



A TACTICAL URBANISM GUIDEBOOK

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List of Abbreviations

BSNL - Bharat Sanchar Nigam Limited

CDP - City Development Plan

CMP - Comprehensive Mobility Plan

DDA - Delhi Development Authority

GI - Galvanised Iron

LED - Light emitting diode

IRC - Indian Roads Congress

IT - Information Technology

IUT - Institute of Urban Transport

MDF - Medium Density Fibre

NGO - Non-Government Organisation

NMT - Non-motorized transport

PwDs - Persons with Disabilities

RoW - Right of Way

RWA - Residents Welfare Association

SCP - Smart City Projects

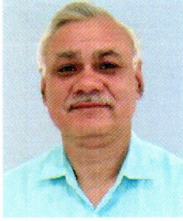
TU - Tactical Urbanism

ULB - Urban Local Body

UTTIPEC - Unified Traffic and Transportation Infrastructure (Planning & Engineering) Centre

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दुर्गा शंकर मिश्र
सचिव
Durga Shanker Mishra
Secretary



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Foreword

Post 1st June, 2020, unlock down in different phases has gradually opened up the system after complete freeze due to Covid-19 pandemic, which started from 24th March, 2020. This is bringing back the normalcy in public life and economic activities, including travel across the cities.

My Ministry used the challenges posed by the Covid-19 pandemic as an opportunity to transform the urban landscape for promoting sustainable mobility. We issued Advisory to the States to promote Non-Motorised Transport (NMT), pedestrianise market spaces, promote Intelligent Transport System (ITS) and utilise public transport conducive to prescribed restrictions and regulations to avoid Covid infection. Various cities have taken measures in these directions.

We also initiated two challenges namely, 'Cycles4Change' and 'Streets4People' to make cities compete for improving mobility and reward them for good performance. Such challenges also help in providing technical support by the expert agencies for developing sustainable projects besides funding support.

I am very happy to note that with the support of Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) under the Green Urban Mobility Partnership between German Ministry for Economic Cooperation and Development (BMZ) and my Ministry, a **Guidebook for 'Tactical Urbanism'** is being released today. I hope that this Guidebook will help cities to initiate activities for developing safe pedestrian and cycle friendly cities. It will also help in providing environment friendly clean urban mobility option to our citizens.

(Durga Shanker Mishra)

New Delhi
November 02, 2020

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Message

Greetings!

European cities have taken COVID-19 as an opportunity to reclaim the space previously occupied by motorised traffic. They have taken lead in announcing packages for cycling infrastructure as a long-term sustainable measure and resorted to "Tactical Urbanism".

Imagine people of our nation cycling and walking together on dedicated cycle tracks and footpaths. The pandemic has presented us with an opportunity to reimagine streets for people. Recreational cyclists are spotted on the streets and a surge in the demand for cycles has been seen. Adequate action towards creating a supporting infrastructure for road safety can help to make this a long-term trend.

The World Health Organisation (WHO) has recommended walking and cycling to maintain physical activity and meet travel needs. The United Nations has recognised bicycle as a key component of post-COVID green recovery. My Ministry of Housing and Urban Affairs has also suggested states to do holistic planning and make cities walking and cycling friendly. Further, advisories have been issued to promote Non Motorized Transport (NMT) and select market places in cities for pedestrianisation.

Further to the broad guidelines provided under the advisories, the launch of "Guidebook for Tactical Urbanism", with the support of Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ), under the technical cooperation of Integrated and Sustainable Urban Transport Systems in Smart Cities (SMART-SUT) will surely help the cities to plan and create safe pedestrian and cycling infrastructure.

New Delhi
November 03, 2020

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Message

Greetings!

Cities all over the world have taken COVID19 as an opportunity to reclaim the space occupied by private vehicles for pedestrians, cyclists, and vendors. The pandemic has presented an opportunity not only to reimagine the streets but also to distribute the streets equitably. A surge in the demand of cycles in the cities over the past few months matches this vision. To keep the momentum going, supporting actions by the cities to create adequate infrastructure for pedestrians, cyclists, and road safety is required. Developing such infrastructure will help not only in reducing air pollution and congestion on the streets but also help in maintaining the physical activity of the people.

We believe that the initiatives by the Ministry of Housing and Urban Affairs (MoHUA), Government of India such as the “Cycles4Change Challenge”, and the “Street for People Challenge” will help the cities in developing suitable infrastructure for pedestrians and cyclists. These initiatives will not only help the cities in developing safe infrastructure but also inspire and encourage people and cities to focus on creating pedestrian friendly streets through easy and quick measures.

Following these initiatives, GIZ is pleased to support MoHUA in launching the “Guidebook for Tactical Urbanism” through the technical cooperation “Integrated Sustainable Urban Transport Systems for Smart Cities (SMART-SUT)”, under the umbrella of the “Indo-German Green Urban Mobility Partnership”. We believe that this guidebook will direct the cities in creating quick and easy solutions to demonstrate pedestrian and cyclist friendly streets will help India to fulfil the Nationally Determined Contributions (NDC) of the Paris Agreement.

Kind regards

Juergen Baumann
Project Director
Integrated Sustainable Urban Transport Systems for Smart Cities
GIZ GmbH

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INTRODUCTION

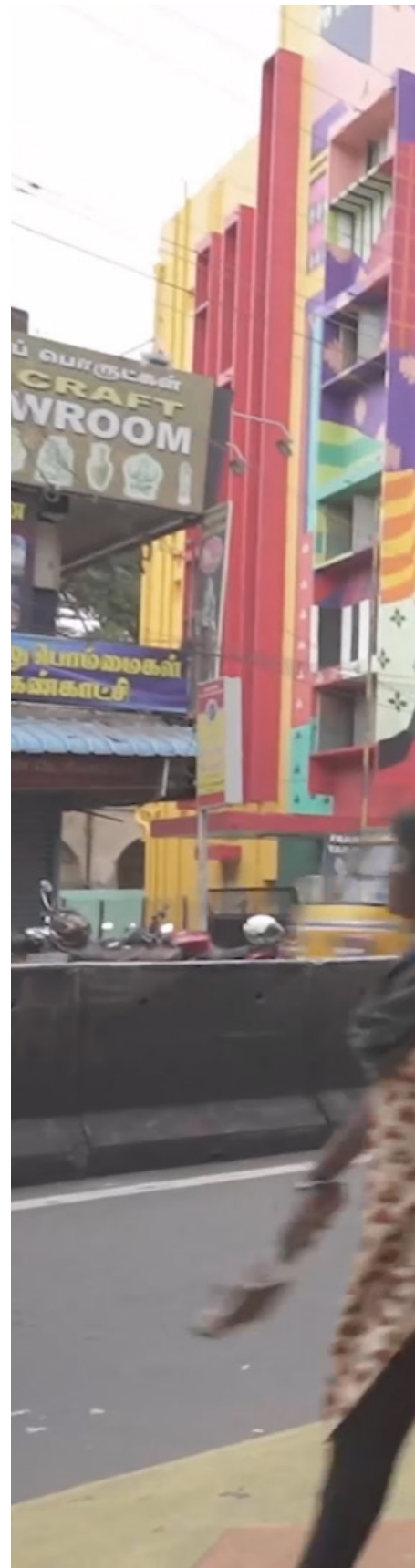
PURPOSE OF THIS GUIDEBOOK

The COVID-19 pandemic has radically altered daily life as we knew it from a few months ago. In a time when it is required to maintain physical distance and group gatherings are prohibited to protect public health, our streets and public spaces need to raise their level of performance. This is particularly true in Indian cities with high densities of people on urban streets. With restrictions on travel, eating out & commercial activities and some workplaces opting to continue the work from home situation, the moment is now to reallocate street right-of-ways (RoWs) with more priority for walking and cycling.

Reimagining our street sections will help people regain the confidence to safely move around and get back to a level of normalcy. More than anything, it is an opportunity to not return to unsustainable ways and set the foundation for a future that is inclusive, equitable and livable.

The first step towards redistributing our street RoWs is to engage in a trial run of what this new street section could look like through a tactical urbanism approach which is low-cost and easy to install. This allows an opportunity for all the stakeholders - the city and its residents - to get accustomed to the new street RoW configuration before it can transition into a permanent intervention that is endorsed by everyone for its efficiency and livability.

The purpose of this guidebook is therefore to decode the various aspects of **Tactical Urbanism** – an emerging city-shaping approach in Indian cities. This guidebook has been calibrated to adapt to a vast range of local contexts and is relevant to citizens, experts and urban local bodies alike. It draws on learnings from several case studies from Indian cities over the past five years to explore five thematic intervention areas to effect change in our streets and public spaces.





WHAT IS TACTICAL URBANISM?

'Tactical urbanism shows how with a little imagination and the resources at hand, cities can unlock the full potential of their streets.'

- Janette Sadik-Khan

Tactical urbanism is a city and/or citizen-led, quick and affordable way to test and demonstrate change in our physical environments. It is an approach that is premised on using short-term, low-cost and scalable interventions as a way to catalyse long-term change.

WHEN TO USE A TACTICAL URBANISM APPROACH? WHAT ARE ITS BENEFITS AND LIMITATIONS?

Tactical urbanism has applications across several intervention areas such as pedestrian and bicycle mobility, resolving conflicts between mobility and livability, improved transit experience, placemaking, and wayfinding.

Tactical urbanism as an approach has several benefits including but not limited to the following:

1. It helps deepen understanding of user's needs at the site for intervention through a rapid assessment of the existing challenges, opportunities and constraints.
2. It serves as a proof of concept for a plan before committing large financial

investments to a project. Conversely, it also helps expedite project implementation knowing that there is a buy-in from all stakeholders involved if the tactical urbanism project has received positive feedback post-implementation.

3. It helps to quickly address problems related to user experience in our streets through cost-effective interventions.
4. It encourages residents, non-profits, local businesses, and government agencies to work together while using the system creatively. This helps widen public engagement by providing an opportunity for more effective conversations with citizens.

There are however limitations and the following are examples of problems that tactical urbanism projects can only partly address:

- Poor road conditions such as water logging, uneven street levels and broken/ unfinished roads
- Lack of utilities such as sewage lines/ storm water lines or other street infrastructure
- Parking shortage
- Crime on the streets

A tactical urbanism project is therefore a catalyst for change which eventually needs to be made permanent and each tactical urbanism project must be a contextual creative response to specific issues on a street in a neighbourhood in order to be successful. Cities must acknowledge the need for permanent intervention in order to improve livability in their public realms in the longer term.

HOW TO USE THIS DOCUMENT?

This document is organised broadly under two sections:

- *People and Processes*
- *Thematic Interventions*

The section on ***People and Processes*** lays emphasis on the preparatory planning required for undertaking a tactical urbanism project. It lists out the steps involved starting from how to select a site for intervention to how to study the site context and all the way upto post-implementation engagement with the public. It also talks about the various players who must be involved at all these stages including their roles and responsibilities.

This section is particularly useful for city officials and engineers to understand what is involved in the planning and execution of a tactical urbanism project.

The section on ***Thematic Interventions*** presents the applications of tactical urbanism across five broad themes with possible design elements while also detailing out how to study the site to arrive at an appropriate design response. It also presents a possible material palette for design elements under each thematic intervention.

This section is laid out for the design team either from the city's urban local bodies (ULBs) or an external consultant as a methodology to be followed through the process of planning/ designing a tactical urbanism project.

Lastly, the annexures provide checklists/ templates to support the planning and execution of a tactical urbanism project as well as sample street sections showing proposed tactical urbanism interventions. Also included is a sample costing and some fact sheets of tactical urbanism good practices from India for reference.