

urbanlogue



Presented By:



Knowledge Partners:



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urbanlogue

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

REGISTER NOW!

26th May
Tuesday
3:00 pm (IST)



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!



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Creating Safe Streets for All



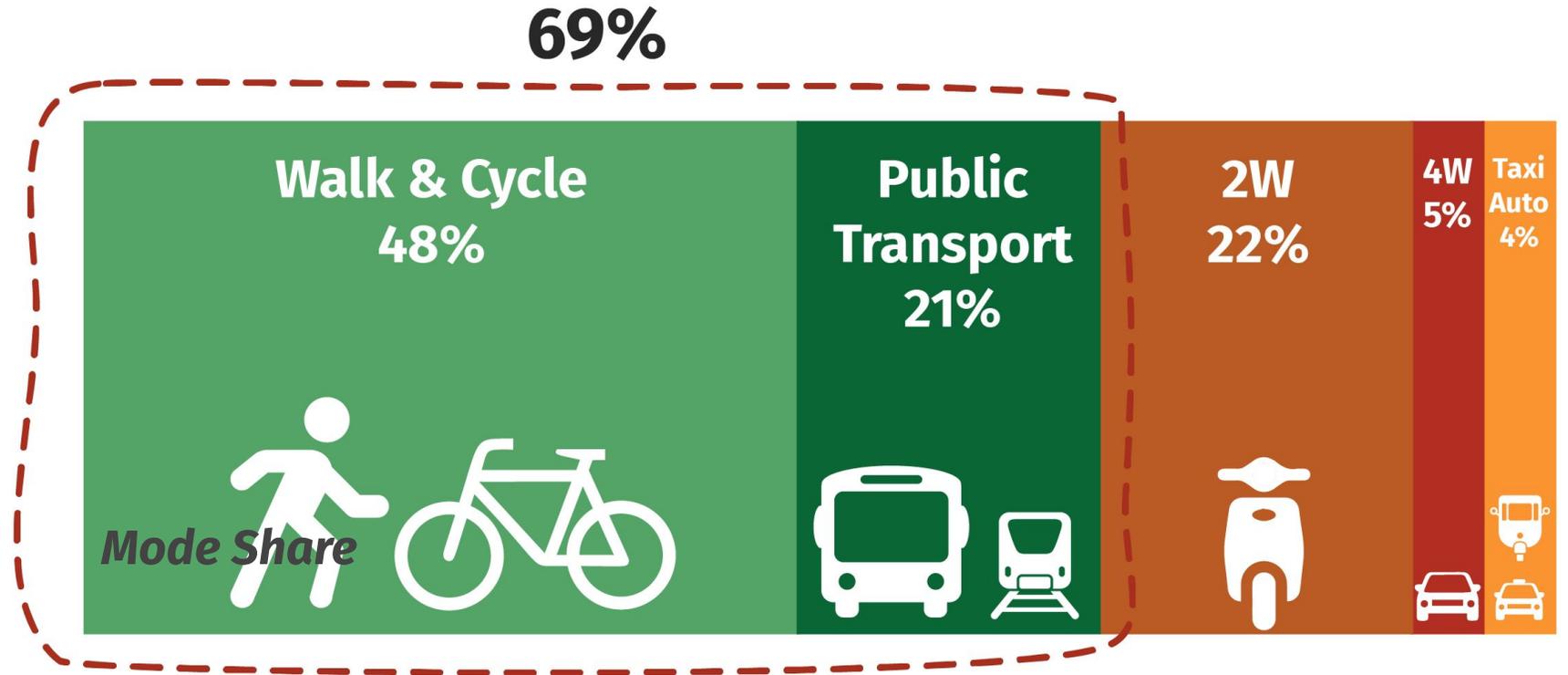
Photo: Pedestrian Plaza, Chennai
Source : ITDP India Programme

What will happen if we
use our streets as
before?



Photo: Congestion in Chennai
Source : Getty Images

70% of daily trips in Indian cities include walking and cycling on our streets.



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



Photo: Congestion in Chennai
Source : Getty Images

What are the challenges we need to tackle and how are cities across the world solving them?

Insufficient space for walking



Bhopal - April 2020
Source: patrika.com

Limited options for public transport trips



Patna - March 2020
Source: The Hindu

Vulnerable high-footfall zones



Chennai - April 2020
Source: IANS

Deterioration of mental health



Patna - April 2020
Source: The Quint

1

Expansion of footpaths - to walk safely



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

Source: Walk ride GM

1

Expansion of footpaths - to allow queueing

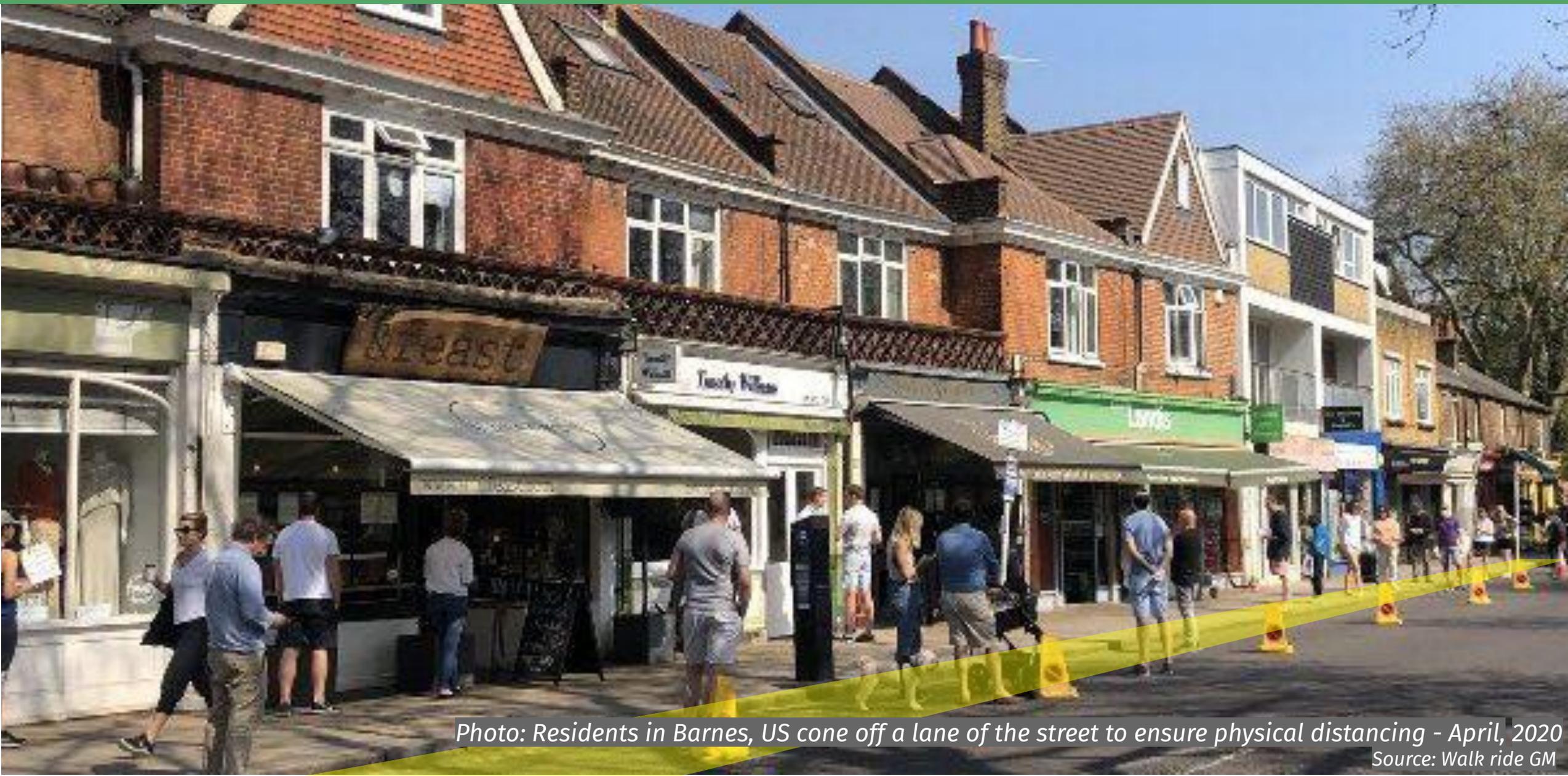


Photo: Residents in Barnes, US cone off a lane of the street to ensure physical distancing - April, 2020

Source: Walk ride GM

1

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 Krūmiņliepa

2

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

2

Promoting cycling - slow zones



Photo: Slow Streets initiative in Oakland encourages physical activity - April, 2020

Source: Houston Chronicle

2

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*

2

Promoting cycling - Cycle repair shops as essential services



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

Source: Outside online

3

Crowd management - Decentralisation of markets



4

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*

Communication and Outreach

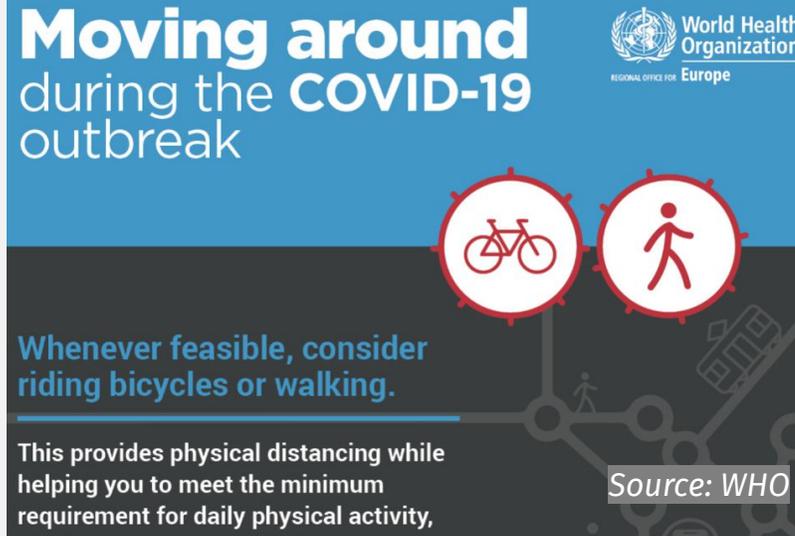
Regular communication is the key in regulating behaviour of people.

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



Moving around during the COVID-19 outbreak

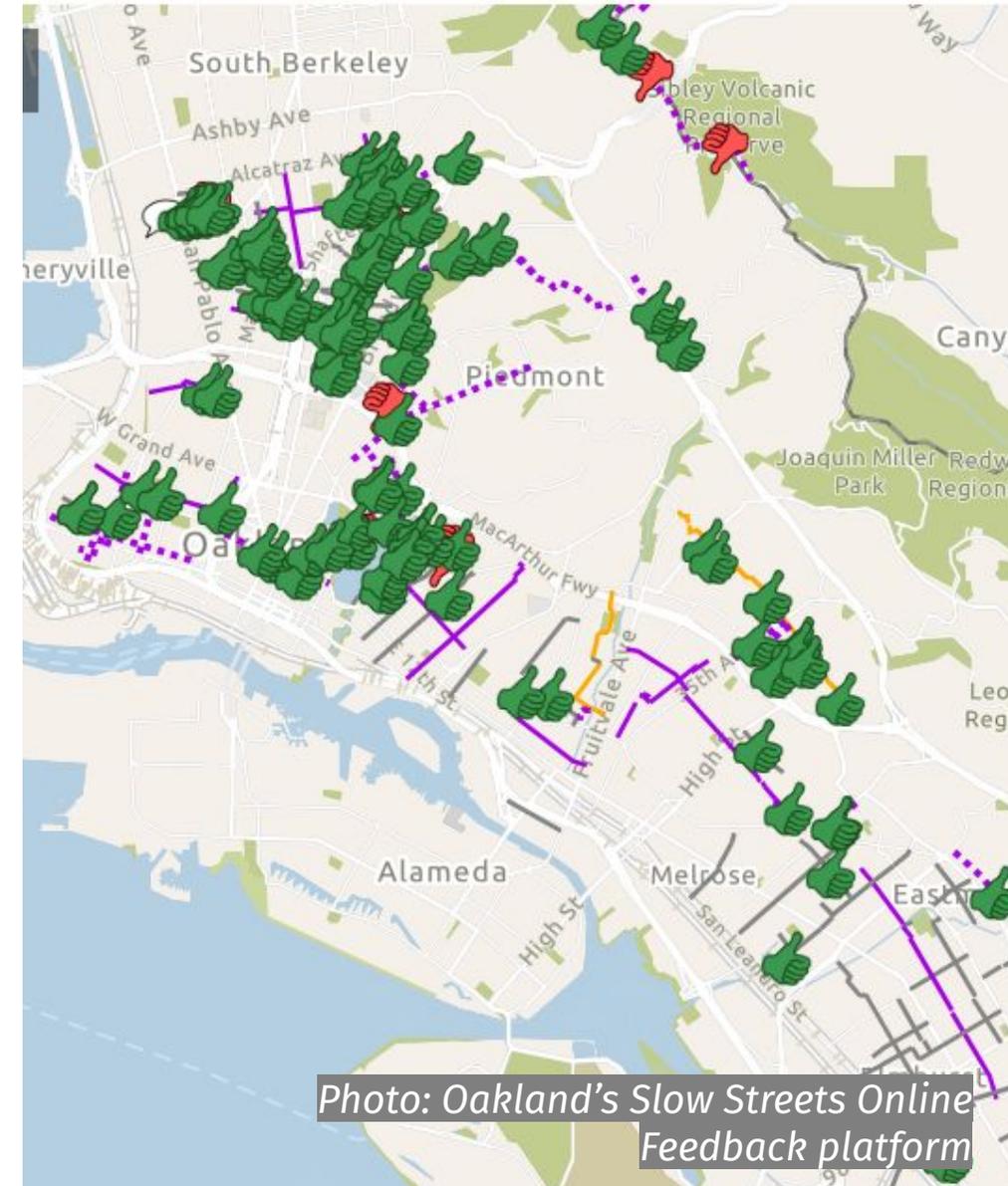
World Health Organization
REGIONAL OFFICE FOR Europe

Whenever feasible, consider riding bicycles or walking.

This provides physical distancing while helping you to meet the minimum requirement for daily physical activity,

Source: WHO

The poster features icons for a bicycle and a person walking, and the WHO logo.



These interventions will ensure -

**Safe and healthy
commute for all road
users**



by equitable distribution
of street space

**Alternate and
affordable modes for
public transport
users**



by promoting cycling

**Safe access to
essentials,
especially in
crowded areas**



by providing more walking
and waiting space

**Sound health &
active social life**



by transforming streets
into social spaces

Thank you

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Times Square Tactical Urbanism

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*

Times Square Tactical Urbanism



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*

Times Square Tactical Urbanism

The Times Square plaza today includes custom designed granite benches, tables, and designated activity zones.



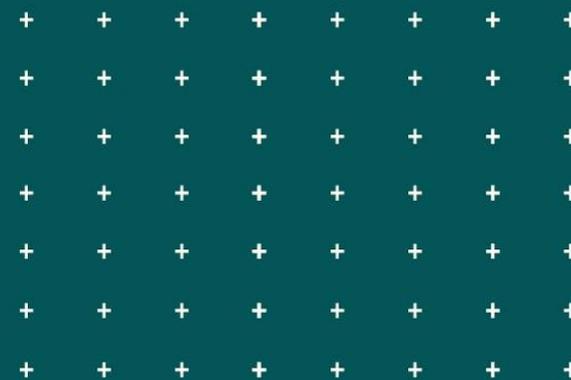
Photo: Following the success of temporary intervention, the city pedestrianised crossroads, 2014
Source: Snohetta



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Episode 3

Cycling: a green means to COVID recovery



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

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