

HUBBALLI-DHARWAD Streets for People CHALLENGE

Design competition brief
December 2020



About

Streets for People

CHALLENGE

The ***Streets for People Challenge*** is an initiative of the Smart Cities Mission, Ministry of Housing and Urban Affairs (MoHUA), Government of India, to inspire cities to create walking-friendly streets through quick measures, in response to COVID-19.

The Challenge aims to create flagship walking initiatives in cities, which focus on placemaking and liveability. 113 cities have registered for this Challenge to reimagine their streets as public spaces through the lens of economic regeneration, safety, and child-friendly interventions, in order to ensure a green recovery from COVID-19.

The city-led design competition aims to crowdsource innovative ideas for designing and testing the pilot interventions through quick, low-cost solutions.



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City Overview

Hubballi-Dharwad

The twin city of Hubballi-Dharwad is the second largest urban agglomeration in the state of Karnataka with a population of 9.4 lakhs (Census 2011).

Hubballi and Dharwad are located 18 kms apart from each other. While Hubballi has historically been a commercial center, Dharwad is an educational hub.

It is the first city in the state to set up a world class Bus Rapid Transit (BRT) System connecting the two cities through a dedicated BRT lane of 22.25 km.

The introduction of BRT in Hubballi-Dharwad has ensured that the city has access to sustainable mass transit as well as transit supportive infrastructure

Further the city aims to improve pedestrian experience along the corridor by creating and improving public spaces





Call for ideas

The competition is an important step in the **Streets for People Challenge**. It aims to crowdsource innovative ideas from professionals and students from architecture, urban planning, and other relevant fields to design streets for people in their cities.

Following the **test-learn-scale approach**, the competition is looking for economical solutions that are quick, innovative, and easy to test.

The winning designs will be tested on ground using cost-effective tools, in collaboration with the local community.

[Register here for the competition](#)

A woman in a blue long-sleeved shirt and jeans is holding a young child in a plaid shirt. They are both smiling and laughing. The woman has a patterned bag slung over her shoulder. They are standing on a sidewalk at night. In the background, there are other people, trees, and a brightly lit restaurant sign that says "RESTAURANT".

The goal of the competition is to reimagine streets as **safe, healthy, and happy public spaces for all!**

Design principles

01 Fair distribution of space

Streets for people ensure **efficient mobility** by offering multiple modes of travel, especially **high quality facilities for public and non-motorised transport**.



02 Safety & Security

Streets for people are **safe for all user groups** by providing segregated spaces for each and incorporating **traffic calming measures**. Personal safety is also ensured, with **good lighting** and 'eyes on the street' through **active street edges and vending**.



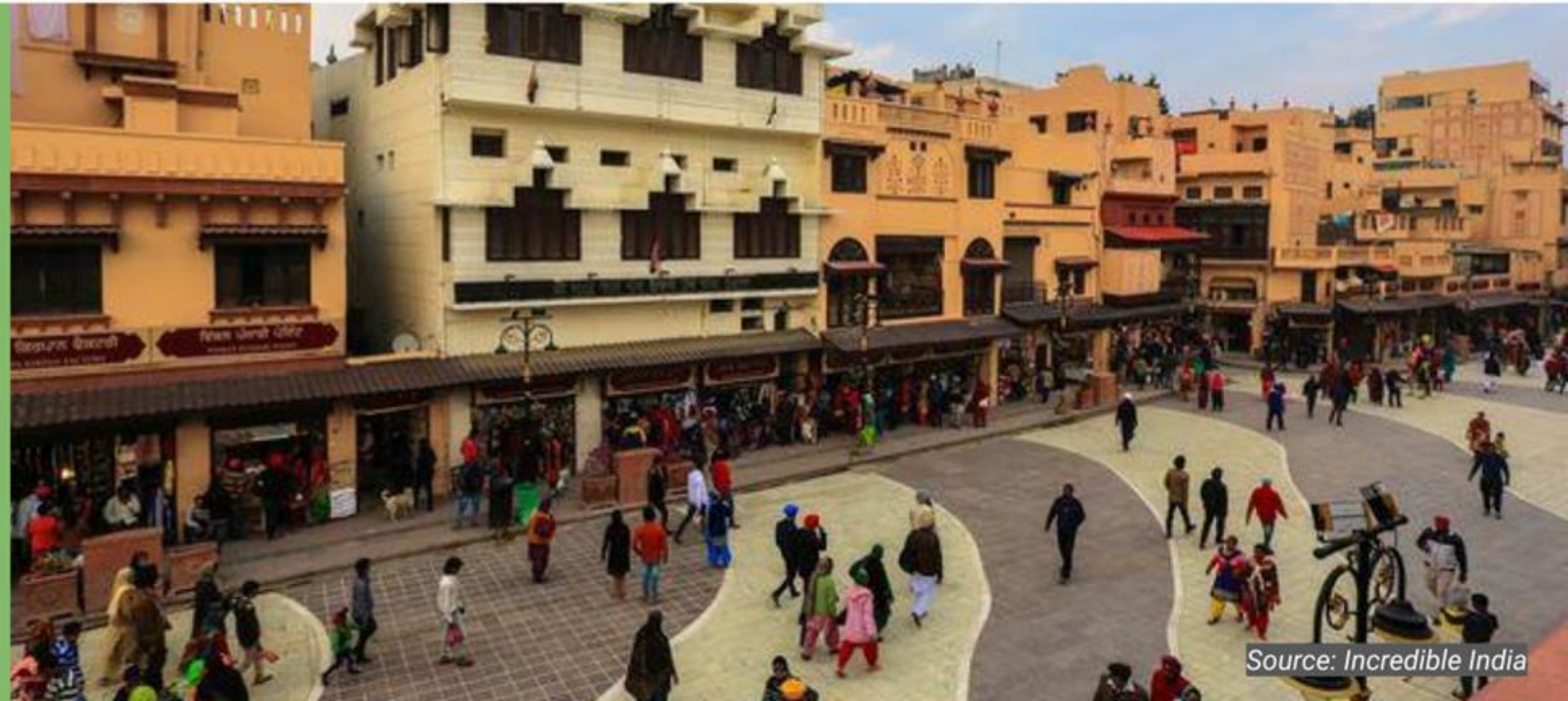
03 Comfort

Streets for people are **accessible by all, including the differently-abled. Continuous and even-surfaced footpaths, table-top crossings, ramps, and tactile pavers, wherever level differences occur, seating and trees** are some measures to ensure universal accessibility and better comfort for all users.



04 Sensitivity to local context

Streets for people are **designed to suit the local context, factoring in street activities, patterns of pedestrian movement, nearby land uses, and the needs of the people.** Design interventions can range from contextual street elements to street-level interventions like shared or pedestrianised streets.



05 Liveability

Streets for people are full of life, with **elements that enhance the liveability of the space**. These elements improve conditions for existing users, attract more users, increase retail activity, and **transform the street into a vital public space**.



06 Environmental sustainability

Streets for people promote sustainable modes of transport and **improve local climatic conditions**. Trees and plants help absorb pollutants and improve micro-climatic conditions.



Source: Townshend Landscape Architects



Design tools

Tactical Urbanism is an approach that uses short-term, low-cost, easy to build, and scalable interventions to catalyze long term change.

Following this approach, we're looking for design and policy solutions that activate spaces to make it **safe, healthy, and happy**, by:

- Using placemaking elements
- Reorganising existing activities
- Introducing new activities



Importance of community

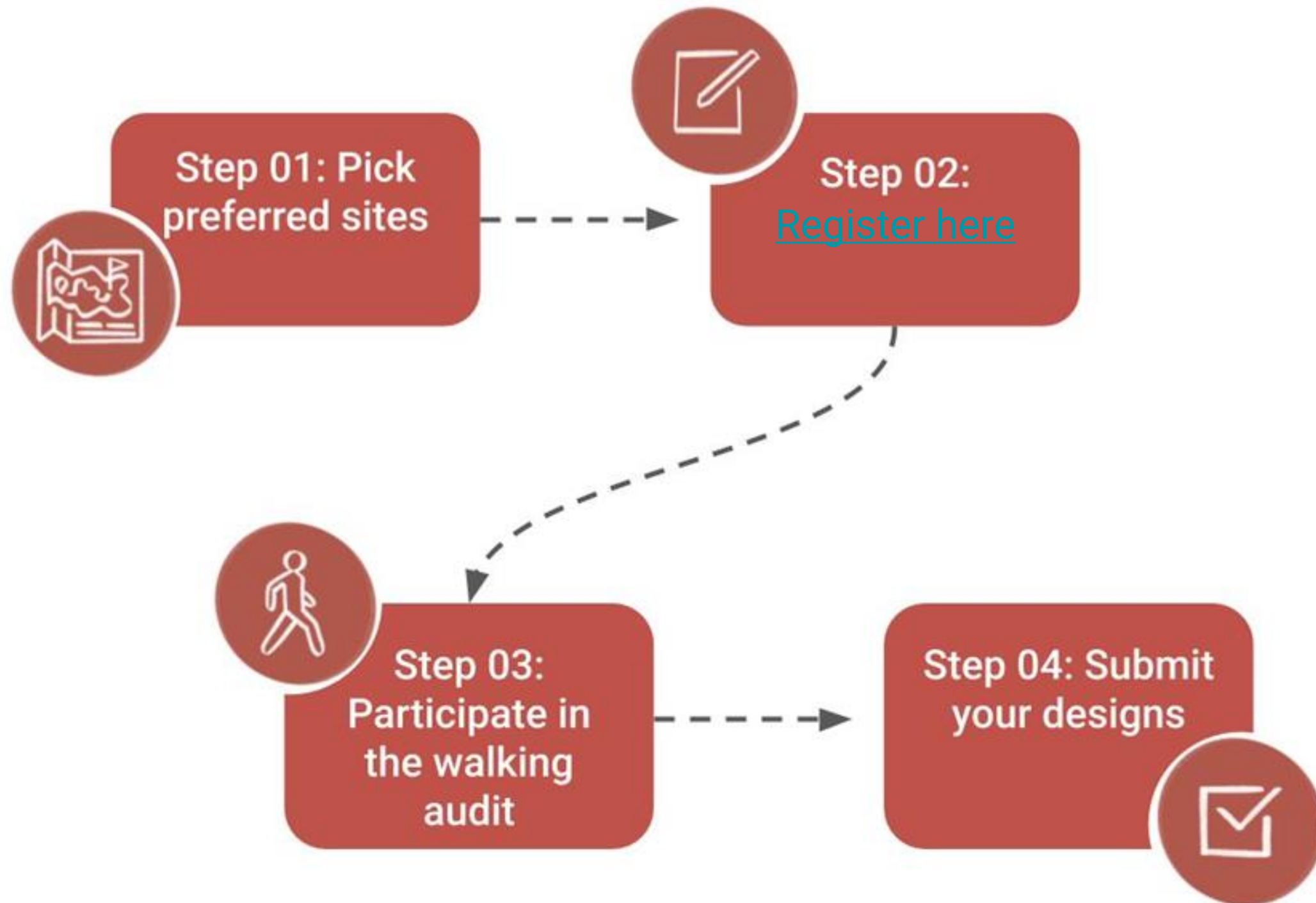
The *Streets for People Challenge* places the **community at the heart** of all design interventions. Emphasising on a bottom-up approach, all design solutions must be in alignment with the **needs of the community** for whom the design is implemented.

Designers must **study and understand the local context** thoroughly and incorporate the findings in the suggested design solutions. Response to local context is a key criteria for final assessments.

The Challenge includes various activities to strengthen the citizen-led approach such as open streets campaigns, walking audits with participants, and perception surveys.



Participation procedure



Here are four steps towards the submission!

- 1 | **Select the sites** for which you wish to develop the design solutions. The information about the sites is provided in the following pages.
- 2 | Next, please **register** through the given link and let us know!
- 3 | Join us for the **walking audit** at the pilot sites.
- 4 | Using the insights from the walking audit, to **develop the design** and **submit them before the deadline!**

We look forward to seeing your awesome design solutions!

Proposal for pilot

Under the **Streets for People Challenge**, the cities will test at least one pilot; comprising of a flagship public space project and a liveable neighbourhood. Hence, this 'call for ideas' include sites for both components. Participants can select either or both of the sites to provide design solutions.

The sites fall under any of the typologies listed below:

Flagship public space:

- 1 | Market / Retail areas
- 2 | Transit hubs

Liveable neighbourhood:

- 1 | Mixed-income neighbourhoods
- 2 | Resettlement colonies
- 3 | Unplanned low-income neighbourhoods

Designing the pilot



Flagship public space

- Understand the local context and city's aspirations
- Demonstrate implementable design concepts through complete or partial pedestrianisation strategies
- The design should respond to the vision of the challenge, to create city-level impact



Liveable neighbourhood

- Understand the local context
- Demonstrate implementable design concepts for creating walkable and liveable neighbourhood in holistic manner.
- The design should respond to the needs of local community and ensure safe, inclusive, and comfortable access to amenities and services.

To know more about the typologies, please check out the [Online Workshop 01 presentation](#)



Flagship pilot site

Site A: Hosur Interchange, Hubballi

Hosur Interchange, is a 15 acres site located between the PB Road and Hosur-Unkal Bypass and is surrounded by major activity centres such as Hospitals, colleges and the city civil court.

The interchange is a single point of integration between the BRT, city services, regional and sub-urban services. The terminal for regional bus services has 23 bus bays for long distance and mofussil services and caters to around 300 long distance buses with a maximum waiting time of 1 hour.

An FOB and Subway system facilitates a safe and seamless transfer.

The design solution should address

- Strengthening pedestrian access through the interchange between BRT Station and major destinations located along Hosur-Unkal Bypass road.
- Transformation of under utilised spaces within the interchange into vibrant and interactive public spaces.
- Enhancement of the waiting experience of the long distance traveller.
- Strategies formaking the area around the site safe for walking.

Click [here](#) to download site details



Neighbourhood site

Site B: Koppikar Road to Durgadbail, Hubballi
Length of pilot road: 1.4 km

The site is located at the commercial heart of Hubballi and supports commercial activity ranging from high-end outlets to street vending.

The pilot stretch spans between the HDMC Corporation BRTS Station and the Durgadbail Circle. This stretch brims with pedestrian activity owing to the several wholesale and retail establishments and the local food street colloquially known as “Khau Galli” located here. Durgadbail circle is also a short walk away from the CBT Hubballi BRT Terminus.

The street is presently overcrowded with unorganized parking and street vending activities that obstruct seamless pedestrian movement.

- The design solution should include strategies for
- Pedestrianisation,
 - Accessibility to CBT Hubballi,
 - Parking management
 - Placemaking.

The design solution must include strategies for making the area around the site safe for walking.

Click [here](#) to download site details

Neighbourhood site

Site C: College Road , Dharwad

Length of pilot road: 1.7 km

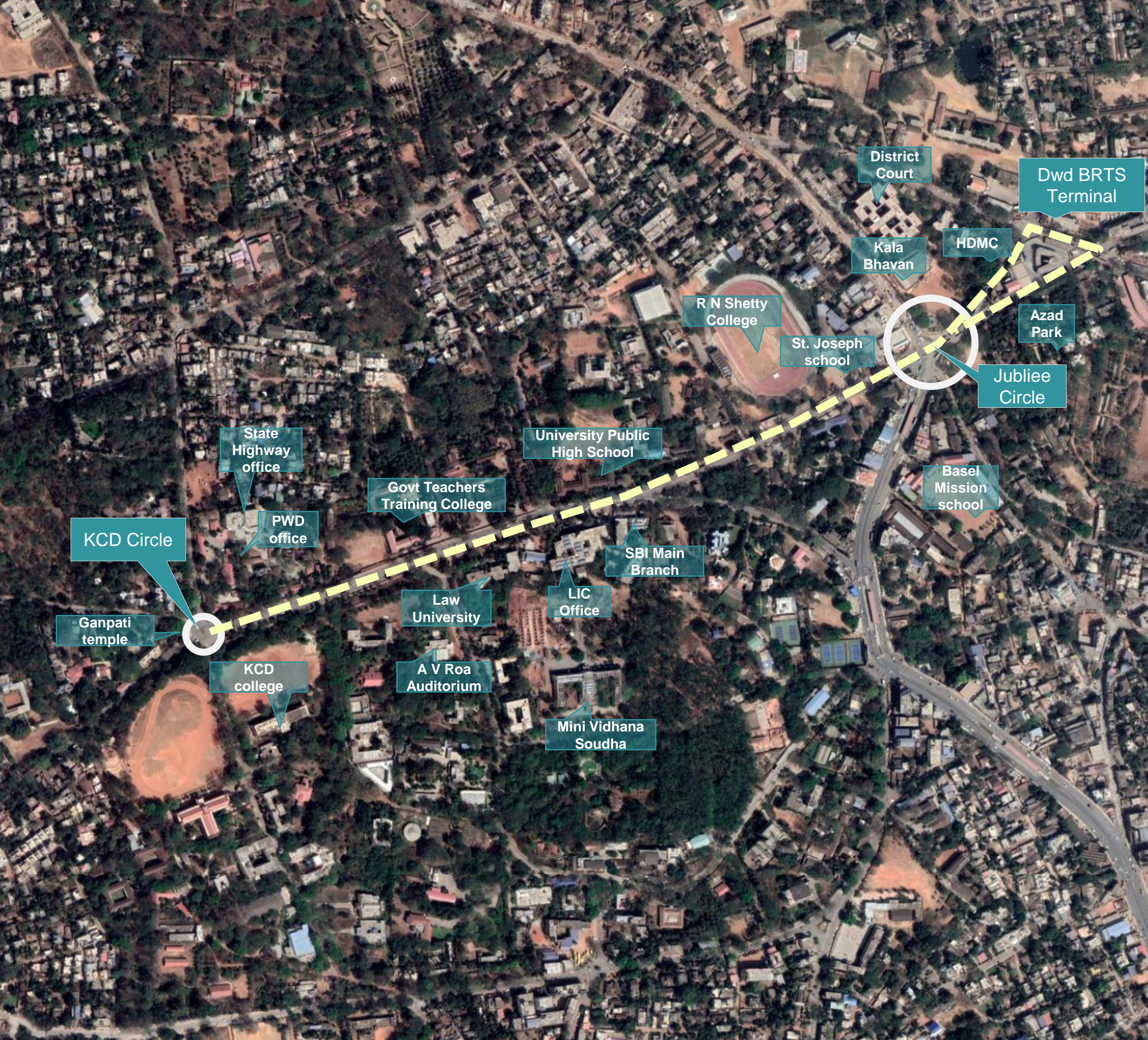
The road is a major spine connecting several colleges, schools, public buildings, commercial offices, restaurants and temples. Hence, is a thriving destination for pedestrians of all age-groups throughout the day.

While mornings and evenings are populated by student crowd and walkers, the street is occupied by working professionals and visitors to the offices located on the road during the day.

The road is a major connector with bus movement but the street has the potential to be elevated as a well-designed complete street that fosters public life. NMT Master Plan identifies this road as a strategic stretch for facilitating a seamless cycling experience in Dharwad.

The design solution should include strategies to enhance the character of the street and the pedestrian experience through interventions such as (but not limited to) siting street furniture, amenities, organising street vendors, incorporating an overall greening strategy and making the area around the site safe for walking.

Click [here](#) to download site details



Timeline

Any changes to the timeline will be notified to the participants in advance.

Competition
roll-out
21st Dec

Registration
closes
4th Jan

Walking
Audit
12th Jan

Submission
by 11:59 pm IST
26th Jan

Announcing
of results
10th Feb



Note

All winning teams are expected to assist the city with:

- Refining the design based on the inputs from community, city officials, and other stakeholders;
- Testing the design on the ground;
- Monitoring and Evaluation of implemented design.

Eligibility criteria



Professionals



Students



**Multi-disciplinary
collaborations**

- Professionals and students in the fields of architecture, urban design, planning & other relevant fields are eligible.
- At least 1 team member should be a local resident of the city, who will serve as the representative.
- Multi-disciplinary collaboration is highly encouraged.
- There is no restriction on the number of members per team.

Evaluation criteria

All submitted design proposals will be evaluated based on the following criteria:

- Originality of idea
- Understanding of the local context
- Inclusivity of the design solutions
- Feasibility of implementation
- Fulfilment of submission requirements in the prescribed format

The entries will be evaluated by local officials, citizens, experts, and other stakeholders.

Participation guidelines

- Participants are free to submit multiple entries per team.
- Participants are free to submit entries for multiple cities and for multiple sites per city.
- Any team assisted by a competition organiser or jury member will be disqualified.

Plagiarism of any ideas or images will be disqualified with a notice.



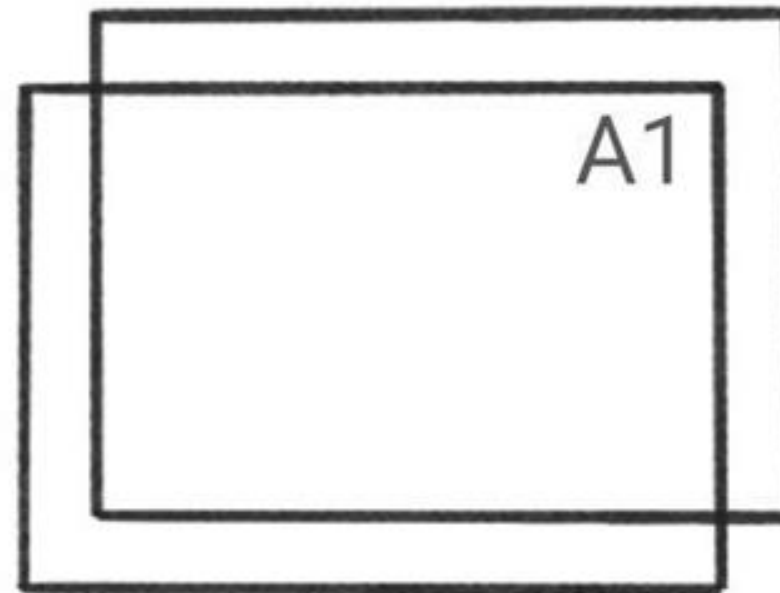
[Register here for the competition](#)

Any change in the timeline will be updated on the competition page in the [Streets for People Challenge website](#)

Submission guidelines

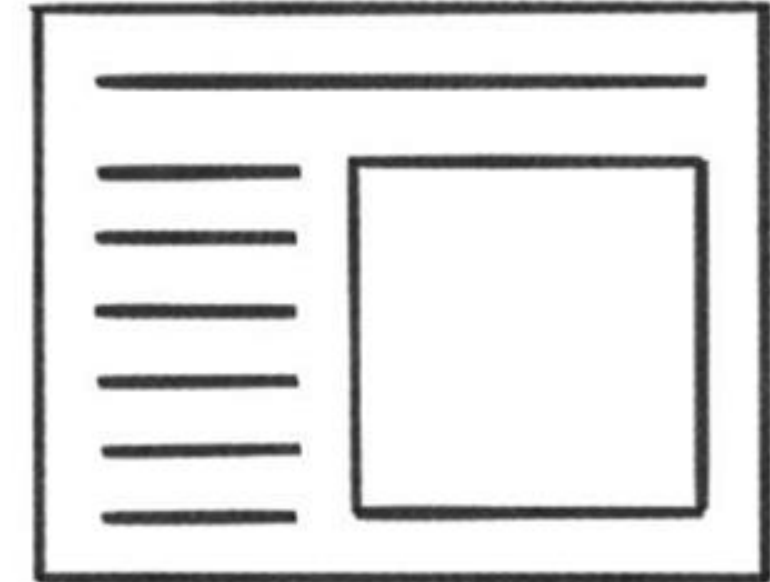
- 1 | Participants should create a shared folder (to be renamed with the competition ID), which must contain the **2 A1 sheets and the slide deck (20 slides)**. **Maximum folder size : 25MB**
- 2 | Team registration ID and sheet number should be mentioned at the right bottom corner of every sheet. Team names, logos or organisation names **should not be mentioned** on the sheets.
3. Participants should share the drive link to the shared folder at (dultbangalore@gmail.com).

For any queries, email us at (dultbangalore@gmail.com)



2 A1 Sheets must be submitted in .pdf/.jpeg format

+



Slide deck of maximum 20 slides

The submission should cover the following :

- Key plan
- Design concept & diagrams
- Detailed plan and sections of the design intervention
- Implementation strategy addressing parking, vending and other on-site challenges
- Rough budget estimate and phasing
- At least 3 renders / views of the design intervention
- 200-300 word write-up about the design intervention



Awards

Shortlisted Entries

Shortlisted entries will be displayed at the **HUBBALLI – DHARWAD Streets for People Exhibition**, and circulated via the city's social media platforms.

Winning Entries

All winning teams will get the opportunity to present, discuss, and develop their ideas with city officials, experts, and the community.

Certificates for winners and participants will be jointly awarded by the Ministry of Housing and Urban Affairs, Smart Cities Mission and Institution for Transportation and Development Policy.

The winning designs will be tested on ground using quick, innovative, and cost-effective tools.

	<u>1st prize</u>	<u>2nd prize</u>	<u>3rd prize</u>
Site 1 Hosur Interchange, Hubballi	Rs.35,000/-	Rs.25,000/-	Rs.10,000/-
Site 2 Koppikar Road, Hubballi	Rs.25,000/-	Rs.10,000/-	Rs.5,000/-
Site 3 College Road, Dharwad	Rs.25,000/-	Rs.10,000/-	Rs.5,000/-

HUBBALLI-DHARWAD

Streets for People CHALLENGE

A programme of



shaping the way cities move



smartnet.niua.org/indiastreetchallenge/competition/