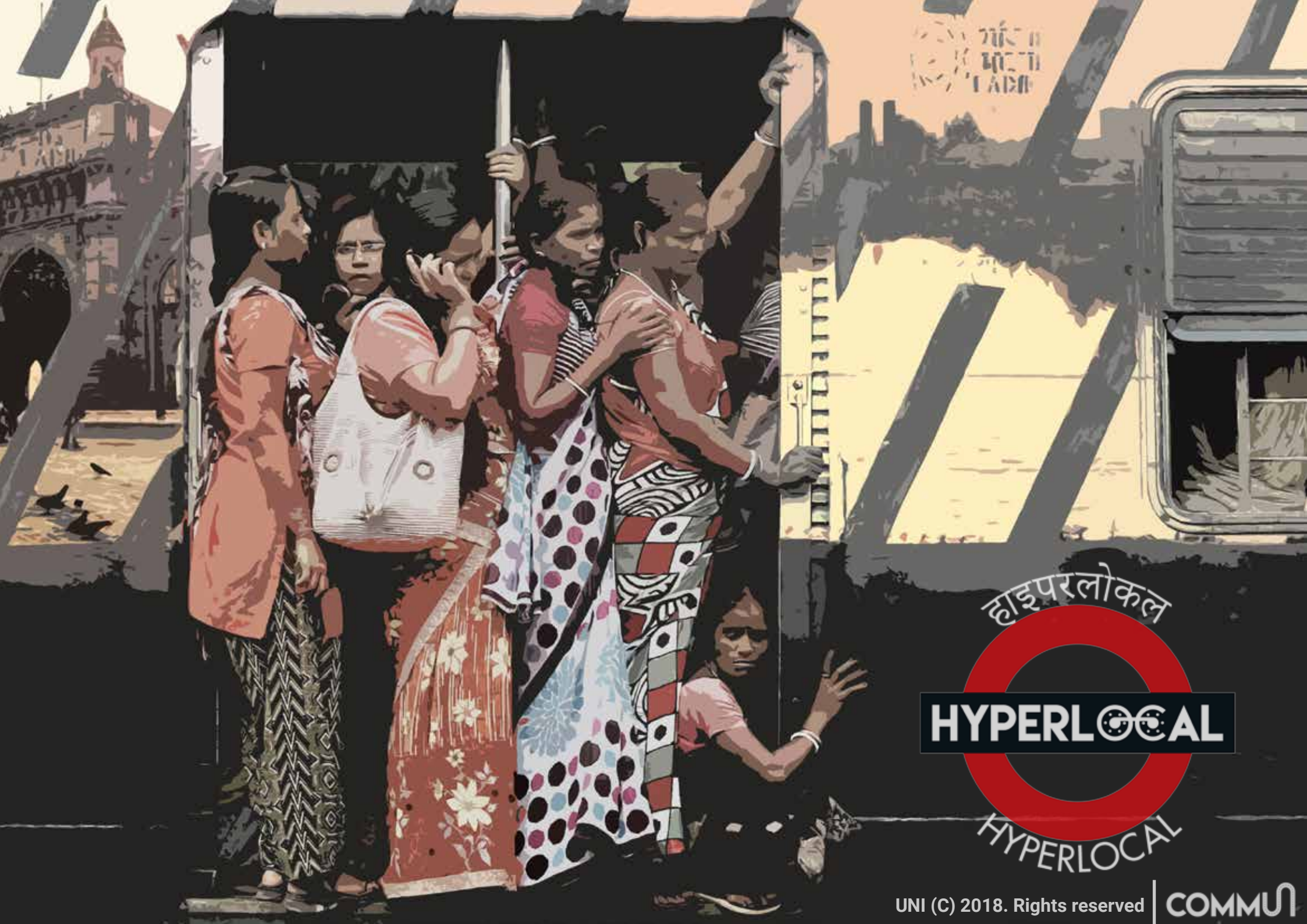


PREMISE

With the **increasing population** yet confined amount of r**esources** available, many beings continue to struggle in search of a decent livelihood- a place to live, food to eat and a medium to commute. The **aspect of travel** on a regular basis however lies a **similar issue for people** of all social and economical grounds of a place. Public modes of transportation manage to respond to a considerable number of affairs like **congestion** on roads, **pollution** due to vehicles, and an economic way to commute.

Traffic congestion remains a major apprehension all around the world despite of the progress in technological fields concerning **public transportation** and mixed-use developments. So is the case of the commercial capital city of India, but what makes it different from other cities in the world is it's **confounding number of people using public modes to commute.**

Being the only world level 'alpha-city(1)' of India - MUMBAI, bears a lot of pressure as a city staging platforms to millions of dreams, livelihoods and lifestyles.

1. https://en.wikipedia.org/wiki/Global_city

Photo credits: Christopher Klettermayer

THE MELTING POT : MUMBAI

Mumbai, previously known as Bombay, is the capital city to the Indian state of Maharashtra and **stands as the wealthiest city** of the country. It is well-known for its **diverse culture** and is considered **a melting pot of several cultures and communities**.

Overtaking the country capital's population in 2013, Mumbai currently has around **21 million people** residing in it, making it the **most populous city** in India (2016). It also is the fourth most populous city of the world with a population density of eighty thousand people per square mile.

More than 60% of the people in Mumbai reside in slums. Their dwellings are made up of whatever materials are readily available or can be sourced to them at cheaper prices and sewage pipes of large diameters turn into an aisle between **slums** where most of land is either utilized by the built, or dumped with garbage. This **same city also acts as a home to the highest number of millionaires and billionaires** of the country.

It has the highest GDP (Gross Domestic Product) in the South, West and Central Asian regions. Along with a thriving film industry, Mumbai is also a leading financial and industrial 'Megacity'.

TRANSPORTATION IN THE CITY

The city of Mumbai with a present population of over **21 million generates more than 17 million trips in a day**. Although unlike other metropolitan cities, majority of Mumbaikars depend on local trains and buses as their means of egress.

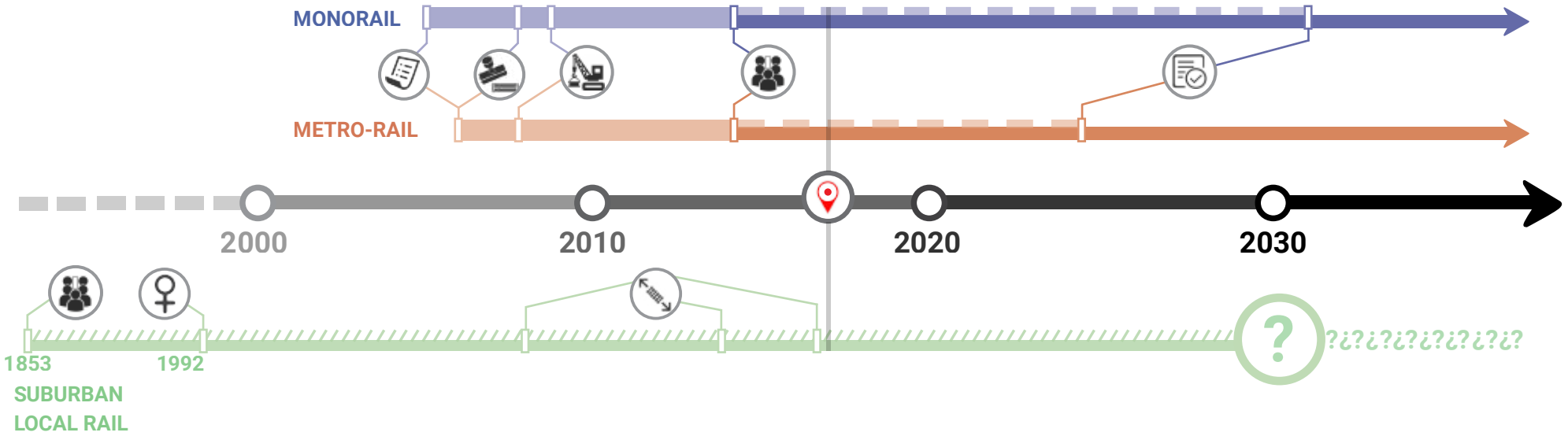
With **less than 20% of the commuters opting private cars** or taxis, Mumbai might seem a very citizen friendly city, but it's not! Even this minor portion accounts to millions of vehicles on road, leading to congestion and longer traffic jams. The rail and road network expansion failed to keep pace with the traffic growth resulting in traffic problems.

Mumbai has the most successful local-rail network connection in terms of the number of people it is serving to. The Suburban Railway is an offshoot of the first passenger railway to be built by the British in India, and is also the **oldest railway system in Asia.** This network has the **highest passenger density in the whole world.**

About **80%** commuters use public means of egress.

Local trains cater to about **8 million** passengers a day

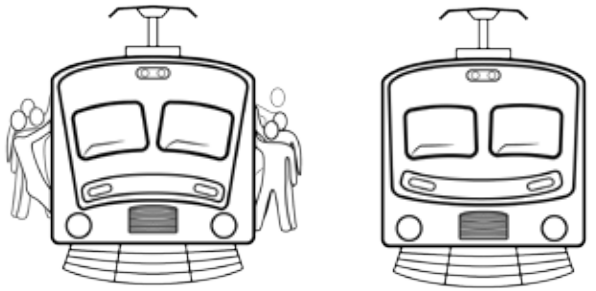
Over **50%** of the total rail users of India (in one day) belong to Mumbai.



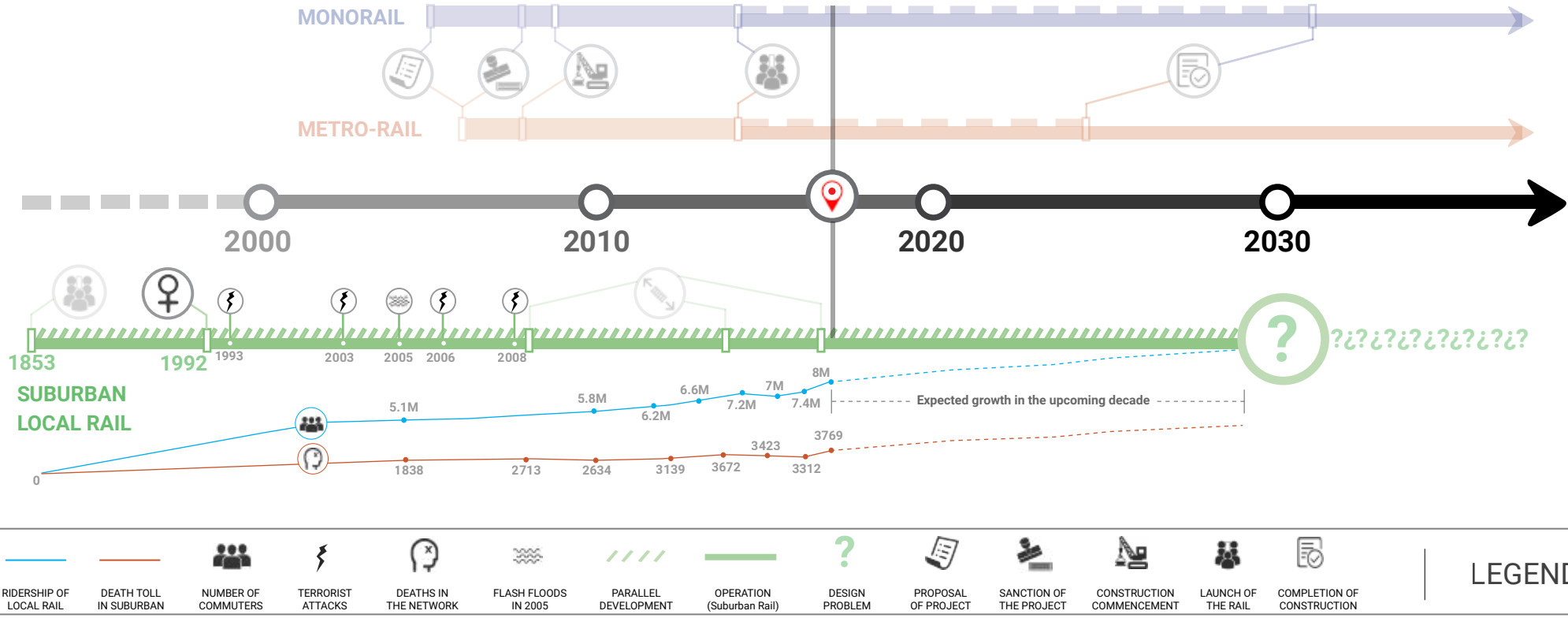
THE CURRENT SITUATION

The existing system though caters to millions of Mumbaikars on a daily basis in a very cost-efficient and convenient way, the issues attached to it are worth worrying about- safety being one of the most prioritized aspects over those related to comfort and cost. With an increasing number of users every year, the trains get overcrowded more and more, leading to higher possibilities of deaths caused by falling off a moving train and stampede on-board and in the stations. A total of **around 26000 incidents** have been reported on **falling-off a moving train** of which nearly 2**7% succumbed to death** and many survived but with permanent injuries.

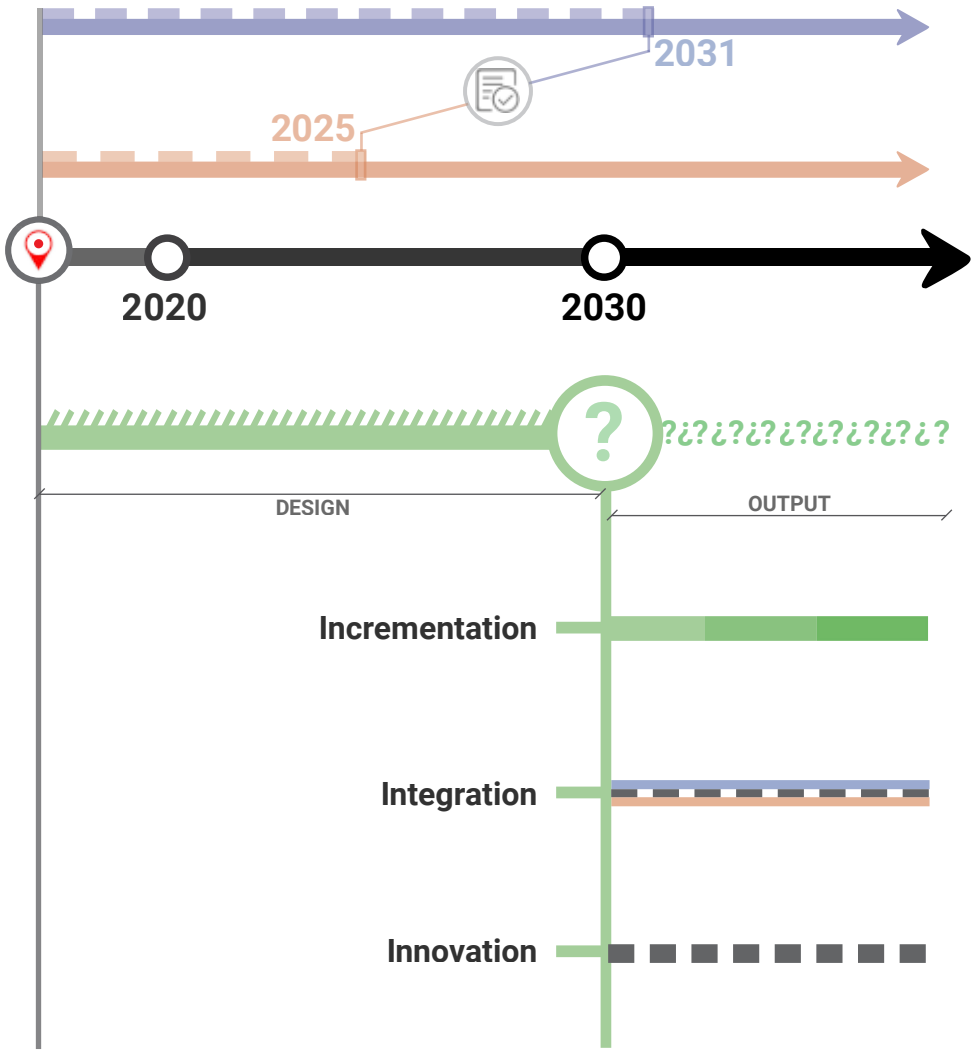
The other key reason behind deaths occuring are of those who were **crossing or trespassing near the railway tracks.** This tolls to a higher number of deaths compared to people falling off the train. A few even died of an electric shock from the open wires running above the train, when they had to climb on the top in an attempt to travel with no space left inside the train.



Lesser the over-crowding, happier the network.



2030 - A COMPLEX SYSTEM? OR A SMART SOLUTION?



The increasing death toll is an indicator of the **over-the-limit utilisation** of Mumbai local. A number of proposals have been and are being made in order to **minimize, if not eradicate**, this problem of congestion and those coming attached to it. The **mono-rail and metro networks** are two such cases where a new system (to the city) has been launched.

As discussed, transportation in Mumbai has maintained its epitome of a **public friendly interface** and continues to prevail despite of the issues questioning its current stage. The solution to these issues can open in 3 directions of which any might lead to a practical outcome as illustrated.

The **modification of the current system** needs to be assessed and acted upon keeping in mind that it has been happening every now and then, yet the **on-going issues continue to prevail.**

Merging few current ones along with introduction to a new system might have an advantage in terms of efficiency by taking support of the **tried-and-tested existing systems.**

A **new system altogether** will provide a blank canvas on which the city can be **interpreted and redesigned accordingly.**

THE DESIGN PROBLEM

The challenge here is to propose a new system **'Hyper Local'** for the commuters, and express the vision of how the city might appear in **2030**. It is a new network that caters to existing and upcoming issues of Mumbai - and is not limited to commuting, but more.

Will your design drive more people to use the **public modes** of transportation? Or will it generate a **balance between private and public modes** making sure both congestion and over-crowding are taken care of?

While tackling these situations, important factors like the mode of transport, its **capacity, frequency, halt points** and how they reshape themselves need to be addressed in a precise yet explanatory manner. It might also include the impact on neighboring facilities and how its interdependency with **live, work and urban contexts** turn out.

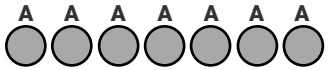
The underlying motive is to capture a **conceptual picture of how the 'hyperlocal' responds** to the issues mentioned above and overall Mumbai. The major focus needs to remain on articulation of these in a conceptual manner through text, illustrations, photographs or graphics.

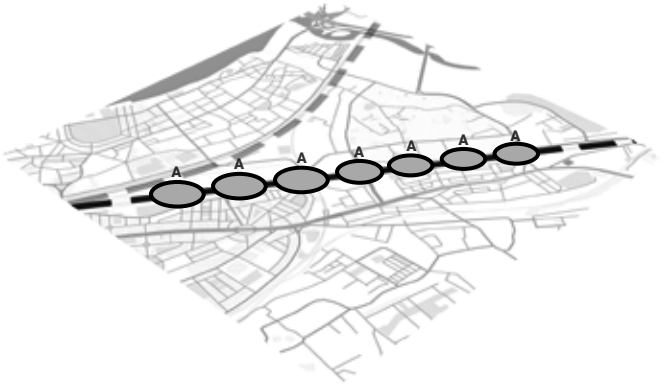
TYPOLOGY AT AN URBAN SCALE

Does one single solution cater to the entire city? Well that depends on the scale and the way its dealt. Any typology set on how the proposed system will be accessed and operated is defined by or derived from a narrative that includes the issue(s)- its occurrence, possible solutions and impact on surrounding aspects.

Based on the above mentioned, the solutions may lead but not limited to three types:

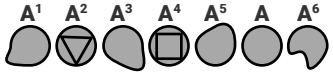
CHAIN

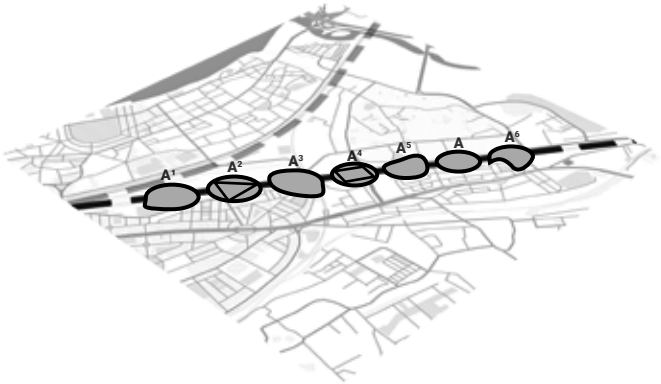




Universal Solution
Fixed Scale
City as a context

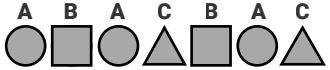
MODIFIED

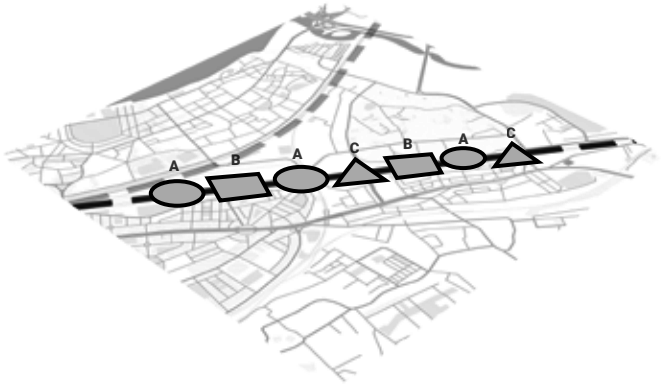




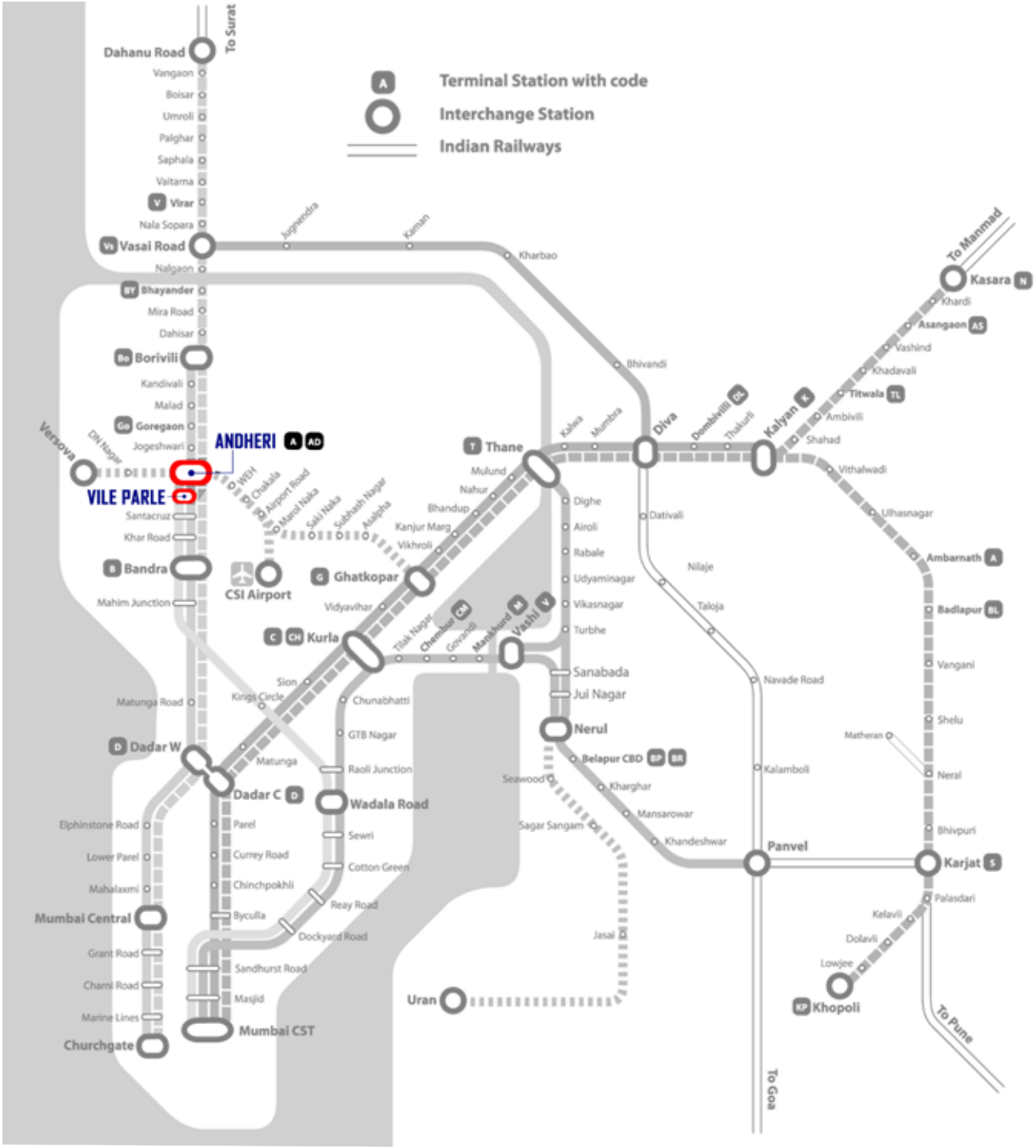
Modulated Solutions
Adjustable scale
Responds to micro-sites

SPECIFIC





Tailormade Solutions
Changing scale parameters
Micro-sites as priority



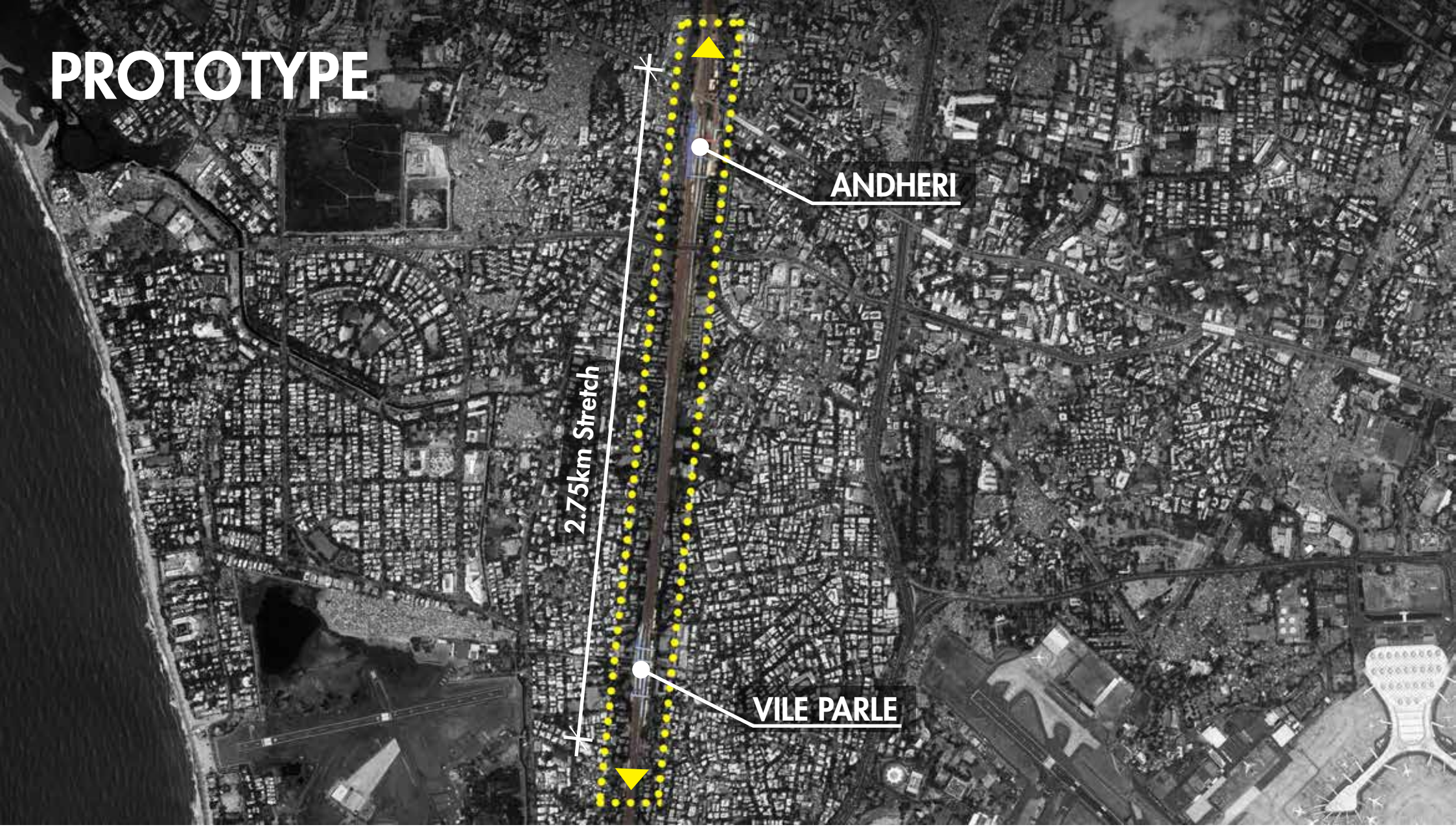
SITE

As a design challenge, the entire rail network of Mumbai connecting the local stations acts as the underlying site.

The difference here is a patch of land that runs through the entire city connected from end to end. An intervention like this can heal, build, enrich the entire city within.

But to set a prototype for addressing common issues and possible outcomes at a practical level, the site selected is the link between stations of Andheri and Vile Parle on the Western Line of Mumbai suburban network. This patch of the land is inclusive of both the stations.

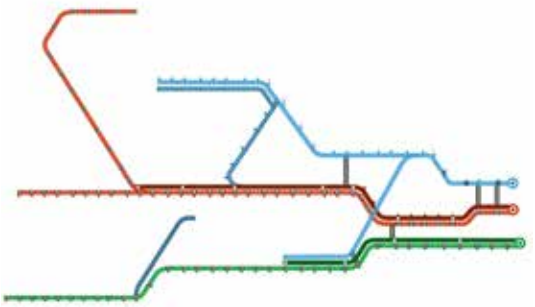
PROTOTYPE



Andheri stands as one of the busiest nodes of the network, geographically located in the middle of Mumbai's dense urban fabric on the western side. This node handles about 600,000 commuters a day. Vile Parle, in comparison, is a smaller node in terms of area, located between Santacruz and Andheri- two very prominent segments of the city. The given set of stations are designated as a prototype of how the larger outcome will look like on the site. The overall design approach can be top down or bottom up - but their test as a new solution to the issues of Mumbai will be benchmarked here.

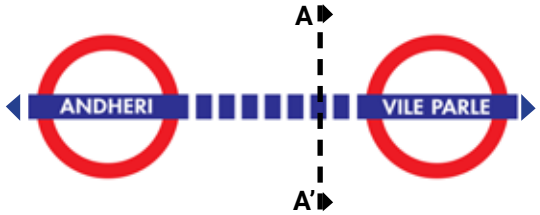
LEVELS OF INTERVENTION

Considering the open endedness and vast nature of the problem we propose to express your ideas in three levels - for having a comparable dimension to the problem.



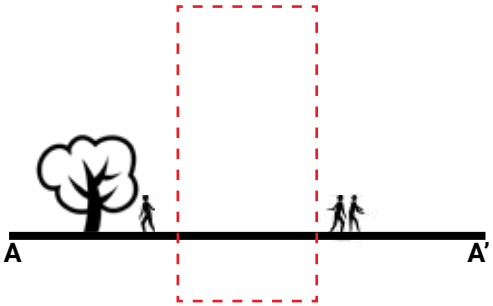
Network Level

This level shall reflect how the network works at a city level - and small highlights of how it can help building a better city of tomorrow. (This can be demonstrated by a master plan level discussion and specific zones where it excels)



Prototype Level

This level shall reflect how the big idea scales to the site - or can talk about how the smaller ideas at site help frame the network level. Consider delivering a solution at Andheri - Vile Parle (node and link), which extrapolates to other nodes as well.



Detail Level

This sector talks about user / architectural / section level decisions taken that supports ideas at site level. If the ideation begins at this stage consider building upon the site and network propositions centered around this level.

SUBMISSION / TIMELINES

The submission is expected in a maximum of **1-A2 and 8-A3 presentation boards** in digital format (**JPEG - RGB - 120ppi**). Hand rendered drawings (Scanned in 120ppi - JPEG) as well as use of digital mediums are allowed. If abstractions play a role in contributing to the design, they are expected to be laid clearly in the narration, with the help of visual or verbal medium.

1.There are three obligatory items that need to be submitted in all the entries, failing which the entry may be disqualified/rejected by our server while sorting the entries:

a. Maximum of **8 A3 presentation** boards and **1 A2 Cover Board** in digital format (120ppi). (JPEG - RGB).

b. A minimum of **8 Questions** formulated/answered in the FAQ. (Answers shall **not exceed more than 250-300 words** each)

c. Cover Image of **min. size 1500 x 600 px.** in **aspect ratio 2.5:1** should be added in the submission.

2. Additionally participants can upload their individual images used in the sheets (essential images - eg. Floor plans, Explanatory diagrams, Construction Details, Drawings, etc.) for referencing purposes on the platform composed into images. These images should not be more than 15nos. in quantity composed in similar A3 images (120ppi - JPEG - RGB) format. These images will not count in evaluation.

3.Please do not include your name or any other mark of identification on the sheets or additional images.

4. After successfully completing the payment, we advise you to make the submission consistently , time to time, alongside your progress of design.

a. You can explore all the features of the submission portal correctly, and capitalize their potential.

b. You can avoid last minute errors caused in the submission of entries

c. You can see how your entry is building up gradually on the submission window and take peer reviews on the same.

Dates / Fees:

Last Date of Submission: **15th June '18** | 00:00 GMT
Result Declaration: **15th Aug '18** | 00:00 GMT

Indian Nationals

Early Registrations Close: **27th March '18**
Professional (25$ + Taxes) | Students (15$ + Taxes)

Standard Registrations Close: **1st May '18**
Professional (35$ + Taxes) | Students (25$ + Taxes)

Late Registrations Close: **5th June '18**
Professional (60$ + Taxes) | Students (40$ + Taxes)

Foreign Nationals

Early Registrations Close: **27th March '18**
Professional (60$ + Taxes) | Students (35$ + Taxes)

Standard Registrations Close: **1st May '18**
Professional (85$ + Taxes) | Students (60$ + Taxes)

Late Registrations Close: **5th June '18**
Professional (150$ + Taxes) | Students (100$ + Taxes)

Individual/Team Participation

Both Individual and Team Participations are allowed in this competition. A **team can consist of maximum 5 members**. In case there are **5 or more entries** from an institute, kindly refer to the **'Institutuional Participation'** section.

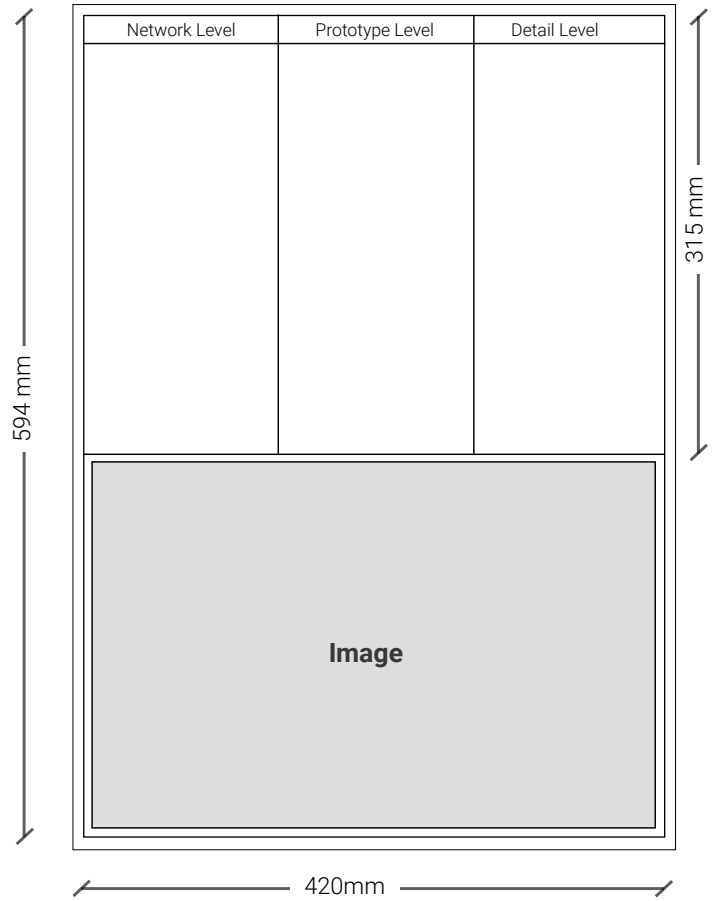
A2 - Cover board (Details):

This section of submission talks about how to compose the A2 Cover Board. The rest of maximum 8 x A3 boards can be composed on your own requirements.

Specifications: A2 (420mmx594mm) at 120ppi x 1No.

Upper Half: A table consisting of three columns where the 3 levels of submission (Network, Prototype and Detail scales) are summarized in one column each, having the relevant points for comparison stated.

Lower Half: An image (can be a map, drawing, or any sort of graphical depiction of the city) that gives an overview of your project, needs to be presented. The layout for the following sheet is given below:



FAQ Section (Submission):

This is the most important section of the submission page where you discus all the underlying processes of your project in detail. Tips to formulate FAQ: Formulate and answer at least 8-10 Questions. Don't answer any question more than 300 Words. Use rich text formatting / Visuals to make your answers more appealing.

Legibility (Submission):

The submissions will be displayed + evaluated as a web presentation, hence screen legibility plays a key role in a good web appeal on screen, also guides how audience - jury interacts with your entry.

This can be achieved by various methods, and are discussed in the website uni.xyz submission guidelines. This guide discusses tips which may help you to generate entries that are powerful web presentations that help you to communicate your ideas effectively.

Student / Professional:

Student category is eligible for enrolled scholars who are in ANY bachelors programme around the world. (Also students may be asked to provide enrollment proof during competition registration and further submission stages).

Professionals beyond bachelor's degree are eligible for professional category participation.

Institutional Participation:

Any Institute, from which **5 or more teams** are willing to participate, can email to register their institution on **commun@uni.xyz** with the details of participants for a special pricing on Institutional participation basis.

Submission Best Practices:

To learn about the best submission tactics on web and screen based presentation, follow these given links: 1. Uni Submission Guidelines 2. Uni Tutorial Video

REWARDS

Winner
(Common for Students and Professionals)

2000$

+ Trophy
+ Certificate
+ Bragging rights of Commun 'HYPER-LOCAL' Champion at UNconference'18

Runner-up
(Students' category)

1000$

+ Trophy
+ Certificate of Merit

Runner-up
(Professionals' category)

1000$

+ Trophy
+ Certificate of Merit

People's Choice
(Online Polling)

500$

+ Trophy
+ Certificate of Merit

Publication

All the medal holders and winners will get an elaborate section of publication in the Commun 2018 design book, and on our partner websites.

Web presentation

50 shortlisted entries will be featured on our website and will be awarded a certificate.

3 Category Mentions

300$ (each)

+ Trophy
+ Certificate of Merit
+ Bi-annual digest of Commun

Best Network Level

The entry with the best network level concept and solution for Mumbai.

Best Prototype Level

The entry with the best prototype level intervention.

Best Detail Level

The entry with the best ground level solution for the chosen context.

10 Honorary Mentions

A Medal, Certificate of Merit, and a copy of our Bi-annual digest of Commun

To participate now, visit

http://commun.xyz/hyperlocal.html

Reach us at:
commun@uni.xyz

Photo Credits: Rajarshi MITRA