Streets for People
CHALLENGE
WORKSHOP 4

Moving ahead in the design competition - W4

Presentation
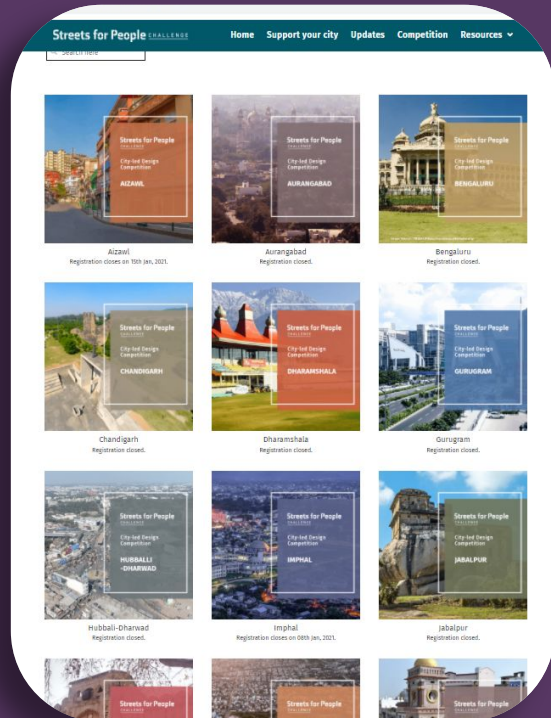
ITDP
India Programme

Smart City
MISSION TRANSFORMATION

Ministry of Housing and Urban Affairs
Government of India

FIT INDIA

Your journey in the
Streets for People Design Competition...

Register your entry

We are here!

Join for the **Walking Audit**

Submit your entry!

Stick your Story!

GOOD?   BAD?
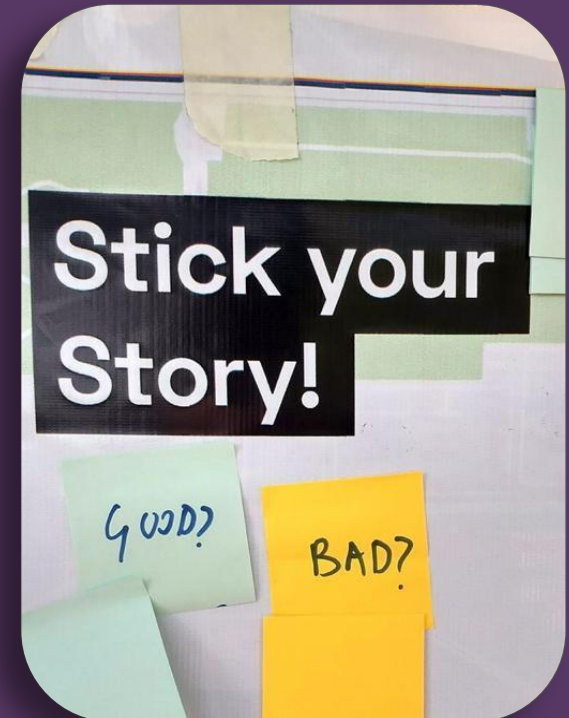
Participate in the **evaluation process**

Join for the **Walking Audit**
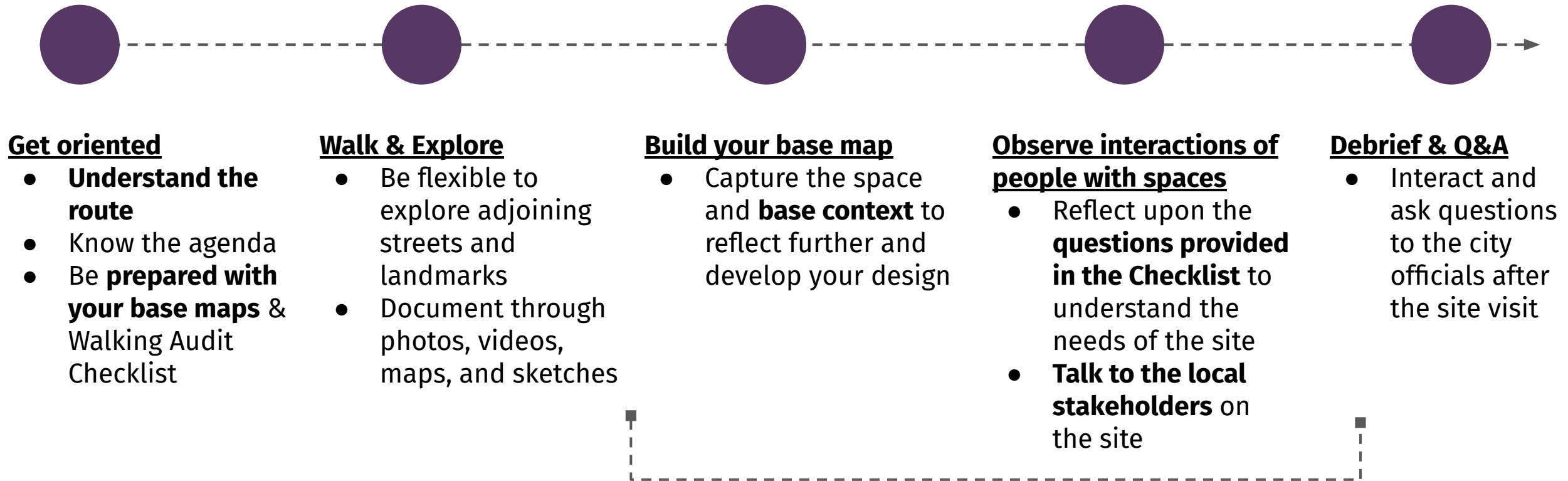
Why to join for Walking Audit?

- To **understand the context and document the site** through maps, photos, and videos.

- To **explore and map existing opportunities and challenges** for improving walkability and livability.

- To **engage with local stakeholders and community.**

Findings from walking audit will help the participants to develop implementable design proposals based on existing site condition.

What to do during the walking audit?

Walking Audit checklist is now available in our website!

Get oriented
- **Understand the route**
- Know the agenda
- Be **prepared with your base maps** & Walking Audit Checklist

Walk & Explore
- Be flexible to explore adjoining streets and landmarks
- Document through photos, videos, maps, and sketches

Build your base map
- Capture the space and **base context** to reflect further and develop your design

Observe interactions of people with spaces
- Reflect upon the **questions provided in the Checklist** to understand the needs of the site
- **Talk to the local stakeholders** on the site

Debrief & Q&A
- Interact and ask questions to the city officials after the site visit

Use the Walking Audit Checklist for these 2 steps!

Your journey in the
Streets for People Design Competition...
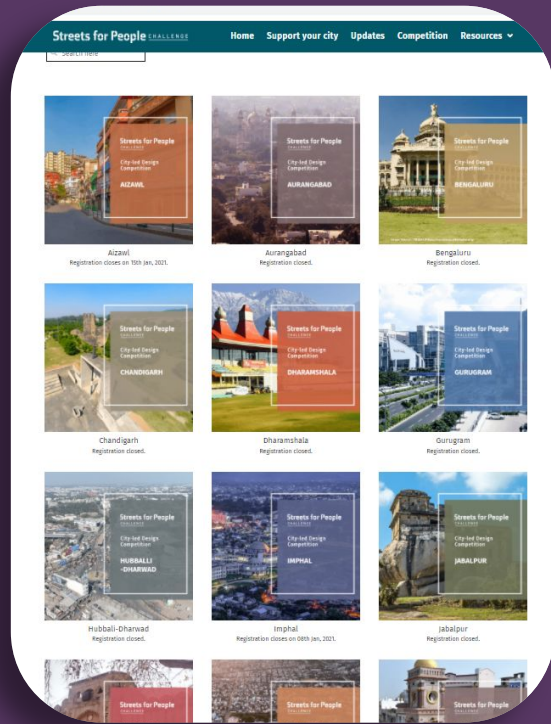
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Let's take a look!

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Good?

BAD?

Participate in the evaluation process

Making a **successful design submission**

A. Develop a vision

B. Get the basics right in design

C. Detail-out the proposal

D. Communicate your proposal

THINK BIG

Set your vision for the site **based on the aspirations of the city and community**.

Do not be limited by the constraints of present situation.

Reimagine the future.

Eg: Cheonggyecheon, Seoul

The vision to transform the downtown with a 10.9 km long public space emerged from the aspiration to prioritize people, and was not limited by the existing elevated carriageways.

Before

Source: NACTO-GDCI
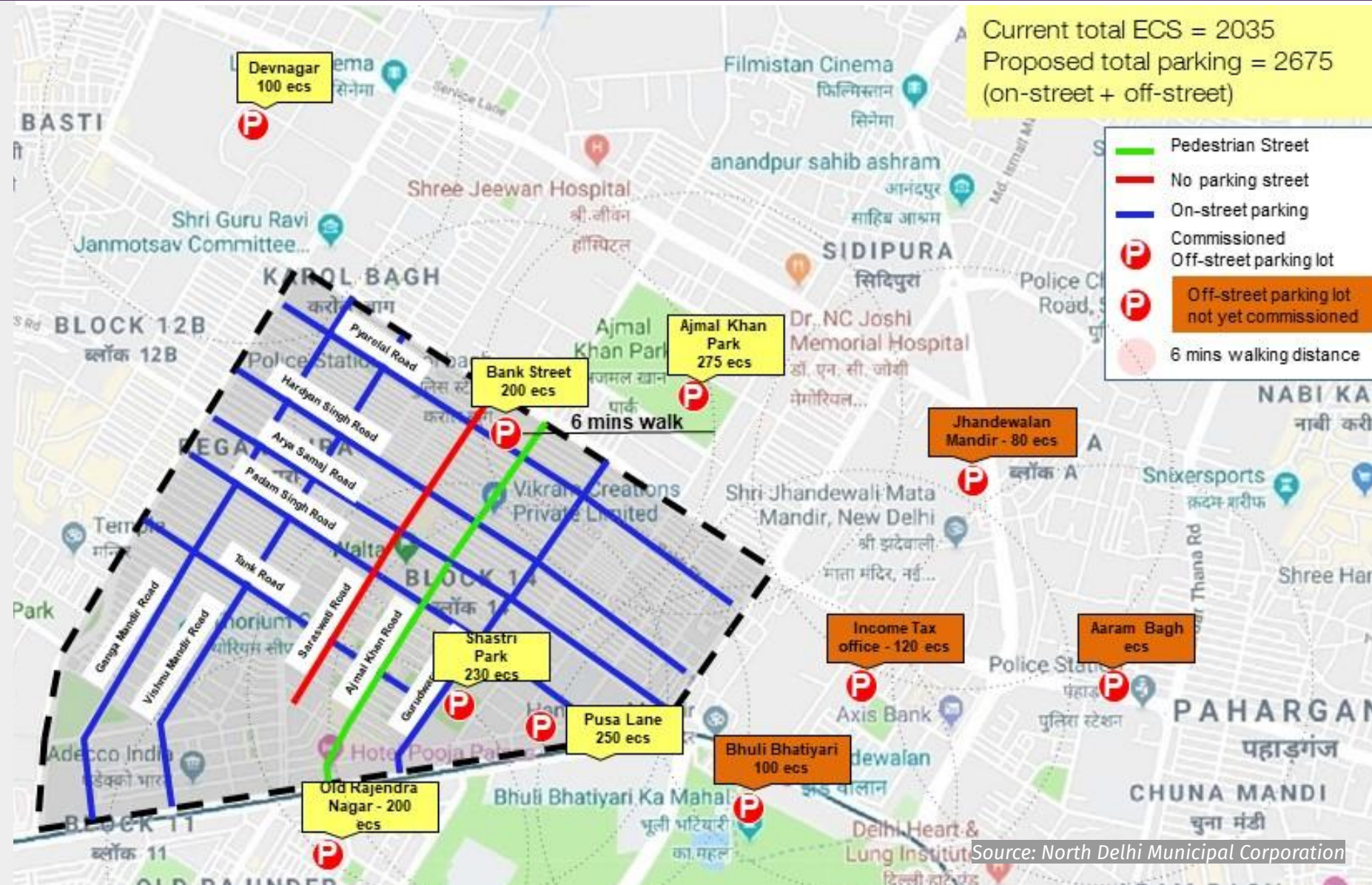
After

Source: NACTO-GDCI

THINK AS A WHOLE

Embrace an area-based approach with strategies for holistic planning.

Understand the impact of any interventions on your site and **think comprehensively.**

Eg: Karol Bagh, Delhi

The pedestrianisation of Ajmal Khan Road, has led to reimagination of the entire neighbourhood.

Improvements included multi-modal integration, parking & vendor management, etc.

Current total ECS = 2035
Proposed total parking = 2675
(on-street + off-street)

Legend:
- Pedestrian Street
- No parking street
- On-street parking
- P Commissioned Off-street parking lot
- P Off-street parking lot not yet commissioned
- 6 mins walking distance

Devnagar 100 ecs

Ajmal Khan Park 275 ecs

Bank Street 200 ecs

6 mins walk

Jhandewalan Mandir - 80 ecs

Income Tax office - 120 ecs

Aaram Bagh ecs

Shastri Park 230 ecs

Pusa Lane 250 ecs

Bhuli Bhatiyari 100 ecs

Old Rajendra Nagar - 200 ecs

Source: North Delhi Municipal Corporation

THINK CONTEXTUAL

The design proposal should be **strongly rooted to the local site context.**

Respond to the heritage value, natural features, land use mix, etc

Eg: Amritsar, Golden Temple

The redevelopment reflected the historic design language in material choice, inclusion of art, statues, and other features.

Tourists were recognised as key stakeholders and basic amenities were provided

Before

Source: Wikimedia

After

Source: cityamritsar.com

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What should be **our priority** as we develop our design solutions?

Prioritize people while planning…

Prioritize the movement of people over motorized vehicles through planning strategies.

- Develop the larger network for **walking and cycling**

- Identify street segments/areas for **complete or partial pedestrianisation**

- Propose strategies to **manage vehicular traffic**

- Create **shorter networks** for walking and cycling by breaking the block sizes
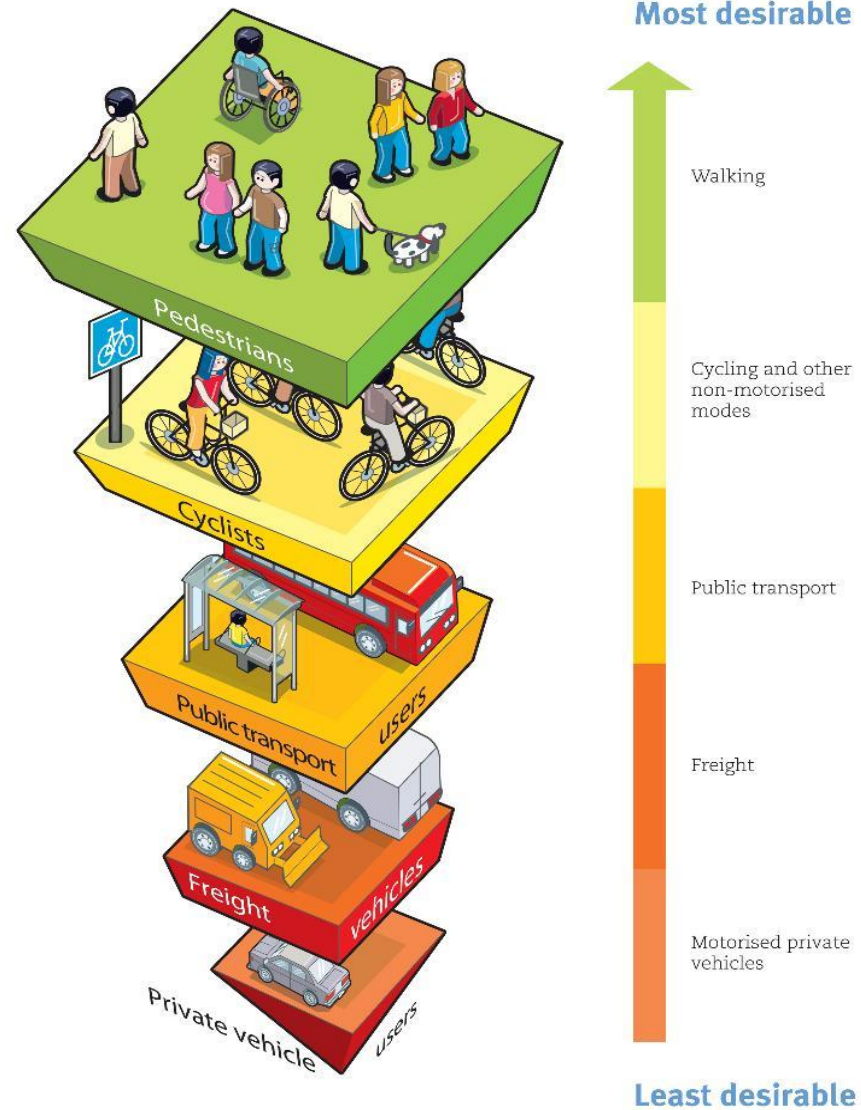
Most desirable

Walking

Cycling and other non-motorised modes

Public transport

Freight

Motorised private vehicles

Least desirable

Reimagine streets as public spaces by reclaiming space…

Design the **streets** not only as conduits for movement, but **as places to sit, rest, play, and socialize:**
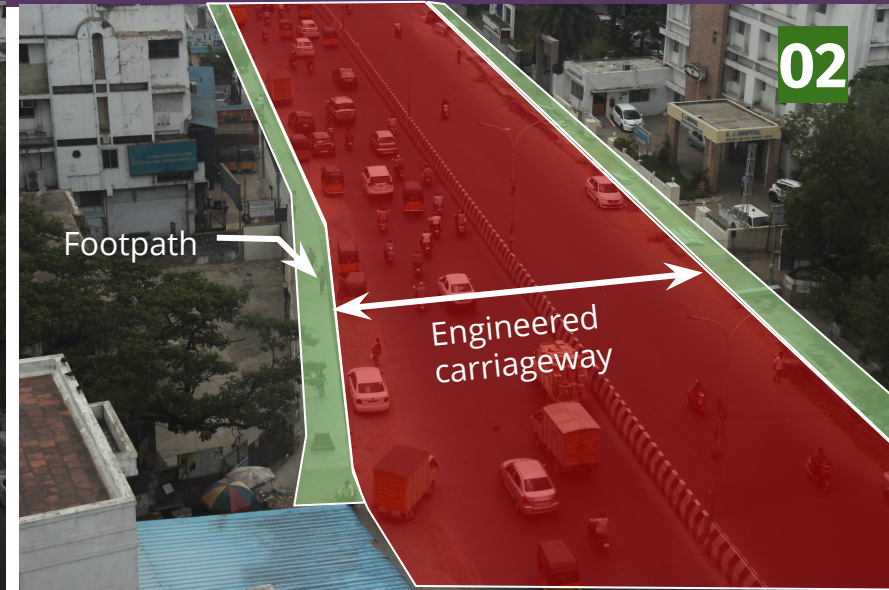
- **Reclaim spaces** by
    A. Making the **carriageway consistent**
    B. Making **compact intersections**
    C. **Designing chicanes** to calm traffic and carve out public pockets

- Respond to the needs of all irrespective of age, gender, physical ability, and socio-economic status

Source: Cork Beo

How do we **reclaim space** from the streets to create public spaces for people?

Reclaim space by creating a consistent carriageway

01. Existing scenario

02. **Present status** of footpath & engineered carriageway

03. **Begin from the centerline and mark a uniform carriageway**

04. **Reclaim the space along both the edges** to accommodate pedestrians, cyclists, and Multi-use zones.

Footpath

Engineered carriageway

Centerline
Kerbline

Reclaim space by creating compact intersections

Compact intersections allow for efficient and safe use of road space, with more room to create public spaces to liven up the junctions.

Poorly designed geometry, wide free left turn, lack of pedestrian crossing, lack of traffic signal management, etc. are the few common threats in intersections.

Do not miss out to address them in your design proposal.

Reclaim space using other ideas

There are many **other innovative ways** to reclaim spaces to create Streets for People:

- **Identify walk and cycle-only thoroughfares** through large campuses, institutions, office complex, parks etc.

- **Create chicanes** by strategically placing diversions in the form of bollards, planters, traffic cones, parking etc.

- **Filter traffic on neighbourhood streets** by placing bollards etc. Ensure to filter a few blocks inside the neighbourhood such **residents can enter the neighbourhood but outside vehicles can not cut across it.**

Salem, India

What can we do with the reclaimed spaces?

Redesign the reclaimed space for people...

Source: GIZ

Using quick, innovative and low-cost interventions...

Via placemaking physical elements

Source: ITDP Brazil

Via re-programming existing activities

Source: NACTO - GDCI
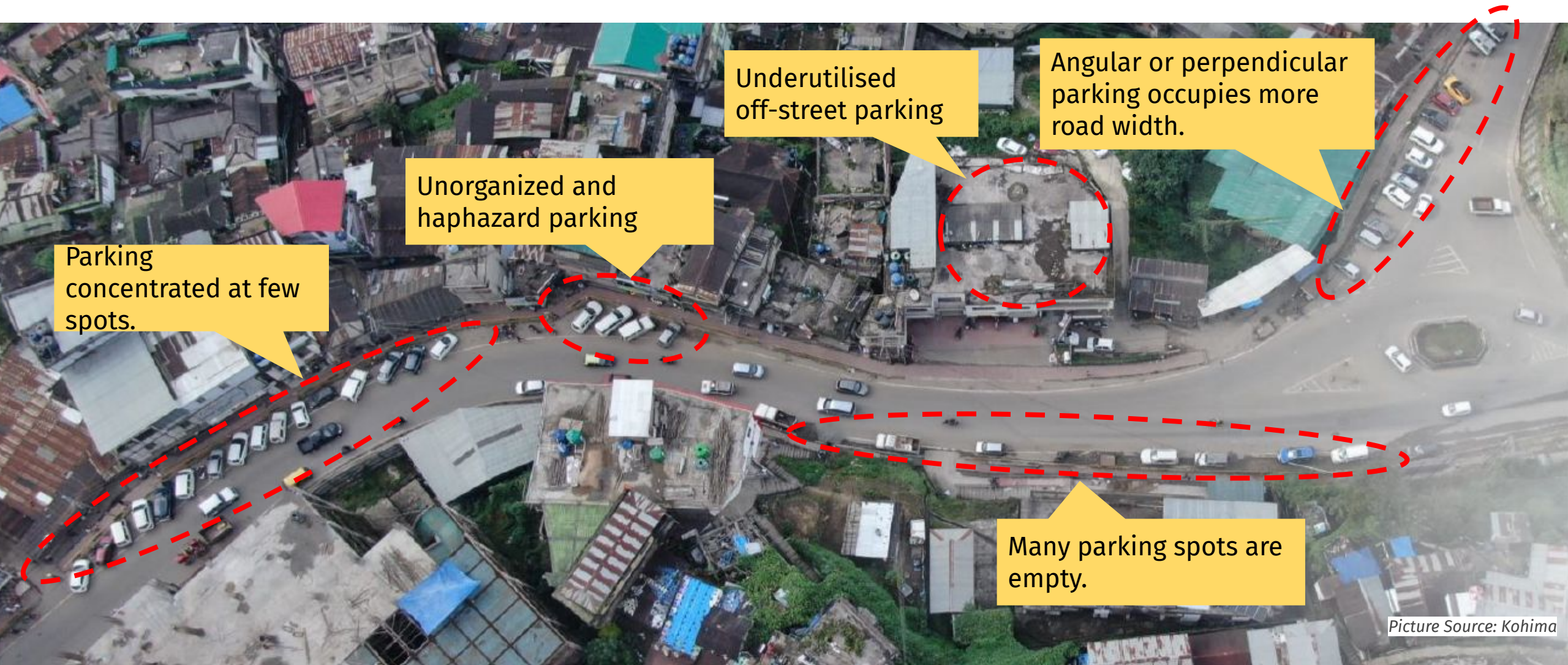
By introducing new programmes

Source: The Tribune India

By enabling campaigns and events!

Source Equal Streets Bandra

How can we design solutions to manage parking?

Observe the common issues caused by parking

Parking is a local problem

Underutilised off-street parking

Angular or perpendicular parking occupies more road width.

Unorganized and haphazard parking

Parking concentrated at few spots.

Many parking spots are empty.

Picture Source: Kohima

Demarcate | Distribute | Enforce

Strict enforcement is critical to ensure the success of parking management systems

Clearly mark parking slots for better discipline and enforcement.

- 4W parallel parking
- Cycle & 2W perpendicular parking
- Locations for freight loading/unloading

Clearly demarcate no parking zones.

- Avoid parking on arterial streets, around intersections, pedestrian crossings and bus stops.

Distribute parking along the entire road stretch to avoid crowding at few spots.

Picture Source: Kohima
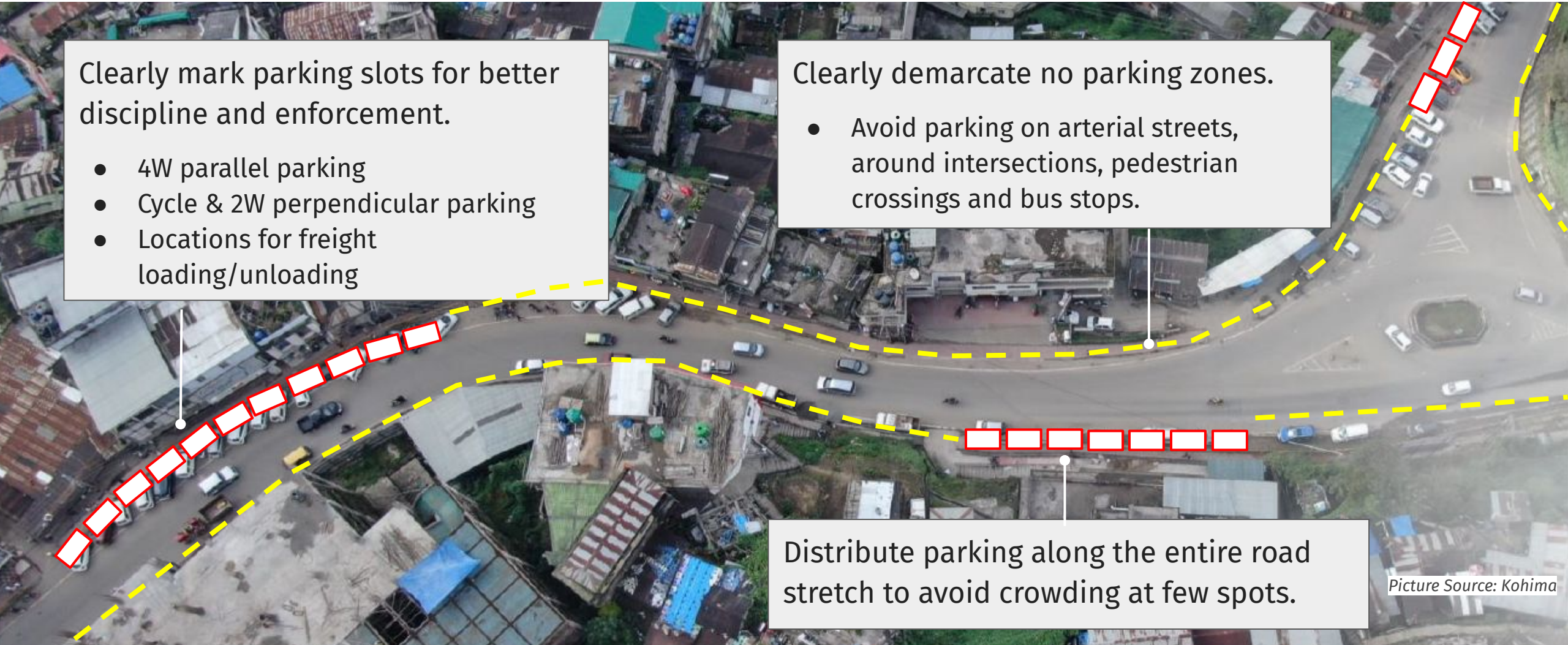
Let's take a quick look at how we can manage parking!

- **Encourage use of off-street parking** facilities on priority.

- **On-street parking prices should be higher** than off-street parking.

- When parking spaces given on-street, **distribute slots and demarcate it clearly in design layouts**.

- **Prioritize parking for cycles and IPT** (Autos, shuttle services, etc.), then allocate space for private motor vehicles.

- **Recommend parallel parking slot for cars and perpendicular parking slot for two-wheelers.**

2 m

6 m
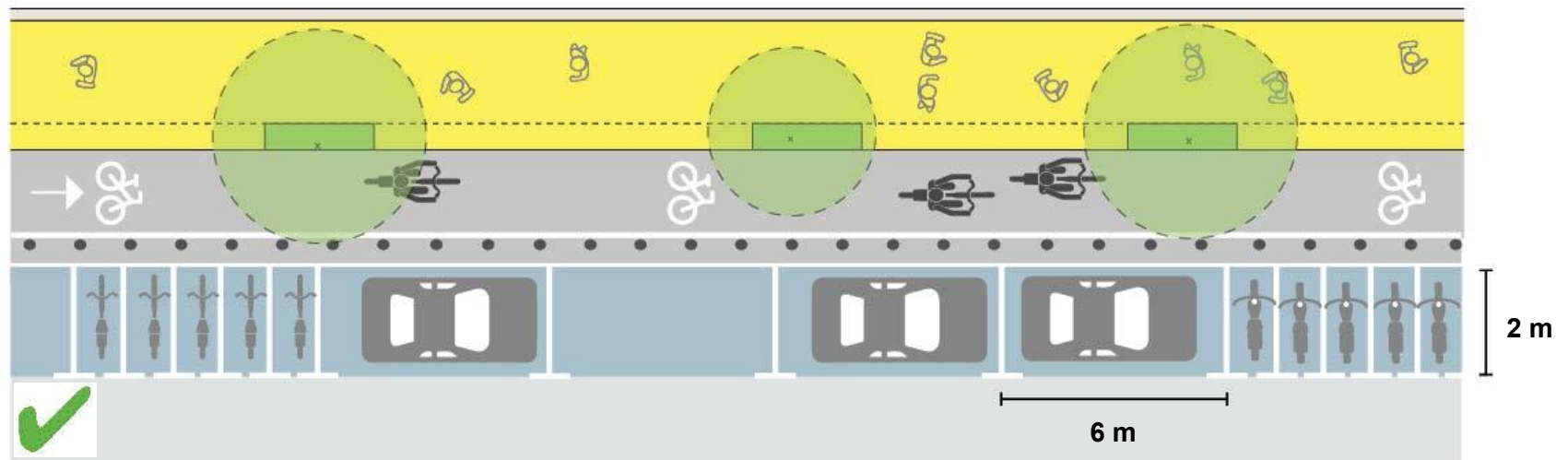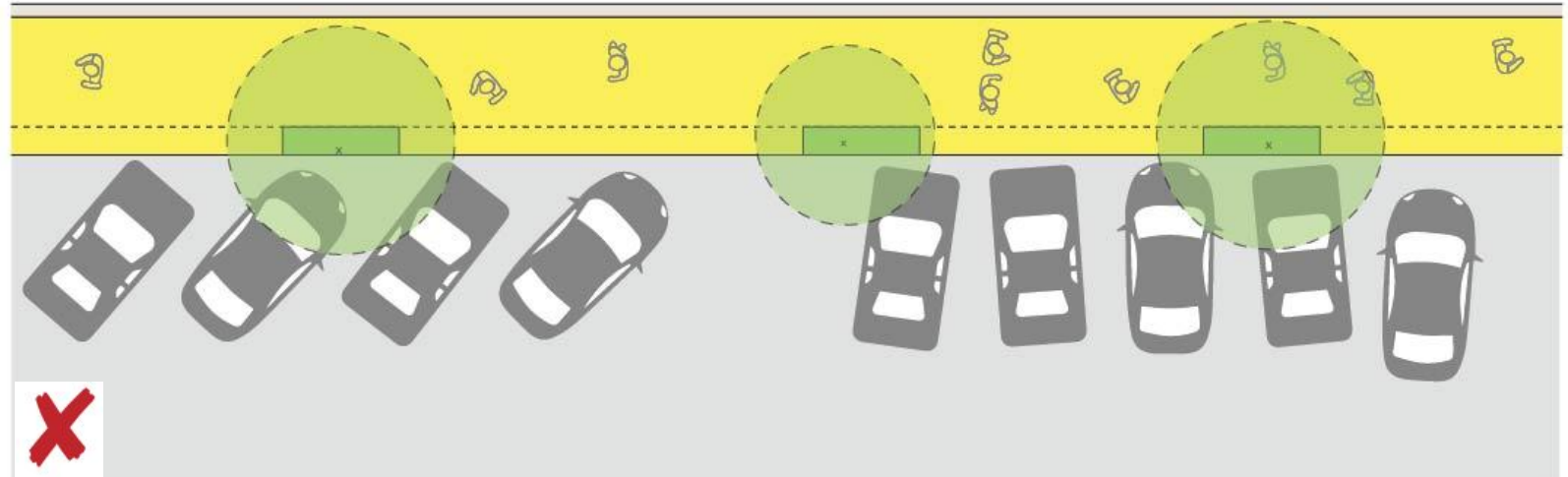
Finally, pay attention to other site-specific challenges too...

In addition to the illustrated basics, do not miss out responding to the other site-specific challenges, which may include:

1. **Vending** management
2. Organisation of paratransit services
3. **Waste management** & reorganisation of other utilities / services
4. **Access to public transport** & multi-modal integration

We have shared a **guidebook with detailed steps** to achieve a successful submission!

Source: Ryan Collerd

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Source: Cork Beo

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Pay attention to **material selection**

Develop a simple and interesting **material palette for the permanent intervention and also the temporary Tactical Urbanism pilots.** Keep in mind the following points.

1. Utilise local materials
2. Respond to local aesthetics and character
3. Practise reuse and recycle to make it low-cost
4. Check the durability
5. Prefer materials and details that are easy to implement / reassemble

Source: UDC, GIZ India

Source: NACTO

Provide rough estimates and timelines

- Include a **rough budget estimate for the tactical urbanism pilot** as part of the proposal

- Provide **a phasing & implementation strategy** by mapping time, resources, and stakeholders.

The templates provided are only samples. Do build on them and present the content innovatively.

Eg: TU Budgeting

Sl No	Particulars	Unit	Per Unit cost	No. of units required per km (as per design)	Cost estimate per kilometer
1	Traffic cones	Nos.	Rs. 750 - 400	XX	XXXX
2	Nylon heavy duty rope	Meter	Rs. 20 - 50	XX	XXX
3	Thermoplastic paint	Kg	Rs. 30 - 65	XXXX	XXXXX
4	Planter boxes	Nos.	Rs. 70 - 150	XXXXX	XXXXX
5	(Other items to be included as per design proposal)				

Rates are given as per current market price, may differ across cities. We recommend you to include a definite value, not range

Eg: TU Implementation plan

Sl No	Street Name / Landmark	Activities	Stakeholders	Days 01	02	03	04	05	06	07	08
1	Rajaji Road - Segment 01	Clearing up the encroachments	ULB, Volunteers	▉	▉						
2	Rajaji Road - Segment 02	Painting work	Volunteers, Traffic police			▉	▉	▉			
		Installing street furniture	Volunteers, local residents, Hired carpentry team						▉	▉	▉
3	(Build the table as per design proposal)										

Photo: City contractors and local volunteers redesign the street to make it safer for people
Source: NACTO

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Simply communicate your proposal

Communicating your design in a **simple, legible, and bold** manner is the key to reach the city officials and community.

Key points to consider:

1. Highlight **vision statement** with supporting visuals

2. Ensure the **drawings are legible, to scale and reflects the design basics**

3. **Narrate a story** through simple graphics and use **minimal text**

4. Present your proposals in **comparison to existing site condition** (Before / After)

We will **share guidance on simple and effective methods** to communicate your designs

Source: Bandra Collective

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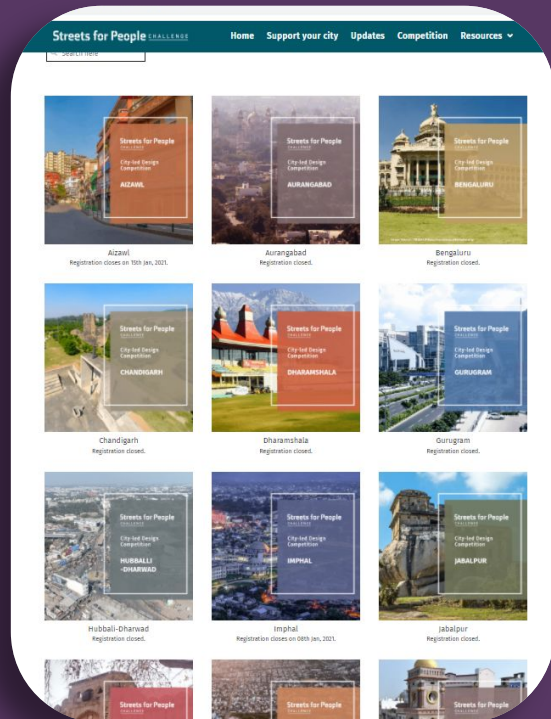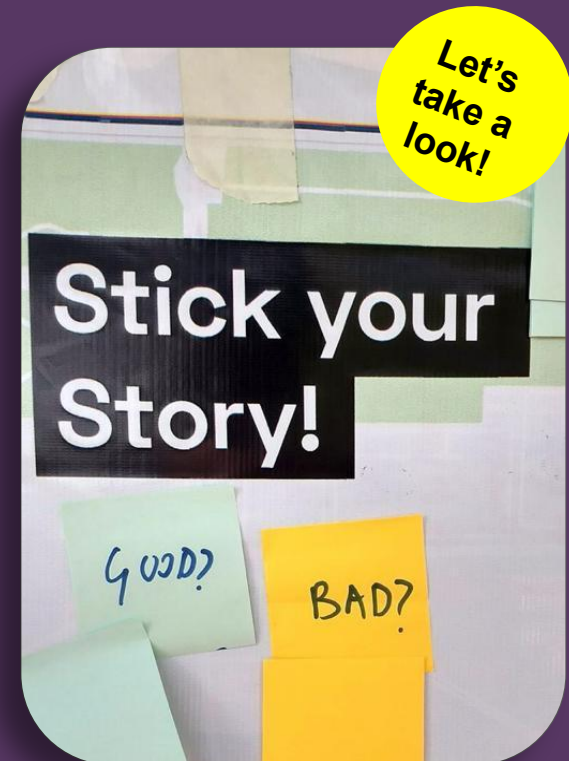
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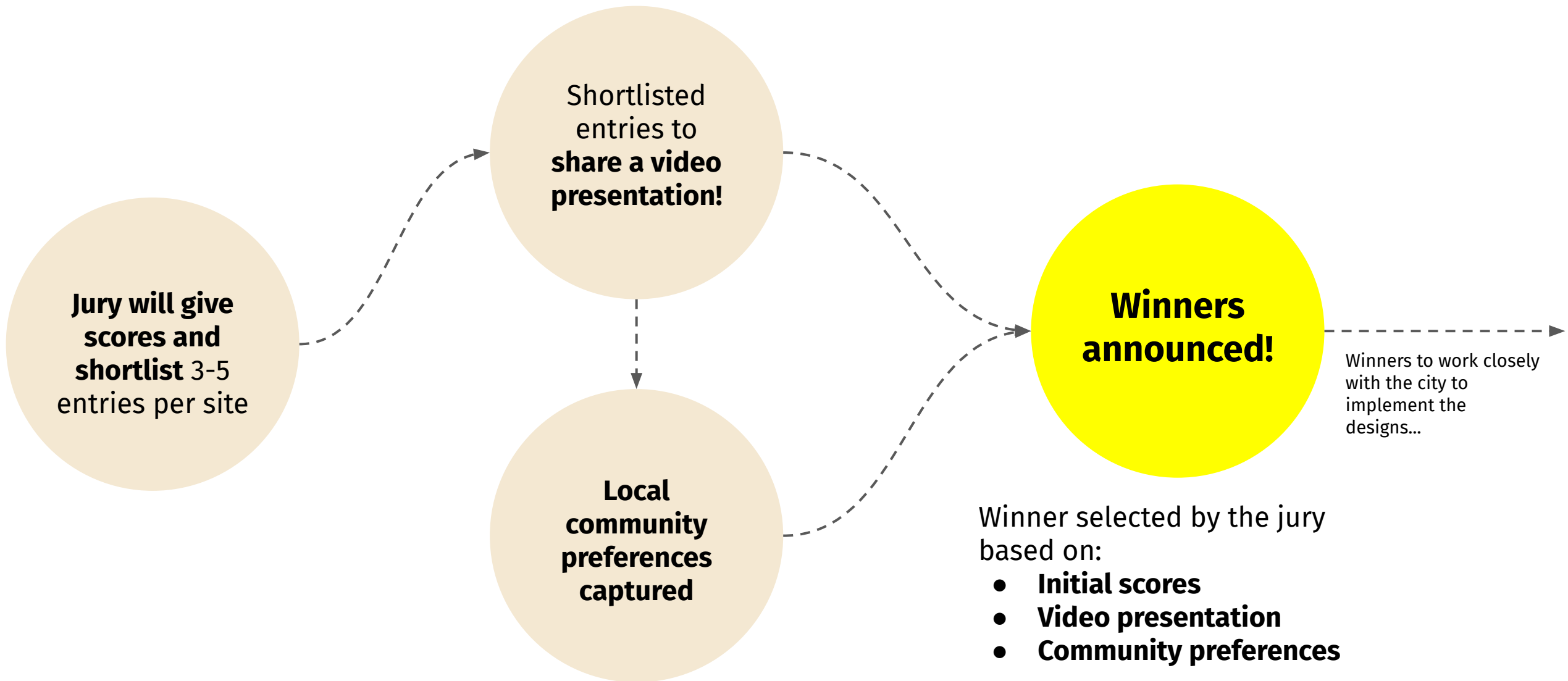
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Participate in the evaluation process

Let's take a look at the evaluation process…

Jury will give scores and shortlist 3-5 entries per site

Shortlisted entries to **share a video presentation!**

Local community preferences captured

Winners announced!

Winners to work closely with the city to implement the designs…

Winner selected by the jury based on:
- **Initial scores**
- **Video presentation**
- **Community preferences**

What is the jury looking for in your designs?

A **city-specific jury** including city officials, urban planning and design experts, and local representatives will evaluate the submitted proposals.

The **evaluation criteria** for both the rounds will be:

10% - Originality of idea

20% - Inclusivity of all users

30% - Ease of implementation

40% - Design technicalities

For regular updates, guides, announcements and more..

Join our whatsapp group!

Joining link added to chat

Thank you

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