SHIMLA
Streets for People
CHALLENGE

Design competition brief
February 2021

About

Streets for People
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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.

Contents

City overview

Shimla

Shimla is one of the hill stations which were established on preferred locations during British rule in India. It is the summer capital of pre independent India, planned and developed for a maximum population of 25,000 in a picturesque hill setting and remains the terminus of the narrow-gauge Kalka-Shimla Railway, completed in 1903.

Presently, Shimla is capital of the state of Himachal Pradesh, one of the most preferred tourist destinations in the country and the most important administrative and educational centre in the region. It is a challenge to meet the demand of residential, commercial, educational, work and recreational facilities for this ever increasing population though numerous relentless initiatives have been and are been taken.

Shimla is known for the handicraft shops that line The Mall, a pedestrian avenue, as well as the Lakkar Bazaar, a market specializing in wooden toys and crafts.

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.

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.

Some Glimpses of Shimla Cyclothon ......

Shimla Smart City Limited

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 **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 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

Step 01: Pick preferred sites

Step 02: Register here

Step 03: Participate in the walking audit

Step 04: Submit your designs

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*

Pilot Site Sanjauli to IGMC

Flagship pilot site

Site A: Sanjauli-IGMC road

Area of pilot: 1.5 kms

The street serves as an important link connecting Sanjauli (an activity hub of that area) and Mall Road (major centre point/tourist attraction point) through IGMC hospital and Lakkar Bazar. The road currently is 2-lane road carrying vehicular traffic and there is no segregated path for pedestrian movement, thus the pedestrian safety gets hampered. It is majorly used by patients of IGMC hospital, students and residents.

The priority is to make the street pedestrian friendly and convenient for patients to move along with the wheelchair. Due to harsh weather conditions, a covered Pedestrian path is preferred which will encourage more pedestrian movement.

'**Design solutions must look at an area based approach and holistically plan the streets around the site as well**'

Click here to download site details

Neighbourhood site

Site B: Nav Bahar, St. Bede's College.
Area of pilot: 235 mtr

Navbahar is a local neighbourhood in the City of Shimla which is mainly a residential area and various prestigious educational institutions including St. Bede's College and Convent of Jesus and Mary are situated here.

The main road is a connecter between Sanjauli – activity hub of Shimla city and Chota Shimla area and has high traffic volume throughout the day.

The main purpose of the pedestrian path is to make the street safe for pedestrians and convenient for the students of the nearby college and school, thereby motivating them to use the same.

'**Design solutions must look at an area based approach and holistically plan the streets around the site as well**'

Click here to download site details

Timeline

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

| Competition roll-out	Registration closes	Walking Audit	Submission by 11:59 pm IST	Announcing of results
2nd Feb 2021	8th Mar 2021	3rd Mar 2021	8th Mar 2021	15th Mar 2021

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.
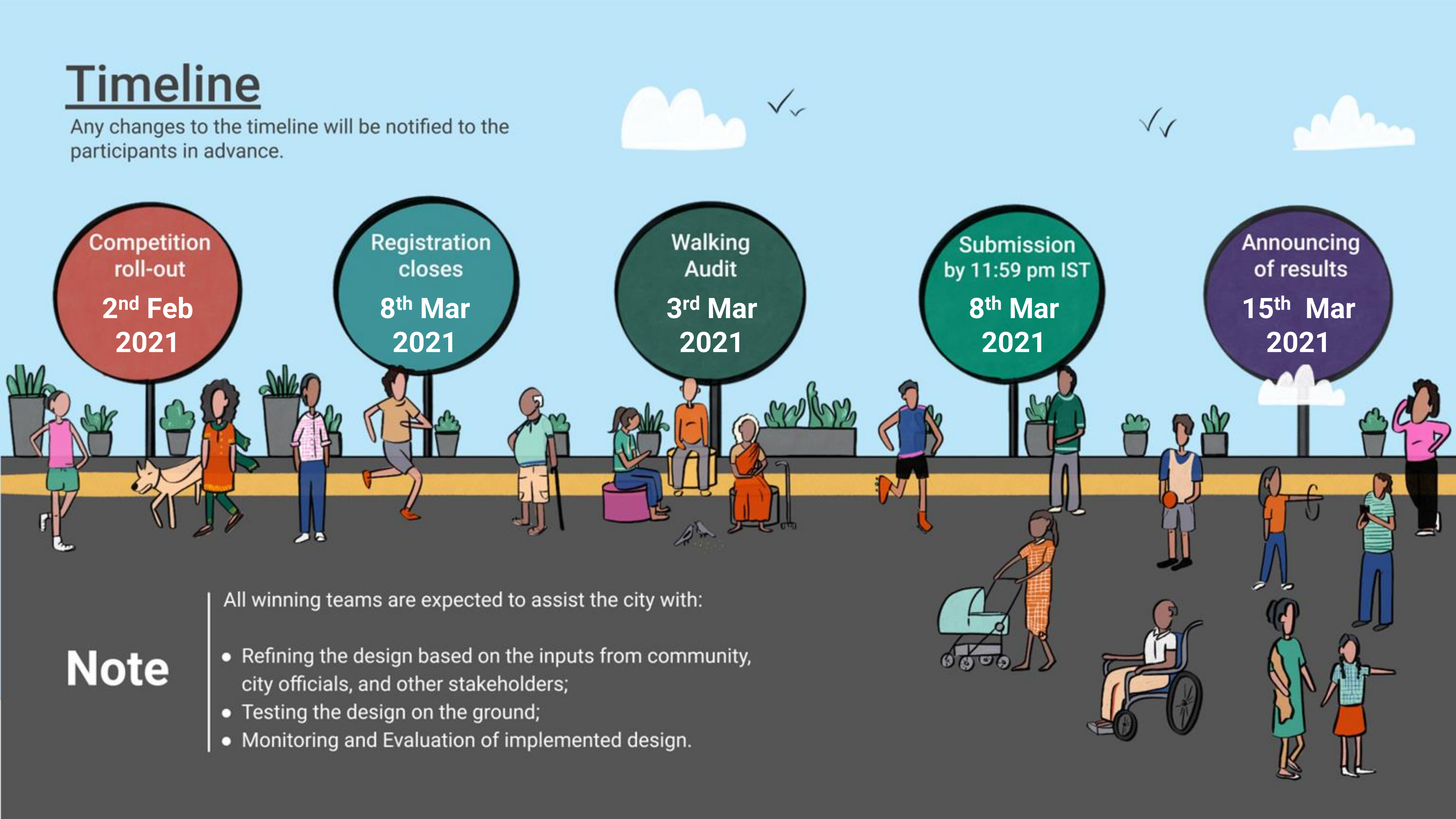
Eligibility criteria

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 (city to update email here).

For any queries, email us at (shimlastreet4people@gmail.com)

A1

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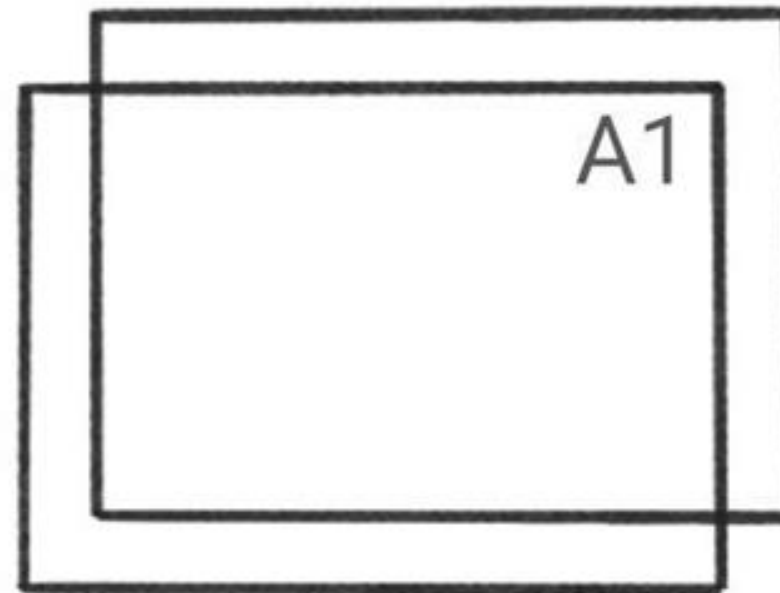
2 A1 Sheets must be submitted in .pdf/.jpeg format
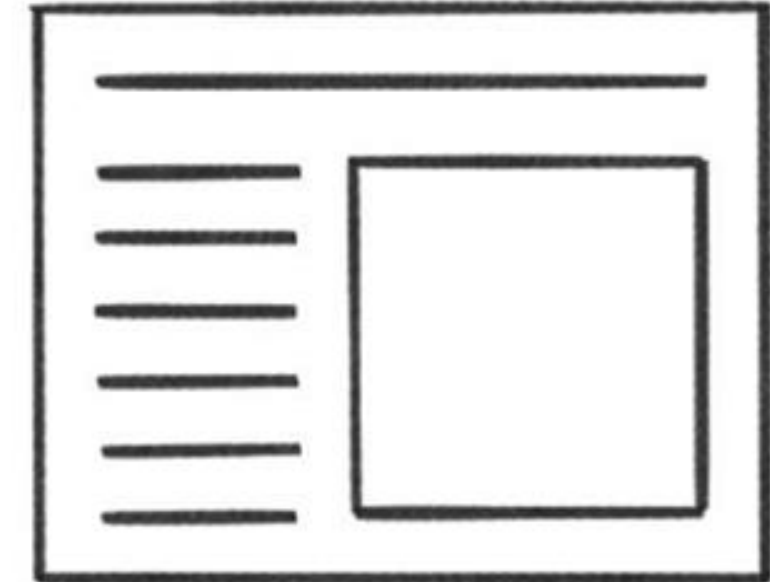
Slide deck of maximum 20 slides

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 *Shimla 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.

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

	1st prize	2nd prize	3rd prize
Site 1 Sanjauli – IGMC Road	7,500	5,000	2,000
Site 2 Nav Bahar,St. Bed's College	7,500	5,000	2,000

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A programme of