Opening remarks by Kunal Kumar, IAS, Joint Secretary, SCM, MoHUA

Creating safe streets and public spaces in India by Aswathy Dilip, ITDP India Senior Programme Manager

Implementing Tactical Urbanism interventions by J Sravan Kumar, IAS, Municipal Commissioner, Coimbatore

The Berlin Cycling Journey by Peter Broytman, The Senate Department of Environment, Transport and Climate Protection, Berlin

Panel Discussion and Q&A session with
K Vijayalakshmi, Managing Director, Hyderabad UMTA
Raj Cherubal, CEO, Chennai Smart City Limited
Nupur Gupta, Senior Transport Specialist, World Bank

Moderated by Aswathy Dilip

Keep your questions ready for the Q&A session that follows!

Episode 2: Instant street interventions to expand space for walking and cycling

REGISTER NOW!
26th May Tuesday
3:00 pm (IST)
Creating Safe Streets for All

Photo: Pedestrian Plaza, Chennai
Source: ITDP India Programme
What will happen if we use our streets as before?
70% of daily trips in Indian cities include walking and cycling on our streets.

Data source: Census 2011
If we do not act now:

- Physical distancing will be a challenge
- Our streets may become a hotspot for transmission
- Possibility of increased congestion and poor air quality
What are the challenges we need to tackle and how are cities across the world solving them?
Challenges

Insufficient space for walking
Limited options for public transport trips
Vulnerable high-footfall zones
Deterioration of mental health

Bhopal - April 2020
Source: patrika.com

Patna - March 2020
Source: The Hindu

Chennai - April 2020
Source: IANS

Patna - April 2020
Source: The Quint
Expansion of footpaths - to walk safely

Photo: Sidewalk width expanded in Washington, US to ensure physical distancing - April, 2020

Source: Walk ride GM
Expansion of footpaths - to allow queueing

Photo: Residents in Barnes, US cone off a lane of the street to ensure physical distancing - April, 2020

Source: Walk ride GM
Expansion of footpaths - to increase walking and waiting space around transit

Photo: London has expanded its sidewalks around bus stops temporarily - May, 2020
Source: Viesturs Krūminliepa
Promoting cycling - pop up cycle lanes

Photo: Bogota, Colombia added 76km of additional cycle lanes in response to COVID - March, 2020

Source: Gabriel Leonardo Guerrero Bermudez/iStock
Promoting cycling - slow zones

Photo: Slow Streets initiative in Oakland encourages physical activity - April, 2020
Source: Houston Chronicle
Promoting cycling - ensuring access to cycles through schemes, rental and sharing systems

Photo: New York expanded its bike-sharing system to meet the surge in cycling - March, 2020
Source: Reuters
Promoting cycling - Cycle repair shops as essential services

Photo: New York announced bike shops as essential services - March, 2020

Source: Outside online
Crowd management - Decentralisation of markets
Repurposing streets as social spaces - scheduled road closures

Photo: People walk, play, and cycle on the Outer Ring Road Highway in Bangalore - April, 2020

Source: Bangalore Mirror
Regular communication is the key in regulating behaviour of people.

To be communicated
- Daily/weekly timings of intervention
- Rules of the road
- Modes of transport allowed
- Social distancing norms
- Map of similar interventions around the city

How?
On-site signages, posters, social media, surveys, interactive maps
These interventions will ensure -

Safe and healthy commute for all road users

Alternate and affordable modes for public transport users

Safe access to essentials, especially in crowded areas

Sound health & active social life

by equitable distribution of street space

by promoting cycling

by providing more walking and waiting space

by transforming streets into social spaces
Thank you

::: itdp.in ::: @ITDP-INDIA :::
The idea of the world’s most famous pedestrian plaza, the Times Square, was conceived through a tactical urbanism intervention.

Until 2009, narrow, overcrowded sidewalks forced pedestrians to spill into the roadway.

Photo: Times square crossroads filled with vehicular traffic, 2009

Source: Snohetta
The pedestrianization of Times Square started with temporary street closures, paint, and inexpensive beach chairs.

Photo: The city's Department of Transportation created temporary pedestrian-only spaces, 2009. Source: Snohetta
The Times Square plaza today includes custom designed granite benches, tables, and designated activity zones.

Photo: Following the success of temporary intervention, the city pedestrianised crossroads, 2014

Source: Snohetta
Episode 3
Cycling: a green means to COVID recovery

3rd June | Tuesday
3:00 pm (IST)