported with real-time information. But the handrails are placed too close to each other for a wheelchair to pass through.



Image showing differently-abled friendly ticket counters. Source: Guide to Station Planning and Design, 2011

Railway stations can also employ token or smart card services for regular commuters, which can be recharged at self-help machines. Automated token collecting machines can be installed at the gates to prevent people from travelling without tickets.



Image showing automatic token dispenser and smartcard recharge machine at New Delhi Metro stations. Source: <https://www.metrorailnews.in/delhi-metro-thales-to-supply-delhi-metro-ticketing-equipment/>



Image showing automatic token collector at New Delhi Metro stations. Source: <https://english.jagran.com/india/delhi-metro-news-dmrc-issues-list-of-gates-for-passenger-access-at-stations-from-september-7-check-here-10016262>

4.4 Shops and Canteen

A canteen with space to sit and eat should also be available at the stations. Shops or kiosks for vendors selling snacks or beverages should be available at the platform. Additionally, amenities such as retail kiosks, restaurants, cash machines, vending machines etc. could be provided keeping in mind the number and range of users and the location and scale of the station.



Image showing a functional canteen at the Maradana Station.



Image showing retail kiosks at the station. Source: <https://officechai.com/news/bangalore-metro-station-tender-for-commercial-space/>

5. Security

Users at the railway stations in Colombo reported the occurrence of robberies as well as inappropriate touching when no police personnel were available. Security in the form of male and female guards, is essential across the station, including parking areas, entry/exit points, ticket counters and throughout the platform.



Image showing armed police personnel are available at the entrance to the Moratuwa railway station. Formal vendors also act as natural surveillance and may make users feel safer.

Users can be made to feel safer using an integrated system of natural surveillance. This may be created by the presence of informal vendors and commercial activities in and around the station. Posting critical information about the availability of police booths, guard rooms and even camera surveillance, can also discourage criminal activity. Additionally, signboards with essential helpline numbers should also be available at the platforms.



Image showing noticeable placement of CCTV cameras and security services at the Dematogoda station provide the user with a feeling of safety and act as a deterrent to criminal activity.

6. Cleanliness and Maintenance

Regular upkeep and maintenance of railway stations is important to ensure a clean environment. Segregated waste disposal bins should be provided at different locations to ensure cleanliness. Signage (preferably in all three commonly used languages: English, Tamil and Sinhala) should also be provided near the garbage bins with instructions on how and where to dispose of the waste. The garbage bins should be regularly emptied by on duty workers/staff of the local municipal authority.



Image showing segregated waste collection at the Moratuwa station with clear and easy to read signage.



Image showing an innovative waste collection system at the Mount Lavinia station.

7. Sense of Identity

Railway Stations may also be designed to promote a distinctive identity of the local context and add value as a landmark. By communicating a sense of place, the station can become a destination, and add social and economic value to the city. This may help it in attracting significantly wider economic benefits and revenues as well.



Image showing the historic architecture in the façade at the Maradana Railway Station.



Image showing wall murals about Sri Lankan heritage at the Moratuwa Railway Station.

Railway Station: Action Points

Railway Station	Public Transport near the Station	Physical Infrastructure	Amenities and maintenance
Fort	<ul style="list-style-type: none"> Real time information about buses schedule should be provided at the bus stop. Ramps should be provided at the bus stop to promote universal accessibility. Wayfinding signage and passenger information about train schedules should be provided at the platforms. 	<ul style="list-style-type: none"> Well-lit and adequately spaced, unobstructed pavement should be provided for the pedestrians at the entrance of the station. Ramps, railings and continuous tactile paving should be provided on the walkpath, at the entrance point and on all the platforms. Designated toilets with wide doors, handrails and ramps must be provided for differently abled people. A clear signage should also be provided at the toilet door. Regular upkeep and maintenance checks should be carried to ensure adequate and uniform illumination at the entrance, in the parking and on all platforms. 	<ul style="list-style-type: none"> Reserved parking bays with clear markings should be provided for differently abled people. Public toilets should be clean and well-maintained. Restaurants and retail kiosks can also be provided to cater to the extensive local and tourist foot fall. Garbage should be disposed of in designated bins and the bins should be emptied regularly. Clear signage guiding users on how to dispose of waste should be provided near the garbage bins. Digital screens should be repaired. A help desk with a staff should be available at the station. Information about emergency helplines should also be displayed at different locations in the station.
Maradana	<ul style="list-style-type: none"> Real time information about buses schedule should be provided at the bus stop. Ramps should be provided at the bus stop to promote universal accessibility. Wayfinding signage and passenger information about train schedules should be provided at the platforms. 	<ul style="list-style-type: none"> Designated parking for 2-wheelers, 3-wheelers and 4-wheelers should be provided near the entrance of the station. It should be well-lit, monitored and indicated clearly using a signage. Ramps and/or lifts must be provided for the ease of mobility of differently abled users and other visitors carrying heavy luggage. All platforms at the station must be brightly lit. Ceiling lights must also be provided on the over bridge, such that no dark corners are left. 	<ul style="list-style-type: none"> Public toilets should be clean and well-maintained. E-ticketing facilities or automatic ticket vending machines should be provided at the station to enable contactless transactions. Garbage should be disposed of in designated bins and the bins should be emptied regularly. Clear signage guiding users on how to dispose of waste should be provided near the garbage bins. Digital screens should be repaired. A help desk with a staff should be available at the station. Information about emergency helplines should also be displayed at different locations in the station.
Dematogoda	<ul style="list-style-type: none"> Designated bus stands and 3-wheeler stand should be provided near the station. Shelter and seating infrastructure (benches) should be provided at the bus stand, along with relevant signage and information on bus schedules. 	<ul style="list-style-type: none"> Designated parking for 2-wheelers, 3-wheelers and 4-wheelers should be provided near the entrance of the station. It should be well-lit, monitored and indicated clearly using signage. All platforms at the station must be brightly lit. Ceiling lights should be provided such that no dark spots are left. Tactile paving should be continuous and extend from the platform to the nearest transit stop. 	<ul style="list-style-type: none"> Free drinking water should be available on both platforms. The drinking water taps/kiosks should be maintained regularly. E-ticketing facilities or automatic ticket vending machines must be provided at the station to enable contactless transactions. Digital display screens for real-time information about train schedules should be provided at the platforms. All physical and audio information should be provided in all 3 languages: Sinhala, Tamil and English. A help desk with a staff should be available at the station. Information about emergency helplines should also be displayed at different locations in the station.
Narahrenpita	<ul style="list-style-type: none"> Real time information about buses schedule should be provided at the bus stop. Ramps should be provided at the bus stop to promote universal accessibility. 	<ul style="list-style-type: none"> Street lights or lamp posts should be provided at the entrance and on the path to the station. Well-lit and adequately spaced, unobstructed pavement should be provided for the pedestrians at and around the entrance of the station. Universal accessibility elements such as ramps, railings and continuous tactile paving should be provided on the walk path, at the entrance point, ticket counters and on all the platforms. 	<ul style="list-style-type: none"> Public toilets should be indicated clearly with signages. They should be clean and well-maintained. E-ticketing facilities or automatic ticket vending machines must be provided at the station to enable contactless transactions. All physical and audio information should be provided in all 3 languages: Sinhala, Tamil and English. Garbage should be disposed of in designated bins and the bins should be emptied regularly. Digital display screens for real-time information about train schedules and wayfinding signages should be provided at the platforms. A help desk with a staff should be available at the station. Information about emergency helplines should also be displayed at different locations in the station.

Railway Station: Action Points

Railway Station	Public Transport near the Station	Physical Infrastructure	Amenities and maintenance
Mount Lavinia	<ul style="list-style-type: none">Designated bus stands and 3-wheeler stand should be provided near the station.Shelter and seating infrastructure (benches) should be provided at the bus stand, along with relevant signage and information on bus schedules.	<ul style="list-style-type: none">Designated parking for 2-wheelers, 3-wheelers and 4-wheelers must be provided near the entrance of the station. It should be well-lit, monitored and indicated clearly using signage.Armed guards should be stationed to monitor all entrances and the parking premises. Both men and women police officers should be employed to patrol the platforms.The entrance to the station and all platforms must be brightly lit with street lights, ceiling lights or lamp posts such that no dark spots are left.	<ul style="list-style-type: none">Public toilets should be clean and well-maintained. Signage should be provided near the toilets.E-ticketing facilities or automatic ticket vending machines must be provided at the station to enable contactless transactions.Digital display screens for real time information should be repaired.A help desk with a staff should be available at the station. Information about emergency helplines should also be displayed at different locations in the station.
Moratuwa	<ul style="list-style-type: none">Real time information about buses schedule should be provided at the bus stop.Ramps should be provided at the bus stop to promote universal accessibility.	<ul style="list-style-type: none">Designated parking for 2-wheelers, 3-wheelers and 4-wheelers must be provided near the entrance of the station. It should be well-lit, monitored and indicated clearly using signage.Well-lit and adequately spaced, unobstructed pavement should be provided for the pedestrians at the station entrance.The entrance to the station and all platforms must be brightly lit with ceiling lights or lamp posts such that no dark spots are left.	<ul style="list-style-type: none">Clean and well-maintained public toilets with signage should be provided.E-ticketing facilities or automatic ticket vending machines must be provided at the station to enable contactless transactions.A waiting room should be provided for the passengers waiting at the platforms.Digital display screens for real time information should be repaired.A help desk with a staff should be available at the station. Information about emergency helplines should also be displayed at different locations in the station.

Way Forward

Public spaces play a significant role in enhancing the livability of its cities. Public spaces such as streets, parks, beaches, etc. provide a platform where people can come together and engage within the community. Ease of access to a public space is one of its key elements and determines how it will be used. While mobility and accessibility are important for everyone, it impacts vulnerable users- children, elderly, women and differently abled persons more severely. Walking is a basic and common mode of commute in many societies across the world. The ease with which pedestrians can access and use streets influences their everyday life choices including their access and use of public spaces and public transport.

Containment during the pandemic has contributed to a recognition of the importance of public spaces as gathering spaces with multiple health benefits. Cities around the world have recognized the importance of increasing access to public spaces. As Sri Lanka moves towards a phased unlock, rebuilding public trust in public transport systems and services is of paramount importance. The urban mobility can progress towards a more desirable new normal where public spaces are for all, and public transport is safe and inclusive.

Our study with The World Bank highlights key safety and accessibility related concerns at beaches and railway stations in Colombo, Sri Lanka. Overall recommendations and best practices have been studied and incorporated to suggest action points at each public space. The study has generated an evidence-based data set that can be readily accessed and used by the city governments and other concerned stakeholders to view existing gaps in infrastructure. The collected datasets can be integrated with the existing city databases to plan and design safe, accessible and inclusive public spaces.



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