SHORT TERM ACTION TO LONG TERM CHANGE - Tactical Urbanism on Big bazaar street, Coimbatore, TN, IN

Process and learnings
GIZ Integrated Sustainable Urban Transport Systems for Smart Cities (SMART-SUT)
PROCESS OVERVIEW

Why TACTICAL?

• Two locations selected for pilot implementation as part of the NMT network plan
• One selected for tactical demonstration
• TO DEMONSTRATE THE COMPLETE STREET ELEMENTS FOR CITIZENS BEFORE IMPLEMENTING IN LARGE SCALE
• COMPLETE STREETS BEING A NEW CONCEPT, ACCEPTANCE FROM PEOPLE AND POLITICIANS IS VERY CRITICAL

WHERE?

• COMMERCIAL STREET OF THE CITY
• HAVING VARIED LAND USES AND HISTORIC IMPORTANCE
• HIGH VISIBILITY AND FAIR COMPLEXITY
• LOCATION WITH HIGH VOLUME OF PEDESTRIAN MOVEMENT

What?

• Preliminary site review and stakeholder consultation
• Detailed user surveys and traffic surveys
• CONCEPT DEVELOPMENT AND STAKEHOLDER CONSULTATION
• MARKET SURVEY FOR MATERIAL PROCUREMENT
• INFORMATION TO CONCERNED DEPARTMENT (ROAD OWNERSHIP WAS WITH NATIONAL HIGHWAYS)
• SAFETY MEASURES FOR VOLUNTEERS
• ON-SITE TRAFFIC MANAGEMENT
• INSTALLATION
• FEEDBACK SURVEY FOR 14 DAYS
How Coimbatore Travel?

Over 50% of trips made in Coimbatore are by PT+NMT, Nearly 50% of the access and egress trips from PT stations are by walk, and within 1km. no proper accessible infrastructure for such demand

Complete street design need to be adapted by the city to implement road infrastructure.

CCMC, under its Smart city mission, implementing 30km eco-mobility corridor and 5km of complete streets.

* Source: CMP, 2015
CITY LEVEL Context

- Cycling routes and pedestrian hotspot identification
- Measures for Core area network
- Measures for Citywide Network
- Integration approach to future plans
- Implementation and phasing strategy
- Operation and Maintenance Plan
- Tactical Urbanism

A NON-MOTORISED TRANSPORT NETWORK PLAN FOR COIMBATORE

- Corporation Boundary
- Waterbodies
- Major Roads
- Measure 1: Proposed complete streets on the NMT routes
- Measure 2: The proposed network of “shared streets” in the NMT plan
- Measure 3: Bidirectional, segregated cycle tracks on one side of the road on the proposed NMT routes
- Measure 4: On-street cycle lanes on the proposed NMT routes

Kilometres
WHERE?
At the city scale, Big Bazaar Road is located in the Town Hall Area, named after Coimbatore Town Hall, a neo-classical municipal building built in 1892 in honour of Queen Victoria.

The Town Hall area also forms the core city area and is geographically located in the southern end of the metropolitan area.
Connections to wider networks

Big Bazaar Road serves as the shortest connecting spine between the Coimbatore Railway Station and the city’s commercial/trade district and is hence a primary arterial road in the city’s street network.

However, over the years some of the traffic volume crossing east-west through Big Bazaar Road has been dispersed onto the Ukkadam Sngam Bypass road which runs almost parallel to Big Bazaar Road in the southern side. This is especially the case for commuters who may not have a need to come to the core city areas but are moving towards Ukkadam or other neighbourhoods in the south-western side of the city.

Site context
Pre-Tactical: **Road Cross-section A-A’** (18 meters ROW)

Pre-Tactical: **Cross-section** (21 meters ROW)

**EXISTING ROAD GEOMETRY**

The right of way is currently distributed such that there is an oversized bus lane, two motor vehicle lanes, a parking lane and pavements on either sides of the road.
Site analysis - mobility scenario

Boarding/alighting per hr > 1000

**Peak Hour** boarding/alighting - 2450

Av Bus Frequency - 1 min

Total Estimated Area Required for Bus Passengers - 650 sq mt

Bus Shelter Length Required - 200 m

**Inferences from 16 hour Traffic Survey:**

Vehicular Flow on Big Bazaar Road (both directions): 36856

Total Person Trips: 2.9 Lakh

Peak Period: 5pm to 7pm

Peak Hr Jn Volume: 3116

Peak Hr Directional Volume (PCU): 1927

Peak Hr Person Trips: 9272
WHAT AND HOW?
IMPLEMENTATION

- PROCUREMENT OF MATERIALS AND POOLING OF VOLUNTEERS
- CCMC OFFICIALS PROVIDED ROUND THE CLOCK SUPPORT THROUGH MONITORING AND RESOURCES
- DE-BRIEFING OF ACTIVITIES TO VOLUNTEERS
- TOTAL 3 NIGHTS SPENT FOR PAINTING AND INSTALLATION- 11PM-5AM
- TRAFFIC MANAGEMENT IS KEY AND CRITICAL TO AVOID ANY UNWANTED INCIDENTS
OPEN TO PUBLIC- GEOMETRIC CHANGE
OPEN TO PUBLIC - PEDESTRIAN
OPEN TO PUBLIC - INTER...
OPEN TO PUBLIC
ACTIVE SPACE
AND SHADE
OPEN TO PUBLIC - FEEDBACK

- Footpath beside plants
- Footpath beside artwork
- Footpath with games for children
- Wide footpath with bus stop on the edge
- Equal space for bus stop and walking

> 31%

- Footpath beside artwork
- Footpath with games for children
- Footpath beside vending
- Wide footpath with bus stop on the edge
- Equal space for bus stop and walking

> 13%
Aerial View of Proposed Clock Tower Plaza

Recreational spaces | 72

on this street.