



# Streets for People

CHALLENGE

WORKSHOP 5

## Implementation Guide - W6

Templates & guides



Ministry of Housing and Urban Affairs  
Government of India



# **STREETS FOR PEOPLE**

## **IMPLEMENTATION GUIDELINES**

A guide for testing walking & cycling-friendly tactical urbanism interventions

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# BEFORE PILOT TESTING

Good pre-work ensures successful pilot implementation. It includes preparing a detailed work plan and collaborating with key stakeholders.

- A. Prepare a detailed work schedule
- B. Prepare a traffic management plan
- C. Identify stakeholders and distribute responsibilities
- D. Seek necessary approvals

# A. Prepare a detailed work schedule

- **Create a bill of quantities** that gives an estimate of the items and person power that are required to implement the design
- **Build on the TU budgeting table and Implementation plan provided by the participants** as part of the competition submission
- Schedule Implementation at times of the day and week that **cause minimal disruption.**

**Eg: TU Budgeting table**

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**

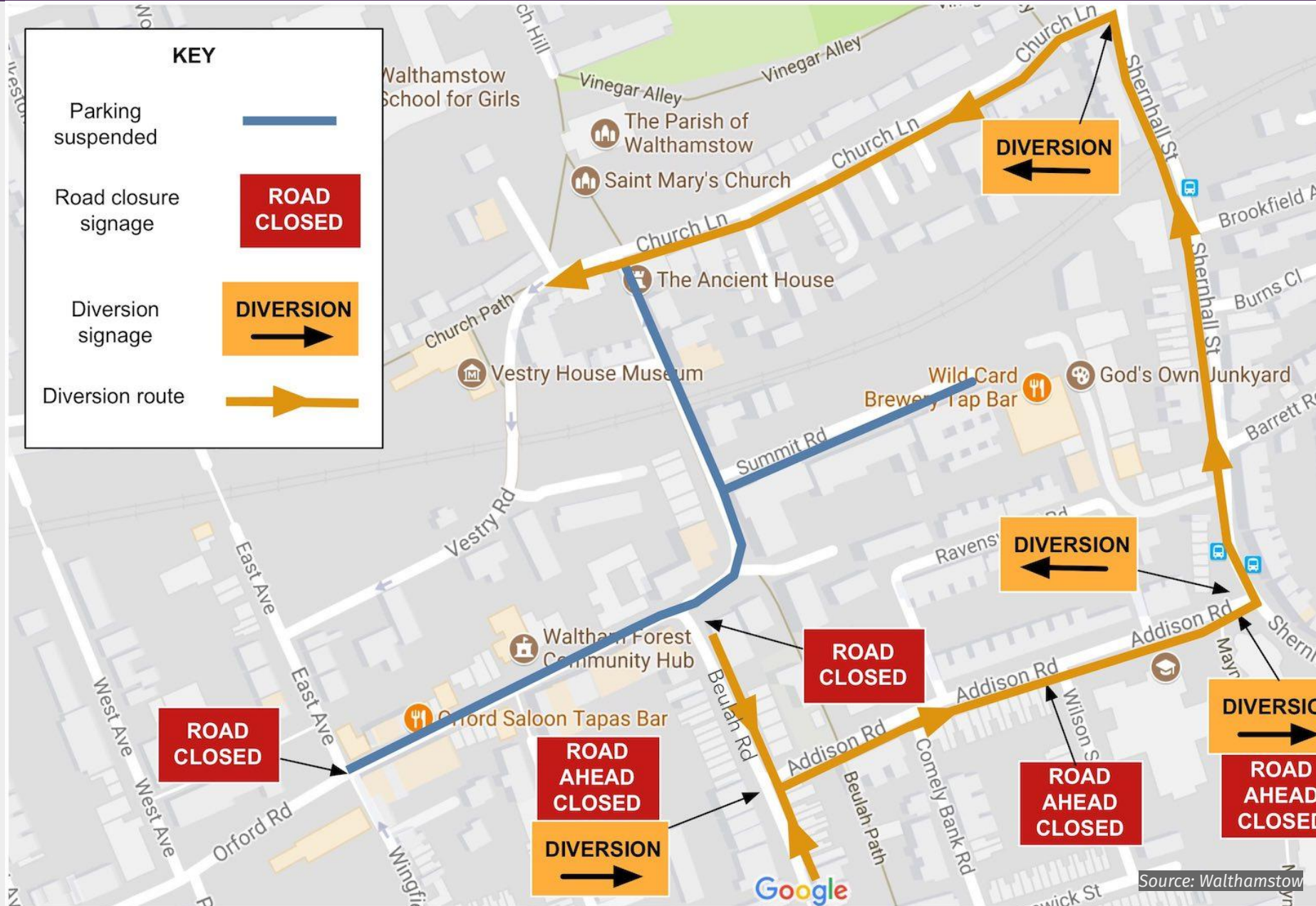
Sl No	Street Name / Landmark	Activities	Stakeholders	Days									
				01	02	03	04	05	06	07	08		
1	Rajaji Road - Segment 01	Clearing up the encroachments	ULB, Volunteers										
2	Rajaji Road - Segment 02	Painting work	Volunteers, Traffic police										
		Installing street furniture	Volunteers, local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



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

# B. Prepare a traffic management plan

- Embrace area-based planning approach and prepare traffic management plans with winning teams
- Collaborate with traffic police to finalise traffic rerouting, lane demarcation, and relocation of parking
- Engage with local shopkeepers and market associations to figure out the changes in freight delivery
- Include time-based traffic management measures



Source: Walthamstow

# C. Identify stakeholders and distribute responsibilities

- **Traffic Police**
  - Traffic Management
  - Provision of barricades, traffic cones
- **Volunteers**
  - Implementation
  - Documentation
  - On-ground outreach
- **Residents, Shopkeepers**
  - Implementation
  - Sponsorship
  - Operations & Maintenance
- **Media persons**
  - Outreach



*Use the database from 'Support your city' portal to identify volunteers.*

## D. Seek necessary approvals

- **Get necessary approvals** from traffic police, municipal authorities, other relevant agencies.
- **Check the road conditions** if any repairs are required. Speak with utility agencies to ensure that they do not dig up the site during testing.
- **Inspire and get the buy-in from all involved stakeholders** before testing so as to avoid any hindrances in future.



**Start by testing out a small stretch** and expand the implementation to the rest of the pilot.



# DURING PILOT TESTING

The process of testing on the ground should be a coordinated effort between the officials and the community. Keep the process flexible to accommodate modifications. Seek suggestions from the community and refine the design along with the winning teams. This will go a long way in building strong support for the initiative.

- A. Prepare the site
- B. Outline the proposed design
- C. Put in effect the alternate traffic plan
- D. Implement the final design
- E. Include implementation elements

# A. Prepare the site

- **Fix any potholes and level the surface.**
- **Sweep and wash any road surface that is dusty and soiled** to clear the settled soil, litter and old road markings if possible.
- **Prune trees** to remove obstructions in the path of cyclists and pedestrians.



## B. Outline the proposed design

- **Mark the edges of the pedestrian space, cycle lane, parking, and property entrances.**
- **Mark out any design features** that are planned as part of TU
- In streets with heavy traffic, **marking should be done during night** to avoid disruption.

### **Materials used for marking :**

- Chalk/Chalk powder (or)
- Water based Paint

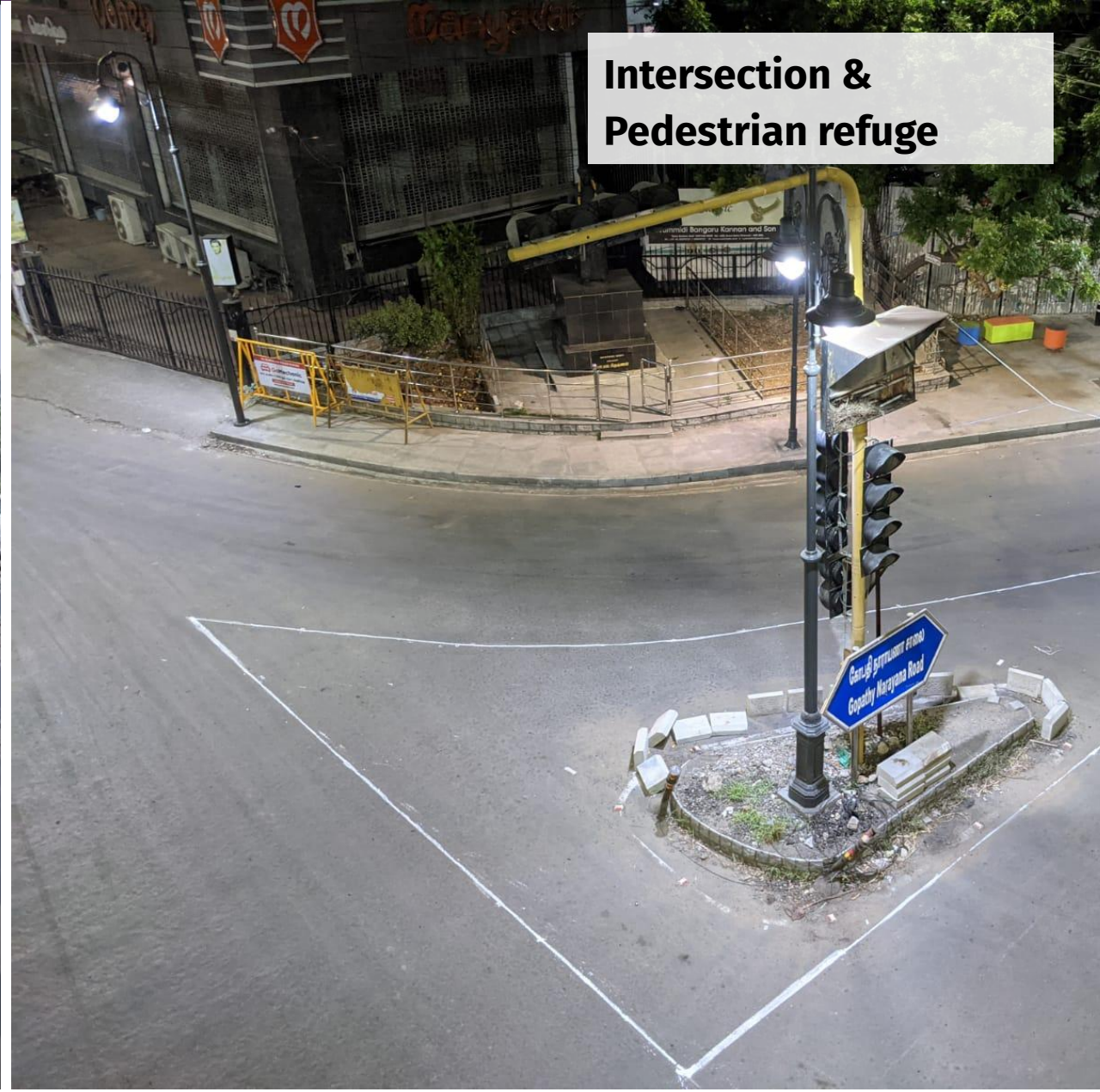


## B. Outline the proposed design

**Pedestrian and cyclist zone**



**Intersection & Pedestrian refuge**



## C. Put in effect the alternate traffic plan

- **Conduct a trial run of the pilot for a short period** to observe the traffic movement.
- **Observe the site conditions** (including property entrances) and **adjust the design and turning radius at intersections** (especially for bus movement).
- **Materials used for trial run :**
  - Traffic cones
  - Barricades
  - Chalk/Paint to outline



**Note:** Seek support from City Traffic Police and involve volunteers to enforce and implement the traffic plan

## D. Implement the final design

- **Revise the design** based on the learnings from trial run
- **Alter the BOQ & work schedule** based on final design and procure materials prudently
- **Place warning signs and barricades** to cordon off the road and ensure the safety of volunteers while implementation.
- **Make it a community-led process**



# E. Include implementation elements

The implementation of final design should take into account the following elements so as to reimagine the streets for people

1. **Segregators**
2. **Street seating**
3. **Other place-making elements** (kids play, gyms, other programming elements)
4. **Surface treatments**
5. **Signages**
6. **Street lighting**



# 1. Segregators

- Segregators are elements that **protect pedestrians and cyclists from fast-moving vehicles on the carriageway.**
- They are also used to **reduce encroachment by parked vehicles.**

## Principles

- Easy to procure and install
- Low-cost
- Easily visible, even at night
- Safe for all street users (pedestrians, cyclists, motorists, etc)
- Long-lasting and durable

## Dos and Don'ts

- **The segregator should be 2-3 feet high** to protect the pedestrian, cyclists, and prevent encroachment
- **Provide a buffer** marked by a **double line**, between the pedestrian lane and carriageway
- **Segregators should be visible at all times**, even at night, to prevent accidents
- **Do not use ropes** between the segregator elements. Use kerb stones if needed.



# 1. Segregators



Source: Seattle Department of Transportation

## Delineators

- These are flexible, plastic bollards
- Easy to install and remove
- Highly visible
- Lightweight and can be blown away easily. Need to be fixed using a sturdy base.



Source: TradeIndia

## Traffic cones

- Easy to procure
- Highly flexible in terms of use for traffic control during implementation and as a barrier element for short-term demonstration project.
- Work as effective cones for use during the evening or night.



Source: Liverpool City Council

## Traffic barricades

- Easy to procure
- Suitable at intersections
- Difficult to transport
- Forms a continuous barrier which restricts cyclists and pedestrians from exiting the lane in case of danger

# 1. Segregators



Source: Liverpool City Council

## Tire Planters

- Easy to procure
- Lightweight, stackable
- Reusable, but only appropriate for short-term project use.
- Occupies a lot of street space, not suitable for narrow streets



Source: Streetplans

## Planters

- Easy to procure
- Lightweight
- Not durable beyond a few weeks
- Should be 2-3 feet high to give a sense of segregation



Source: Liverpool City Council

## Wooden crates

- Lightweight, stackable wooden crate of various sizes can be used to form as planters and seating
- Reusable, but only appropriate for short-term project use.

**The cities are encouraged to be creative and come up with innovative, low-cost segregators**

## 2. Street Seating

Include **temporary street seating** as part of the design to encourage citizens **to stay, rest, and spend more time** on the pilot location.

The **street seating can be individual chairs or benches** and should be integrated with

- Planters
- Shading elements like Gazebos, pavilions, etc
- Art installations



# 3. Other Placemaking Elements

- Identify a **theme** and create a **sense of place**
- Include **active programs** for public engagement
  - Vendor zone
  - Performance spaces
- Develop **temporary structures** to create shaded areas accessible for all user group
- Add **play zones and elements**
  - Kids play elements
  - Street/Open gyms



## 4. Surface Treatment

- **Surface treatment helps to highlight reallocation of street space and liven it up.**
- They need to be applied at **conflict points for pedestrians and cyclists, intersections, and mid blocks** to make users aware of the transformation.
- **Use solid colours and avoid painting colourful patterns** on the cycle lane as it will be distracting for cyclists.



**Note:** Create stencils and include cycle logos in pop-up cycle lanes and cycles boxes. [Refer IRC 35-2015](#) for standards

# 4. Surface Treatment

	Easy to apply	Long lasting	Highly visible	Easily available	Application	Remarks
<b>Thermoplastic Paint</b>	✗	✓	✓	✓	<ul style="list-style-type: none"> <li>• Lane Marking</li> <li>• Cycle Logo</li> </ul>	<ul style="list-style-type: none"> <li>• Available in limited colours</li> <li>• Takes time and machinery to apply</li> </ul>
<b>Floor coat emulsion paint</b>	✓	✓	✗	✗	<ul style="list-style-type: none"> <li>• Surface treatment</li> </ul>	<ul style="list-style-type: none"> <li>• Available in limited colours</li> <li>• Takes time and machinery to apply</li> </ul>
<b>Aerosol spray paint</b>	✓	✓	✓	✗	<ul style="list-style-type: none"> <li>• Surface treatment</li> <li>• Cycle Logo</li> </ul>	<ul style="list-style-type: none"> <li>• Available in many colours</li> </ul>
<b>Aerosol markers</b>	✓	✓	✓	✗	<ul style="list-style-type: none"> <li>• Lane Marking</li> </ul>	<ul style="list-style-type: none"> <li>• Needs machinery - wheeled applicator</li> </ul>

# 4. Surface Treatment process



## 1. CLEAN THE SURFACE

Start by cleaning the surface once again for easy application of paints.



## 2. OUTLINE WITH CHALK

Draw the kerbline, patterns, crossings, and other design elements on the street with chalk



## 3. OUTLINE WITH DUCT TAPE

Create clean boundaries using duct tape.



## 4. APPLY A PRIMER WHEN NEEDED

For paints that require a primer, start by applying a base coat.



## 5. APPLY FINAL PAINTS

Apply the final layer of vibrant paints

Source: *Tactical Urbanist's Guide*

Process source: *Sringeri mutt TU, ITDP*

# 5. Signages

Including signages as part of TU pilot will help in **informing citizens about the altered traffic flow, parking regulations**, and will bring visibility to pedestrians & cyclists.

- Install **appropriate signage**
  - Regulatory signs
  - Informatory signs
  - Warning signs

[Create signages based on IRC 35-2015.](#)



Source: Seattle Department of Transportation



Source: Seattle Department of Transportation



## 6. Street lighting

- **Identify street segments within the pilot with inadequate lighting** and install street lights at a **height of 3-6m.**
- Add additional street lights, if required at **junctions and conflict points.**
- **Prune the trees** to remove obstructions.



# AFTER PILOT TESTING

After the pilot is implemented, invite the community to use it. Observe if it is being used well. Make necessary corrections. Encourage local residents to become a partner in maintaining the intervention.

- A. Spread the word
- B. Showcase and encourage participation
- C. Ensure enforcement and maintenance.

# A. Spread the word and build support

- **Create a buzz on social media** by telling the citizens about the new Streets for People interventions in the city!
- As you launch the pilot kickoff event, **invite the citizens to join in** and celebrate these interventions!
- Spread the word through **print media** and other channels too.



[Here's a poster template to spread the word!](#)

## B. Showcase and encourage participation

Roll out an Open Street Event along with the **pilot intervention** and kick start the walking and cycling revolution in your city!

A few points to keep in mind for Open Streets Events:

- Ensure **participation from all stakeholders**- residents, shop-owners, media etc.
- **Document the event through and through!**

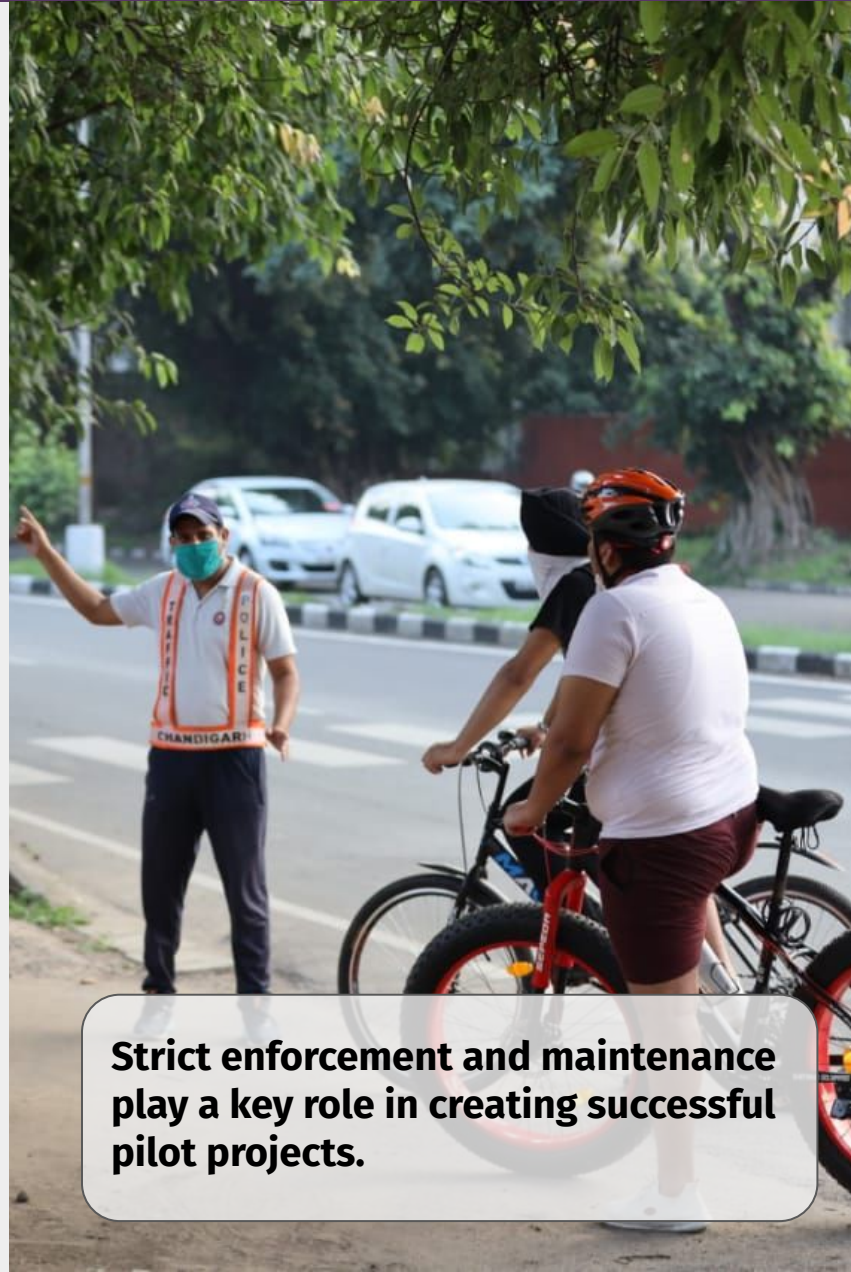


Here's a simple guide to roll out an [Open Streets Campaign](#) in your city!

**Make the pilot intervention accessible and attractive for all user group across age, gender, ability, and socio-economic status.**

## C. Ensure enforcement and maintenance

- **With traffic police**, ensure that **motor vehicles do not ride or park on** the space dedicated for walking and cycling.
- **Maintain the planters, street furniture, and other installations** with support from residents, shopkeepers, and local stakeholders.
- **Run the pilot testing** for **minimum 1 month**.
- **Clean the site** regularly and **reapply paint** when it fades.



**Strict enforcement and maintenance play a key role in creating successful pilot projects.**



# Testing pilot interventions



## 1. Before pilot testing

- Prepare a detailed work schedule
- Prepare a traffic management plan
- Identify stakeholders and distribute responsibilities
- Seek necessary approvals



## 2. During pilot testing

- Prepare the site
- Outline the proposed design
- Put in effect the alternate traffic plan
- Implement the final design



## 3. After pilot testing

- Spread the word
- Showcase and encourage participation
- Ensure enforcement and maintenance.

# Don't forget to document every step!



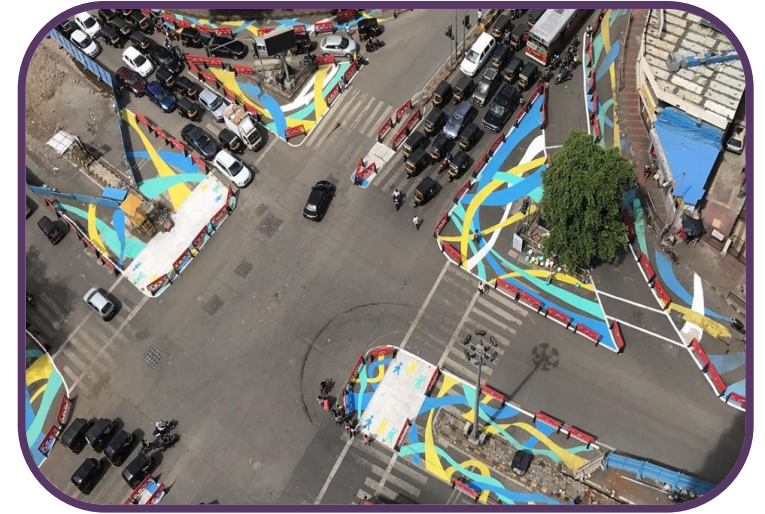
## Before testing

Document the existing condition of the street/intersection/neighbourhood before the intervention.



## During testing

Document volunteers and other stakeholders implementing the pilot.

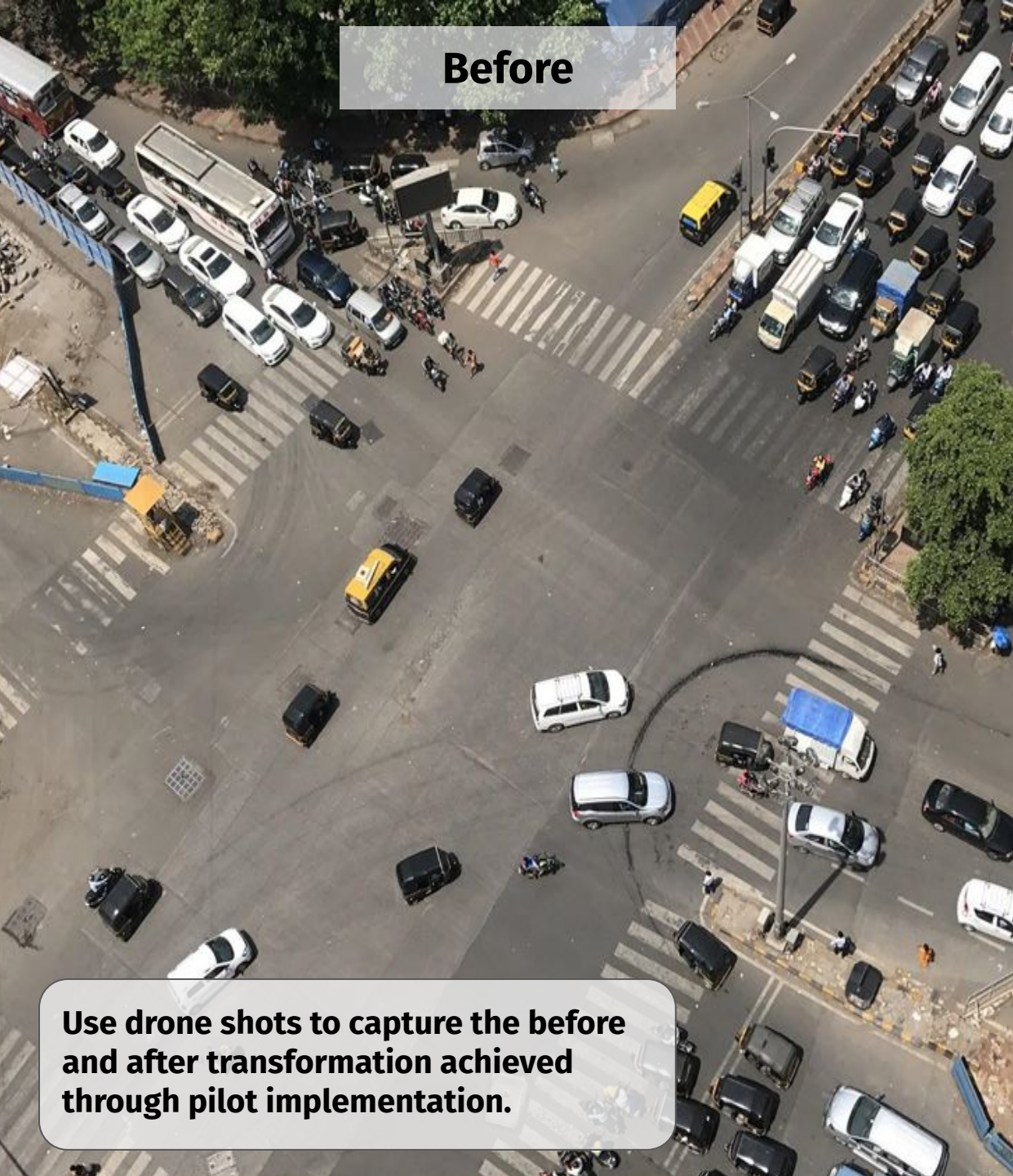


## After testing

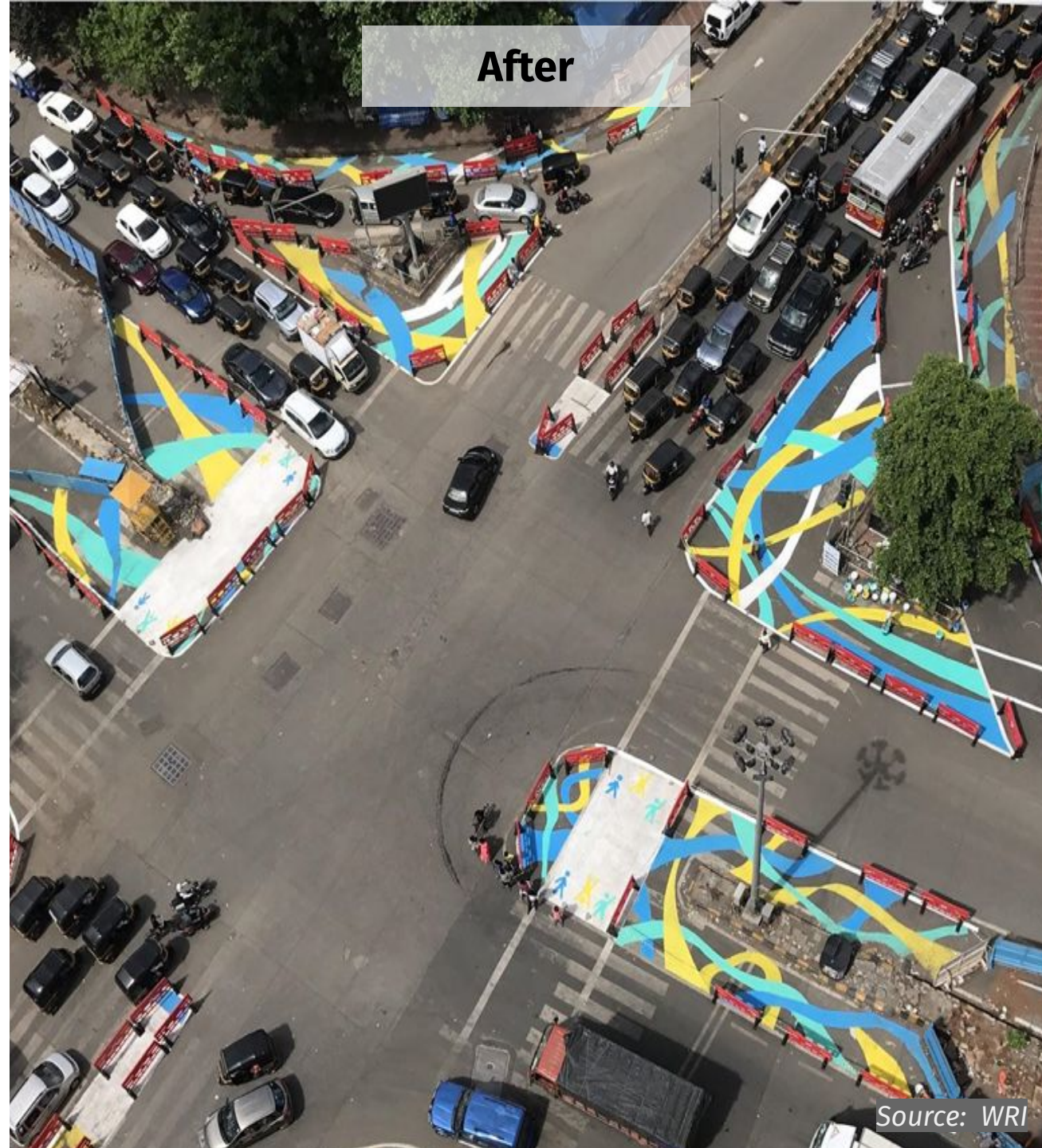
Document the transformation and its impact.

Shoot a **10 minute video before and after testing** at the same location, at the same time of the day (peak hour preferred) + **Capture photographs of same location before and after the implementation**

**Before**



**After**



**Use drone shots to capture the before and after transformation achieved through pilot implementation.**



Before



After



# Follow the approach...

## TEST



Test designs through quick pilot interventions

## LEARN



Observe the pilots and gather feedback from citizens

## SCALE



Make necessary changes and scale up solutions to transform the city

Use the **Design Guidelines** to refine the pilot intervention designs.

**Engage with your community** to incorporate their feedback and suggestions!

# Thank you

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