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TACTICAL URBANISM UNVEILED: NAVIGATING COMPLEXITIES
IN URBAN TRANSFORMATION

by

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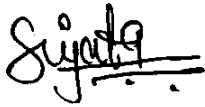
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DECLARATION

I hereby declare that the thesis entitled “**Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation**”, submitted to the Department of Architecture in partial fulfillment of the requirement for the degree of Masters of Science in Urban Planning, is a record of an original work done under the guidance of Dr. Ajay Chandra Lal, Institute of Engineering, Pulchowk Campus. This thesis contains only work completed by me except for the consulted material which has been duly referenced and acknowledged.



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ABSTRACT

Public spaces are vital centers of community life, and urban areas are constantly being shaped by expanding populations, shifting economic conditions, and environmental issues. The process of transforming these areas is difficult and calls for solutions that manage the fast pace of urbanization while attending to contemporary urban needs. Cities today face many challenges, including environmental sustainability, conflicting stakeholder interests, social change, and economic pressures. Creative approaches are required as cities deal with these problems in order to promote engagement and inclusivity. A strategy that uses short-term, inexpensive, and adaptable interventions, tactical urbanism has drawn interest as a means of addressing pressing urban problems and promoting long-term change. Before making long-term investments, tactical urbanism enables cities to test and improve urban changes, promoting experimentation and community involvement.

This research examines two case studies the New Road area and Hadigaun to explore how tactical urbanism can address urban transformation challenges in Nepal. These locations, each with distinct socioeconomic and cultural dynamics, provide contrasting perspectives on community engagement and urban change. The study uses a mixed-methods approach, such as surveys, interviews, direct observations, and municipal data to analyze the role of tactical urbanism in shaping public spaces. The findings highlight its impact on businesses, residents, and the overall urban experience. In New Road, aesthetic and functional improvements aimed to enhance the area's vibrancy, while Hadigaun's vehicle-free initiative exemplified a community-led intervention fostering social interaction and accessibility. Through these cases, the study reveals the complexities of tactical urbanism in creating more inclusive and adaptive urban environments. Hence, this research contributes to a deeper understanding of tactical urbanism's role in Nepal's urban transformation, demonstrating its potential as an effective strategy for sustainable and community-driven urban development.

Keywords: Tactical Urbanism, Urban Transformation, Inclusive Planning, Community Engagement, Short-term Interventions

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LIST OF ACRONYMS

ADB: Asian Development Bank

CBOs: Community Based Organizations

CCTV: Closed-Circuit Television

CPC: City Planning Commission

CSOs: Civil Society Organizations

DIY: Do It Yourself

EPA: Environmental Protection Agency

KII: Key Informant Interview

MRTS: Mass Rapid Transit System

NMT: Non-motorized Transport

NYC: New York City

UNESCO: United Nations Educational, Scientific and Cultural Organization

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CHAPTER ONE: INTRODUCTION

Urban spaces are constantly evolving, shaped by the pressures of growing populations, changing economies, and environmental challenges. Public spaces, in particular, serve as the heart of urban life, where people gather, interact, and create a sense of community. Public space has consistently been a key focus in urban planning across cities, and in today's global context, these spaces have become essential components of urban environments and communities (Pintos, 2020). But changing these areas can be difficult and need for solutions that take into account the demands of contemporary urban living as well as the difficulties posed by growing urbanization. Urban areas globally are navigating multidimensional complexities associated with transformation. These include social shifts in community behavior, economic pressures on local businesses, changes in aesthetics and urban design, competing government and private interests, and environmental sustainability. As cities face these challenges, innovative solutions are needed to reimagine public spaces that encourage inclusivity, engagement, and sustainability. One such approach gaining attention is tactical urbanism- a planning strategy that uses temporary, low-cost, and flexible interventions to address immediate urban issues (Lydon & Garcia, *Tactical Urbanism: Short-term Action for Long-term Change*, 2015). Mike Lydon, who coined the phrase, defined tactical urbanism as “short-term action for long-term gain,” which effectively captures its spirit. For a more precise description: “Tactical urbanism is a city, organizational, and/or citizen-led approach to neighborhood development, utilizing short-term, low-cost, and scalable interventions to drive long-term change.” This approach allows cities to test and refine changes before committing to long-term investments, creating opportunities for experimentation and community involvement. Tactical urbanism has been particularly effective in transforming streetscapes, pedestrian areas, and public spaces by enhancing accessibility, encouraging social interaction, and improving the urban environment in a short time frame (Saha, 2022). Furthermore, it offers several advantages, including the ability to rapidly develop and assess the effects of urban design initiatives, implement strategies, promote partnerships with local residents, and create the drive needed for long-term, lasting changes (Simpson, 2020).

The concept of urban transformation provides a framework for understanding urban change, it serves as an analytical tool to examine the continuous, complex, and

contentious processes occurring in cities and how these dynamics reshape urban functions, address local needs, and influence the relationship between cities and their surrounding environments (Hölscher & Frantzeskaki, 2021). In Kathmandu, one of South Asia's most dynamic and historically rich cities, the urban transformation is particularly pressing. Over the past few years, significant changes have taken place in various parts of the city. However, these transformations have often led to controversy and dissatisfaction among different stakeholder groups. A prominent example of such a transformation is the recent changes made to New Road, a central area in Kathmandu that is known for its bustling commercial activity, vibrant pedestrian life, and cultural significance. The research examines two case studies Hadigaun and the New Road area to determine how tactical urbanism can address the challenges of urban development. These places, each with unique socioeconomic and cultural characteristics, present opposing viewpoints on community engagement and urban change. This research seeks to explore the potential of tactical urbanism as a tool for urban transformation, particularly in public spaces. While tactical urbanism is widely recognized globally, its application in Nepal remains underexplored and undocumented. This study aims to unveil how tactical urbanism functions in Nepal, focusing on case studies like New Road and Hadigaun, where formal and community-led initiatives have shaped urban transformation. By examining how temporary interventions can catalyze broader urban changes, it aims to provide valuable insights into how cities can adapt to modern needs without extensive financial investments. Traditional approaches often emphasize long-term solutions without the flexibility to adapt based on real-time feedback from stakeholders (Saha, 2022). This research seeks to bridge that gap, providing a framework for the application of tactical urbanism to engage communities, address concerns, and create inclusive public spaces. Using a mixed-methods approach, this study combines qualitative data from interviews with key stakeholders and quantitative analysis of pedestrian flow, economic activity, and public space usage. The results will provide useful information to inform future planning and policy-making in addition to illuminating how well tactical urbanism works to overcome obstacles like traffic, a lack of public space, and competing stakeholder interests. By examining this topic, the study stimulates reader's interest in the potential for more dynamic, flexible cities by encouraging them to think about how minor, strategic actions might result in significant urban changes.

1.1 Background

Public spaces serve as versatile areas for social interaction, economic exchange, and cultural expression, accessible to everyone, and can take many forms, including parks, streets, sidewalks, footpaths, playgrounds, marketplaces, and even spaces between buildings or along roadsides, acting as venues for cultural events, the trade of goods and services, mobility within the city, community life, and livelihoods, especially for those in the informal sector (Elzenga, 2023). However, the rapid pace of urbanization has brought challenges in balancing the preservation of these spaces with the demands of modern cities. The Kathmandu Valley is facing immense pressure to protect its natural equilibrium and cultural heritage in the face of uncontrolled urban growth that encroaches on important green areas, historic sites, and honored cultural landmarks (Kathmandu Ecological Urban Renewal Project Preparation, 2023). The infrastructure of the city, which was constructed for a much smaller population, has found it difficult to meet the increasing needs of city dwellers. As the city expands, it faces increasing challenges related to congestion, pollution, inadequate public spaces, and limited resources for large-scale infrastructure development. New Road, a central commercial artery in Kathmandu, exemplifies these challenges. These dynamics underscore the need for innovative solutions to reimagine and adapt public spaces in ways that meet contemporary needs without compromising their heritage and functionality. In contrast, Hadigaun is a prime example of how short-term, inexpensive initiatives can result in long-term urban change and community empowerment because of its weekly vehicle-free Saturdays and emphasis on reclaiming public spaces. The pandemic created a unique opportunity for citywide mobility experiments, demonstrating the transformative potential of tactical urbanism through immediate responses (Cutieru, 2020). Tactical urbanism has gained prominence for its ability to implement temporary interventions that engage communities, improve accessibility, and experiment with urban designs before making permanent changes. This approach has the potential to address urban challenges while promoting urban transformation by making public spaces more inclusive, sustainable, and adaptable to evolving city needs. Tactical urbanism approaches can tackle urban challenges related to the environment, society, and the economy, such as car dominance and heat island effects, by promoting initiatives like temporary bike lanes, parklets, and pedestrian zones (Elzenga, 2023).

Tactical urbanism originated from Italian architect Carlo Mollino's 1950s concept of 'vertical urbanism,' aimed at enhancing city livability through small interventions, and was further developed by Spanish architect Oriol Bohigas in the 1970s, who used temporary public space projects to engage citizens in neighborhood design (Saha, 2022). In the 1980s, Brazilian architect Jaime Lerner introduced 'urban acupuncture,' targeting specific urban issues with small-scale interventions. By the early 2000s, American urbanists like Mike Lydon, Ashley Maier, and Anthony Garcia began experimenting with similar ideas, leading to the publication of the book *Tactical Urbanism* by Lydon and Garcia, which helped popularize the movement (Saha, 2022). Early examples of tactical urbanism included initiatives like "PARK(ing) Day" in San Francisco in 2005, where parking spaces were temporarily converted into miniature parks (Kilani et al., 2024) and "Super Blocks" projects, which transformed streets and vacant lots with temporary infrastructure such as bike lanes, pop-up shops, and outdoor seating (Anderson, 2023). These temporary interventions showcased how underutilized urban spaces could be repurposed for public use, improving livability and accessibility. Another widely recognized example of tactical urbanism is the conversion of Times Square (New York City) into a pedestrian zone (Anderson, 2023). Furthermore, during the Covid pandemic, cities like Berlin and Paris introduced temporary bike lanes to reduce crowding on public transport and ensure cyclist safety, with Berlin successfully making many lanes permanent and Paris following a similar approach (Leva, 2023).



Figure 1: New York's Times Square before and after the conversion. Source: Flickr.

Figure 2: During the COVID pandemic, restaurants set up pop-up outdoor dining, such as this example in New York. Source: Flickr.

Tactical urbanism focuses on empowering individuals to take charge of city planning by providing citizens with the tools and opportunities to influence their urban environment and is a bottom-up approach that places people at the heart of the planning process also the appeal of tactical urbanism lies in its ability to work on a small scale

with minimal resources, without needing approval from city planners or councils (Saha, 2022). Simple actions, such as painting a crosswalk or planting a garden, can make a difference, tactical urbanism is a powerful way to involve citizens in shaping their city, making the planning process more democratic and inclusive (Saha, 2022).

Additionally, let's now discuss its impact on India. Indian cities are undergoing significant transformation as urban planners and authorities redesign infrastructure to enhance accessibility and functionality for residents, with examples such as public bike share systems, street redesigns in Bangalore, and the reimagining of public spaces in cities like Ahmedabad, Mumbai, Pune, and Bhubaneswar, all focusing on people and their safety, showcasing the implementation of tactical urbanism in India (Saha, 2022).



Figure 3: Tactical urbanism in hp junction, Mumbai. Source: wri-india.org.



Figure 4: Vidya Bhawan, Udaipur. Source: pbs.twimg.com/media/EZ-Qo6aUcAEKcCz.

At HP Junction in Mumbai, the roads were restructured using basic tools like traffic cones and paint, with the goal of enhancing pedestrian safety, and in Vidya Bhawan, Udaipur, creative design and road painting were used to slow down vehicles near the school as part of the tactical urbanism exercise (Saha, 2022).



Figure 5: Pre and post intervention at MDU gate no.1, Rohtak. Source: WRI India.



Figure 6: Big Bazaar Road, Coimbatore. Source: www.re-thinkingthefuture.com.

At MDU Gate No.1 in Rohtak, a range of stakeholders, including residents, officials, and traffic police, were surveyed, and conflict analysis was conducted following the preparation of detailed designs and Big Bazaar Road in Coimbatore, one of the city's

busiest streets, was transformed through a tactical urbanism initiative where people arranged geometric shapes on the road and applied bright colors, including lane dividers and traffic islands (Saha, 2022).

Since its beginnings, tactical urbanism has developed into a widely accepted approach to urban planning, distinguished by the utilization of short-term, inexpensive projects meant to initiate long-term transformation. In order to address concerns like pedestrian safety, public space activation, and community involvement, cities all over the world have embraced this strategy as a means of experimenting with urban changes in a more responsive and community-driven manner. Tactical urbanism allows communities to participate in forming their surroundings by emphasizing short, flexible interventions. This allows urban planners to get input and improve initiatives before making long-term commitments. By analyzing tactical urbanism as a tool to improve Kathmandu and comparable cities walkability, adaptability, and community-friendliness, this study places itself inside these concerns.

1.2 Need of research

In rapidly urbanizing cities, transformation is a complex issue that affects local businesses, residents, and daily commuters. The success of these initiatives depends on how well urban planners and policymakers navigate the concerns of local businesses, commuters, and residents who are directly affected by such changes. Urban planners and designers need to address urban transformation using a comprehensive and forward-thinking approach that improves the quality of public spaces (Mandeli, 2019). The recent protests in Kathmandu's New Road area against expanding footpaths demonstrate how such projects, if planned without community input, can face strong resistance, causing delays and disrupting urban development (Shrestha, 2024). Traditional urban planning efforts often rely on large, permanent changes, but these can create tension when they do not address the concerns of those affected.

To address these challenges, a more adaptable, community-centered approach is needed, one that allows for flexible, incremental changes informed by real-time feedback. Tactical urbanism offers a solution by advocating for small, low-risk interventions with the potential for high impact. Unlike conventional methods, tactical urbanism enables cities to test pedestrian initiatives at a manageable scale, adjusting them to local needs and encouraging community buy-in from the outset (Wortham-

Galvin, 2020). This approach creates a “life between buildings,” supporting diverse activities from walking and recreation to social interaction and street trade that contribute to vibrant, inclusive public spaces (Gehl, 2010). Beyond the act of walking, pedestrian spaces in cities offer opportunities for direct engagement with the surrounding community and foster a unique form of connection among people who share the same public space. For Kathmandu, where rapid development pressures demand innovative solutions, this study highlights the need to explore how tactical urbanism can facilitate smoother urban transformation efforts, foster community trust, and ultimately create public spaces that better serve all urban dwellers.

1.3 Importance of Research

This research offers valuable insights into adaptive urban planning, with meaningful contributions to students, urban planners, policymakers, and communities, as well as broader societal benefits. For urban planning students, it offers a practical case study on how incremental, community centered approaches like tactical urbanism can address challenges in urban transformation. This knowledge prepares them for future positions where inclusive design and public involvement are crucial by giving them the ability to critically think about adaptable solutions that address real-world problems. For urban planners and policymakers, the findings can serve as a framework for implementing urban transformation projects that are economically viable and socially accepted. By focusing on adaptable, phased changes, this research suggests a pathway that minimizes risk and maximizes public approval, illustrating how public spaces can be transformed without causing resistance or economic disruption.

This research also emphasizes the importance of community feedback in urban design, providing planners with actionable insights into balancing infrastructure development with the needs of residents and local businesses. For the community and society, the study underscores the social benefits of walkable environments that go beyond transportation, fostering interaction, health, and environmental sustainability. A successful model of urban transformation achieved through tactical urbanism could pave the way for similar initiatives, making cities more livable and community focused. By promoting these walkable spaces, cities can reduce traffic, improve air quality, and encourage more sustainable lifestyles, which collectively benefit society’s well-being. Ultimately, by providing a nuanced approach to transformation, this research not only closes a gap in existing urban planning methods but also lays the groundwork for future

investigations into the ways tactical urbanism can be adapted to other contexts. The findings could inspire a shift towards more flexible, responsive planning models that prioritize community welfare and resilience in the face of urban growth.

1.4 Problem Statement

Urban change is a global phenomenon that profoundly influences urban form and life across regions, transforming the development and use of public spaces in the evolving neighborhoods of modern cities (Chitrakar, 2015). The public areas of a city exhibit a wide range of complex socio-cultural, economic, and democratic activities that shape day-to-day existence, demonstrating the urban character of the city (Sengupta, 2018). Kathmandu Valley, the cultural, economic, and political hub of Nepal, has been influenced by the global dynamics of urban transformation (Chitrakar, 2015). As cities worldwide reimagine their public spaces to accommodate growth, Kathmandu faces similar issues, particularly in making sure that pedestrian infrastructure keeps pace with urban development. In Nepalese cities, including Kathmandu, pedestrian infrastructure and services are often overlooked in municipal planning and budgeting, despite the fact that a significant portion of trips are made on foot (Limbu, 2021). This neglect is especially troubling because pedestrian mobility is essential to the daily operation of cities, particularly in crowded urban settings like Kathmandu where pollution and traffic congestion are major problems. Historically, streets in the Kathmandu Valley were designed with walking in mind, offering communal spaces for people to meet and interact. However, research published by ADB in 2011 highlights that Kathmandu ranks among the least walkable cities in Asia (Maharjan & Shahi, 2021). This lack of adequate pedestrian facilities, combined with limited attention in urban planning, results in challenges that affect the safety, accessibility, and overall quality of life for pedestrians. Not only do poorly planned pedestrian spaces hinder mobility, but they also diminish the potential for social interaction and community building. Studies also suggest that people are most attracted to spaces where they encounter others (William H Whyte, 2001), which highlights the crucial role of public spaces in fostering a sense of community. Elements like footpaths, which support diverse social systems and multiple functions, are vital public spaces that often receive inadequate attention in urban planning and design (Meng, 2019). This oversight highlights the fragmented

approach to urban transformation, where essential components of the public realm are not fully integrated into comprehensive and sustainable strategies.

The rapid and unplanned urban expansion of the Kathmandu Valley in recent decades has resulted in significant changes to its urban structures, including the transformation of public spaces in newly developed neighborhoods (Chitrakar, 2014). Public spaces often lack design elements and features that would make them inviting and user-friendly, limiting their potential to serve as vibrant, accessible areas for the community (Chitrakar, 2014). In addition, the urgency of the climate crisis and the impact of COVID-19 have further underscored the need for sustainable urban mobility, with measures such as pedestrianization increasingly promoted as essential solutions for transforming urban spaces (Brownrigg-Gleeson et al., 2023). However, without adaptive, community-centered strategies like tactical urbanism, the potential for fully realizing these benefits remains limited. Although there is considerable discussion around creating adequate and attractive pedestrian facilities, much of it falls short of establishing genuinely walkable cities that prioritize pedestrian access, safety, and community cohesion. Existing research and “walkability studies” often concentrate on isolated impediments to pedestrian access, rather than embracing a holistic approach that considers various aspects of urban mobility and sustainable city planning (Speck, 2012). This lack of integration hinders the development of multipurpose, truly accessible public areas that can accommodate a range of community demands. This research is crucial to exploring how tactical urbanism, with its flexible and adaptive nature, can address the complexities and emerging concerns of the transformed urban space, ensuring that it meets the evolving needs of the community.

1.5 Research Question

1. How can tactical urbanism address the challenges of urban transformation while balancing the needs of local businesses, residents, and planners?

The following research sub-questions will be addressed in order to provide a response to this question:

1. What are the main challenges of urban transformation that tactical urbanism can address?

2. How can tactical urbanism interventions create balance among the needs of local businesses, residents, and urban planners?

1.6 Limitations

The limitations of the study are,

1. The research focuses on New Road and Hadigaun, which may not fully represent the diverse applications of tactical urbanism across Nepal.
2. The research focuses on studying and understanding tactical urbanism rather than directly testing or implementing solutions in real-life settings. However, the insights and framework developed in this study can serve as a guide for future applications and practical implementations.

CHAPTER TWO: RESEARCH DESIGN

2.1 Conceptual Framework

The conceptual framework of this research is grounded in the pragmatic research paradigm, which focuses on practical, real-world solutions to complex urban issues. It explores how tactical urbanism can address the complexities of urban transformation in Kathmandu, particularly on New Road. It focuses on recent changes like the removal of on-street parking and footpath extensions, positioning tactical urbanism approach as a solution through low-cost and temporary interventions. The framework emphasizes public participation and the involvement of stakeholders, such as residents and urban planners, in shaping these interventions. It also considers the social context of urban change, recognizing the influence of cultural and social factors. The research aims to assess the impact and effectiveness of tactical urbanism approach in improving safety, accessibility, and community engagement in urban spaces.

2.2 Paradigm Discussion

According to Auguste Comte, **positivism** relies heavily on quantitative methods and assumes that objective truths exist and can be discovered through empirical observation and measurement. It prioritizes cause-and-effect relationships and focuses on objective data. In the case of this study, which examines the complexities of urban transformation and the application of *Tactical Urbanism* in Kathmandu, the rigid and quantitative focus of positivism may not be suitable. The research focuses on understanding not only measurable data but also the subjective experiences of various stakeholders, such as residents, city planners, and local authorities, which involves exploring perceptions, behaviors, and social dynamics. The complexity and context-specific nature of urban transformation cannot be fully captured through positivist methods alone, which tend to overlook the richness of human interactions and social factors involved in urban changes.

While **post-positivism** acknowledges that complete objectivity is not possible and that knowledge is always subject to revision, it still retains a focus on the search for objective truths, albeit with an understanding of uncertainty. Post-positivist research often emphasizes hypothesis testing and statistical analysis, aiming to find generalizable explanations. However, this work is more focused on generating practical solutions to specific urban issues through the lens of *Tactical Urbanism*, which requires a flexible, context-driven approach. The purpose is not to test preconceived hypotheses

or make generalized claims, but rather to explore how tactical urbanism can offer tailored, adaptive interventions in Kathmandu's unique urban context. The philosophical foundation of post-positivism does not fully support the research's emphasis on participatory, real-world solutions, and its heavy reliance on quantitative methods is not the best fit for the exploratory nature of this study.

Constructivism focuses on understanding how individuals or groups construct meaning through their experiences and social interactions. While it is valuable for exploring subjective experiences and perceptions, it tends to emphasize individual meanings rather than collective, practical outcomes. The purpose of this research is to not only understand the lived experiences of stakeholders but also to provide actionable insights for urban planning through a more solution-oriented approach. Constructivism's emphasis on the subjective construction of reality could make it difficult to focus on the practical, real-world applications of *Tactical Urbanism*, which requires a more practical, mixed-method approach that combines qualitative insights with concrete, actionable data. Furthermore, the study seeks to address specific urban challenges through tangible interventions, which is better aligned with the pragmatic paradigm that focuses on outcomes and solutions.

This study falls within the **Pragmatic Research Paradigm**, which is characterized by its focus on practical solutions and real-world applications. The pragmatic paradigm is particularly suited for research that seeks to address complex, dynamic issues, such as urban transformation, through flexible, adaptable, and outcome-driven approaches. In the context of this study, the pragmatic paradigm is ideal because it allows for a combination of different methods and perspectives to address the multifaceted nature of the problem. The pragmatic approach is grounded in the belief that the research problem should guide the choice of methods and that multiple methods can be used to provide a more comprehensive understanding of the issue at hand. In this case, the study blends both qualitative and quantitative data collection methods, including interviews, surveys, and observational studies, to gain insights into the challenges faced during the transformation of New Road and to explore how tactical urbanism can offer viable solutions. By integrating different research methods, the pragmatic paradigm ensures a balanced approach, emphasizing the practical implications of the findings for urban planning and policy-making

2.3 Ontology

The term ontology describes the nature of reality and the presumptions made on what is real and how it can be comprehended. Realist in nature, the ontology in this study incorporates aspects of social constructivism. The study makes the assumption that the urban transformation of Kathmandu's New Road is a real, tangible process with visible shifts, difficulties, and repercussions. The interactions of numerous stakeholders, including citizens, urban planners, legislators, and others, who view and react to these changes in different ways, socially construct these changes and difficulties, which are not static. The reality of urban transformation is complex and multifaceted, shaped by both physical changes (such as the removal of on-street parking and the extension of footpaths) and social dynamics (such as public reactions and conflicts). These processes are influenced by the different interests, values, and priorities of the involved stakeholders. Therefore, the research takes the stance that reality is not simply an objective, physical fact but is also interpreted and shaped by social interactions and perspectives. Thus, the research adopts a constructivist realist ontology, where the objective reality of urban transformation exists but is interpreted and understood differently depending on people's experiences, roles, and viewpoints. The study will explore these differing interpretations and experiences to better understand how tactical urbanism can address the challenges and conflicts arising from such transformations.

2.4 Epistemology

Epistemology in research delves into the fundamental nature of knowledge acquisition and validation (Park, Konge, & Artino, 2019). In this research, the epistemology is pragmatic and participatory, aligning with the pragmatic research paradigm. This epistemological approach emphasizes that knowledge is constructed through the interaction of multiple perspectives, experiences, and data sources (Kaushik & Walsh, 2019). It is not limited to objective measurements or purely theoretical constructs but integrates both subjective and objective knowledge to generate meaningful insights. Given that the research focuses on understanding the complexities of urban transformation in Kathmandu and exploring the potential of tactical urbanism, the epistemological approach will involve collecting both qualitative and quantitative data. Knowledge will be obtained through surveys, interviews, and observations, allowing for an in-depth exploration of different stakeholder perspectives on the transformation

process. Additionally, practical interventions (such as footpath extensions or the removal of on-street parking) will be evaluated for their effectiveness and impact, further grounding the research in real-world data and feedback. The research acknowledges that knowledge is socially constructed, particularly in an urban setting where diverse stakeholders (such as local residents, urban planners, and city officials) contribute differing views on the value and impact of urban interventions. The study also recognizes that knowledge is fluid- it evolves as new information, experiences, and ideas emerge throughout the research process. As such, the epistemology of this study values multiple sources of knowledge, including the lived experiences of citizens and the practical application of urban design principles, to inform solutions that are context-specific, practical, and actionable. In summary, the research adopts a pragmatic epistemology that blends diverse ways of knowing combining lived experiences, stakeholder input, and empirical data to explore how tactical urbanism can address the urban transformation challenges in Kathmandu. This approach emphasizes the utility and applicability of knowledge in real-world problem-solving, while recognizing the complexity and dynamism of urban environments.

2.5 Methodology

This research adopts a mixed-methods approach, combining both qualitative and quantitative data collection techniques. The methodology is structured to incorporate both detailed on the ground observations and stakeholder input, ensuring a thorough understanding of the issues faced by users and stakeholders. The research is divided into the following phases:

Table 7: Method used for research

Phase/Method	Type	Qualitative/ Quantitative	Target group/Participants	Purpose/Use
Literature Review	Secondary	Qualitative	Scholarly articles, case studies, and previous research	To establish theoretical foundations, contextualize the research, and identify knowledge gaps.
Surveys and Questionnaires	Primary	Quantitative	Pedestrians, local residents, and visitors	To measure user satisfaction, economic

				effects, accessibility, and the social impacts of transformations.
Key Informant Interviews	Primary	Qualitative	Retail shopkeepers, municipal authorities, local residents	To gather in-depth stakeholder perspectives (residents, business owners, urban planners, and municipal authorities).
Observation	Primary	Qualitative		To capture real-time interactions and behavioral responses in public spaces and transformations.
Data Analysis	Primary	Mixed	Survey respondents & interview participants	To synthesize and analyze qualitative and quantitative data to identify trends, patterns, and insights.
Comparative Analysis	Primary	Qualitative	Residents, business owners, urban planners, local authorities	To understand differences and similarities in concepts, perceptions, and experiences.
Tactical Urbanism Framework	Primary	Qualitative		To develop a context-specific Tactical Urbanism Framework

				for Nepal by analyzing its social, cultural, and economic impacts, ensuring sustainable and inclusive urban transformation.
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CHAPTER THREE: LITERATURE REVIEW

3.1 Defining Tactical Urbanism

According to Urban Dictionary, Tactical Urbanism emphasizes action. Often called DIY Urbanism, Planning-by-Doing, Urban Acupuncture, or Urban Prototyping, this method involves city, organizational, or community-led initiatives that use short-term, affordable, and scalable strategies to spark lasting improvements in neighborhoods (Ames, 2022).

Tactical urbanism projects are rapidly implemented, often completed in days rather than weeks, allowing participants to see immediate results, fostering pride, and creating visible community improvements; they democratize innovation through grassroots co-creation, with successful interventions often becoming permanent fixtures; open to all, including community-based organizations (CBOs), civil society organizations (CSOs), citizens, and local authorities, this inclusive and participatory approach addresses social divides and strengthens community ties (Tuna, 2022). According to Lydon & Garcia (2015), tactical urbanism is an intentional approach to city-making characterized by:

- A deliberate, phased strategy for driving change
- Local solutions for addressing local planning challenges
- Short-term commitments with realistic expectations
- Low-risk initiatives with potential for high rewards
- Building social capital among citizens and organizational capacity among public/private institutions, nonprofits, and NGOs.

Tactical Urbanism, often referred to as "Pop-Up Play," has become increasingly prevalent, especially during the COVID-19 pandemic when physical distancing accelerated its adoption. However, the concept predates the pandemic. It broadly encompasses any temporary transformation or creative repurposing of built environments to enhance functionality or community engagement (Ames, 2022).

3.2 Tactical vs. Strategic Urbanism

Urban planning is a complex field that involves various approaches, each designed to address specific aspects of city development and management. At its core, urban planning seeks to design and regulate the use of spaces within urban environments in ways that encourage orderly development while enhancing the quality of life for residents. Two key approaches within this field are strategic and tactical urban

planning. Understanding the differences between these approaches, as well as how they complement each other, is crucial for anyone involved in city planning, policy-making, and urban development (Understanding the Different Types of Urban Planning: Strategic vs. Tactical).

3.2.1 Strategic Urban Planning

It is a forward-thinking approach to urban development that emphasizes long-term objectives and a clear vision for the future of a city or region. It includes setting broad objectives that guide future growth and development over extended timeframes, often 20 years or more. This type of planning is characterized by its high-level perspective, which considers the overall direction of an urban area rather than detailing specific projects or actions (Understanding the Different Types of Urban Planning: Strategic vs. Tactical).

Key Features of Strategic Urban Planning:

- **Long-term Vision:** It focuses on developing a collective vision that aligns with community aspirations while addressing future challenges.
- **Integrated Approach:** Strategic planning integrates various aspects of urban development, including land use, housing, transportation, economic development, and environmental sustainability.
- **Stakeholder Engagement:** It emphasizes the involvement of diverse stakeholders, including government agencies, private sector entities, non-profit organizations, and the public, in shaping the vision and goals.
- **Flexibility:** Given its long-term nature, strategic planning remains flexible to adapt to changing circumstances, technological advancements, and evolving community needs.

Examples:

- A city's comprehensive plan that outlines desired growth patterns, development areas, and conservation zones over the next 30 years.
- A regional transportation plan that sets objectives for improving public transit infrastructure and connectivity between urban and rural areas.

3.2.2 Tactical Urban Planning

Tactical urban planning, often referred to as "tactical urbanism," focuses on short-term, low-cost, and scalable interventions aimed at improving urban spaces. Unlike strategic planning, tactical urban planning is action-oriented and experimental, allowing for immediate impacts on the urban environment and community. It provides an opportunity to test ideas that can inform longer-term strategies (Understanding the Different Types of Urban Planning: Strategic vs. Tactical).

Key Features of Tactical Urban Planning:

- **Short-term Projects:** Tactical planning involves quick, often temporary, projects designed to improve urban spaces and quality of life for residents.
- **Low-cost Interventions:** These projects usually have modest budgets, relying on creativity and community resources rather than substantial financial investments.
- **Community-led:** Tactical urban planning is typically driven by community groups, activists, or local governments, with a clear focus on grassroots engagement.
- **Experimentation:** It allows cities to experiment with new ideas and gather feedback before committing to larger, more permanent solutions.

Examples:

- Temporary bike lanes or pedestrian plazas constructed with short-term materials to improve mobility and public spaces, without requiring significant infrastructure changes.
- Community gardens build on vacant lots to promote green spaces and local food production while awaiting long-term development plans.

3.2.3 Synergy Between Strategic and Tactical Urban Planning

Although strategic and tactical urban planning vary in their scope, timelines, and approaches, they are not incompatible. Instead, they can work together to complement one another:

- **Informing Long-term Strategies:** The feedback and results from tactical interventions can provide valuable insights into the effectiveness of certain approaches, helping to shape more informed and robust strategic plans.

- **Building Momentum for Strategic Goals:** Tactical projects can act as quick demonstrations of a long-term strategic vision, helping to generate public support and momentum for future initiatives.
- **Adaptability and Resilience:** Incorporating tactical urbanism within strategic planning processes can increase a city's adaptability to change and resilience to unforeseen challenges by fostering a culture of innovation and community engagement.

In the complex and dynamic field of urban planning, both strategic and tactical approaches play vital roles. Strategic planning sets the long-term vision and structure needed for organized and sustainable urban growth, while tactical urban planning allows for adaptability to address urgent needs and test creative solutions. Combined, these strategies help cities tackle the challenges of expansion and transformation, creating spaces that cater to the needs of present residents while also preparing for future generations. Understanding and leveraging the strengths of both strategic and tactical urban planning is essential for creating vibrant, livable urban spaces (Understanding the Different Types of Urban Planning: Strategic vs. Tactical).

3.3 Tactical Timeline

A select few cities consistently set trends in urban development that others tend to adopt. These cities, referred to as Pattern Cities, are not always the originators of innovation nor are they necessarily Global Cities. Instead, they are the first to implement ideas on a significant scale and at pivotal moments in history. In the digital age, the dissemination of new patterns happens faster than ever. Tactical urbanism represents one such pattern, and it is being embraced by cities across the United States and around the world (Lydon & Garcia, 2015).

Table 1: Tactical Timeline, Patterns of Influence

1914	NYC Launches the "Play Streets" Program
1950	Play Streets spread to London, England
1965	Seattle starts first Open Streets initiative
1970	San Francisco artist Bonnie Ora Sherk introduces Portable Architecture project, a forerunner of Park(ing) Day
1973	Guerilla Gardening efforts start in NYC
1997	City Repair adopt intersections in Portland

2001	First Pop-Up Retail event held in London
2005	Park(ing) Day develops in San Francisco
2006	Programmed, Bogota-styled Open Streets initiatives spread to North America
2006	Pavement to Plazas program starts in NYC
2007	Depave program launched in Portland, OR
2007	Site Pre-Vitalization used for Hercules Market in Hercules, CA
2007	Sao Paulo, Brazil bans billboards, inspires Ad-Busters around the world
2009	Pavement to Parks begins in San Francisco
2010	Build a Better Block started in Dallas
2010	DoTank Chair Bombs the Streets of Brooklyn
2010	NYC rebrands San Fran's Pavement to Parks as Pop-Up Cafes
2011	City Point developers use Site Pre-Vitalization at Brooklyn's Dekalb Market
2011	Guggenheim Museum opens its traveling T Town Hall, the Guggenheim Lab
2011	San Francisco launches the Parkmobile
2011	Activists begin Weed Bombing Miami Streets
2012	Grand Central Park, Biscayne Parkway bring insta-parks to downtown Miami

The bouquinistes in Paris, France, exemplify that tactical urbanism is not a modern concept. Starting in the 16th century, unauthorized booksellers began gathering along the Seine to sell the latest popular books. Much like contemporary tensions between food trucks and traditional restaurants, these booksellers faced resistance from physical bookshop owners, leading to a ban in 1649. Despite this, the bouquinistes remained so popular that the city eventually permitted them to operate, albeit under regulations that restricted their locations and required their stalls to collapse into portable boxes at the end of the day (Lydon & Garcia, 2015).

By 2007, the area occupied by the bouquinistes was recognized as a UNESCO World Heritage site, marking this as one of the longest-lasting and most celebrated examples of tactical urbanism in history (Lydon & Garcia, 2015).

Table 2: Tactical Timeline, Les Bouquinistes

1500s	Traveling Book Sellers begin setting up informal “pop-up” shops along the Seine
1649	Book sellers banned at Pont Neufe, later reinstated
1789	“Bouquiniste” appears in French dictionary
1859	City Permits Bouquinistes at fixed points along the Seine, regulates space allowed, and charges registration fee
1930s	Box dimensions are fixed and regulated by the city
1993	Jacques Chirac signs law standardizing new box size
2007	Declared UNESCO World Heritage Site
2012	300,000 books, 900 boxes, 240 sellers, along 3km of prime Seine real estate

3.4 Core Ideas Guiding Tactical Urbanism

Participatory Involvement and Collective Action: Tactical urbanism is increasingly recognized within urban planning for prioritizing locally-led efforts. Rather than relying on conventional top-down strategies, it supports active involvement from community members in reshaping their surroundings. The approach highlights small-scale, short-term actions initiated at the grassroots level to improve and reimagine public spaces (What is Tactical Urbanism, 2023).

Central to this approach is the active involvement of local residents, business owners, and other stakeholders. Their participation ensures that projects align with the community's needs and aspirations. By contributing their insights and perspectives, these individuals help shape initiatives that benefit everyone. This joint effort helps build a feeling of responsibility and pride among community members, as they are actively involved in shaping the future of their surroundings. As a result, this inclusive engagement leads to projects that better reflect the community's desires and priorities, ensuring long-term success and relevance (What is Tactical Urbanism, 2023).

Incremental Change: Tactical urbanism takes a distinctly different path from traditional urban development by prioritizing small, incremental changes over large-scale projects. This approach allows cities to make swift improvements, enabling experimentation and adaptation in response to real-time feedback. By focusing on these

manageable, strategic interventions, tactical urbanism offers a practical way to address urban challenges while enhancing the quality of life for residents. The ability to test and refine ideas through quick implementation fosters flexibility and innovation, ensuring that solutions remain responsive to the evolving needs of communities (What is Tactical Urbanism, 2023).



Figure 7: Intersections modules by Izabela Boloz forming street furniture. Source: <https://urbandesignlab.in/what-is-tactical-urbanism/>



Figure 8: Low cost and temporary intervention. Source: <https://urbandesignlab.in/what-is-tactical-urbanism/>

Low-Cost and Temporary Interventions: The affordability of tactical urbanism has contributed to its recent rise in popularity. The goal of this method of urban planning and design is to enhance the usability and livability of urban areas through short-term, inexpensive interventions. Tactical urbanism provides a more affordable option to conventional urban development projects by utilizing low-cost materials and innovative ideas. Because of its affordability, it has become a desirable choice for towns hoping to improve without going over budget. Low-cost, short-term solutions that utilize readily available materials are becoming more and more popular in the field of interventions. These treatments provide a useful and effective way to deal with a range of problems and difficulties (What is Tactical Urbanism, 2023).

Testing Ideas: This novel notion acts as a vibrant testing ground for original concepts and imaginative answers to urban problems. By embracing tactical urbanism, cities can experiment with temporary actions that lead to lasting impacts on the urban

environment. The bottom-tier to top strategy of tactical urbanism strengthens communities and In their quest to create durable and significant initiatives, communities and urban planners have discovered a useful tactic: putting small-scale innovations into practice. Before spending a lot of money, they can use this method to thoroughly evaluate the viability and possible effects of bigger projects (What is Tactical Urbanism, 2023).

3.5 Why Use This Approach?

Tactical Urbanism is employed by a diverse group of stakeholders, including governments, businesses, nonprofit organizations, citizen collectives, and individuals. These actors, ranging from municipal authorities and organizations to developers and ordinary citizens, utilize short-term projects as a strategy to achieve various objectives (Lydon et al., 2016).

This approach is particularly effective because it enables quick, low-cost, and flexible responses to urban issues. By implementing temporary, small-scale interventions, stakeholders can experiment with spatial changes, assess their impact, and make informed decisions before committing to permanent investments. Tactical urbanism also fosters community participation and ownership, allowing people to directly engage with and shape their urban environment.



Figure 9: City of Austin

“**Inspire action** and expedite project implementation.”



Figure 10: Islington, Street, Portsmouth, NH (Street Plans)

“**Draw attention to perceived shortcomings** in policy and physical design, and allow people to physically experience alternative options.”



Figure 11: Monterey Road, Morgan Hill, CA (Street Plans)



Figure 12: Business Circle, San Jose, CA (Street Plans)

“Widen public engagement. As noted in Planning by Doing by Gehl Studio, Tactical Urbanism projects allow for feedback to be expressed through use and demonstrated preferences, rather than stated preferences alone.”

“Deepen understanding of local user’s needs at the neighborhood, block or building scale.”



Figure 13: Great Streets LA Flickr page



Figure 14: Pine Street, Burlington, VT (Street Plans)



Figure 15: North Union Street, Burlington, VT (Street Plans)

Gather data from the real- world use of streets and other public spaces.

Encourage people to work together in new ways, strengthening relationships between residents, non-profits, local businesses, and government agencies.

Test aspects of a program, project or plan before making large political or financial investments. Iterative design is welcome as part of the process.

3.6 Benefits of Tactical Urbanism

Public Participation: In tactical urbanism, the local community actively participates in the planning, creation, and execution of urban modifications. Because they actively shape their neighborhood, residents feel more proud of it and more a part of it. Social bonds are strengthened, communication is encouraged, and social ties are increased when people are empowered to actively participate in improving their neighborhoods (What is Tactical Urbanism, 2023).

Rapid Experimentation: Many design concepts and ideas can be explored quickly and affordably thanks to tactical urbanism. Pop-up parks, picnic spaces, and temporary bike lanes are examples of temporary interventions that let communities try out new concepts without having to make large funding responsibilities required for traditional city projects (What is Tactical Urbanism, 2023).

Iterative Design: These temporary fixes present an opportunity for iterative design, in which changes can be made in response to real-time user input. Cities can modify their designs to better suit community needs and preferences by employing an agile strategy, resulting in more effective and successful long-term solutions (What is Tactical Urbanism, 2023).

Safe Space for Innovation: In tactical urbanism, repurposing neglected or underutilized spaces is a popular strategy. By making these areas vibrant and practical, cities can encourage innovation, creativity, and entrepreneurial endeavors (What is Tactical Urbanism, 2023).

Policy and Perception Change: Short-term interventions have the power to change public opinion and the course of policy discussions. Positive outcomes from Tactical Urbanism programs may encourage people to embrace longer-term improvements in urban planning and legislation. These programs can convince governments to adopt more flexible and community-focused urban development strategies by showcasing the potential of innovative design approaches (What is Tactical Urbanism, 2023).

3.7 Obstacles in Implementing Tactical Urbanism

Limited Long-term Viability: One of tactical urbanism's primary challenges is its transient nature. The stated approaches might work in the short term, but they usually lack the perseverance needed for long-term success. The temporary character of initiatives may make it difficult to address more complex urban issues or bring about long-lasting change (What is Tactical Urbanism, 2023).

Perception of Inadequacy: Some critics of tactical urbanism programs claim that they can create the appearance that cities are taking short-term fixes rather than comprehensive, well-considered solutions to issues. Public trust in these policies and urban planning's overall effectiveness may be damaged as a result (What is Tactical Urbanism, 2023).

Low Contribution to Policy Transformation: While community-led urban interventions can spark neighborhood conversations and influence governance dialogues, such efforts may fail to produce major shifts in public policies or result in lasting progress in city planning. It can be challenging for governments to integrate these short-term projects into longer-term urban plans (What is Tactical Urbanism, 2023).

Resistance from Stakeholders: Not every member of a community may be in favor of Tactical Urbanism projects. Certain parties, such businesses or residents with conflicting interests, could be hesitant to alter the public spaces they have become accustomed to (What is Tactical Urbanism, 2023).

Lack of Integration: If tactical urbanism projects are not thoroughly integrated with larger urban planning initiatives, they may feel disconnected from the larger urban fabric. This lack of integration may lessen their overall influence (What is Tactical Urbanism, 2023).

3.8 Practical Applications

Parklet Installations: Tactical urbanism is best exemplified by parklets, which are little public gathering places made from reclaimed parking spaces. These works give pedestrians a space to relax, mingle, and take in the scenery (What is Tactical Urbanism, 2023).



Figure 16: Parklet Installation. Source: Tim Barnes, www.shiftspacedesign.com

Pop-up Markets: Street festivals and transient pop-up markets add to the energy of cities. These gatherings revitalize formerly vacant streets and plazas while showcasing regional companies and craftspeople (What is Tactical Urbanism, 2023).



Figure 17: Pop-up Market. Source: <https://urbandesignlab.in/what-is-tactical-urbanism/>

Cycling Paths and Pedestrian Routes:

Short-term installations of cycling lanes and pedestrian pathways can effectively demonstrate the potential impacts of more permanent infrastructure developments aimed at improving urban mobility. Additionally, it lessens dependency on automobiles and promotes active transportation (What is Tactical Urbanism, 2023).



Figure 18: Dexter Avenue between Westlake Avenue North and Mercer Street. Source: <https://urbandesignlab.in/what-is-tactical-urbanism/>

Guerrilla Gardening: Guerrilla gardening is the practice of revitalizing neglected urban areas by planting and cultivating greenery without formal permission. This creative approach enhances the aesthetics of public spaces, improves air quality, and encourages



Figure 19: Guerrilla Gardening. Image Courtesy of: www.shiftspacedesign.com

dialogue about the use and stewardship of urban environments (What is Tactical Urbanism, 2023).

Temporary Outdoor Art Installations: Short-term artistic interventions in public spaces, such as murals and sculptures, introduce creativity and cultural vibrancy into the urban environment. These installations enhance the visual landscape while providing a flexible platform for local artists to engage with the community and activate underused spaces (What is Tactical Urbanism, 2023).

Intersection Makeovers: Intersections can be transformed into aesthetically pleasing landmarks and safer places for pedestrians by adding paint, planters, and other creative components. This strategy shows how safer and more appealing urban architecture can be (What is Tactical Urbanism, 2023).



Figure 20: Intersection Makeover. Source: <https://blog.beopenfuture.com/>

3.9 The Tactical Urbanism Spectrum



Figure 21: Tactical Urbanism Spectrum

Tactical urbanism projects span a spectrum ranging from unsanctioned initiatives to officially approved efforts. The Depave program, initially driven by neighborhood activists, has evolved into a nonprofit organization supported by funding from the City

of Portland and the EPA. This progression from immediate action to lasting impact exemplifies tactical urbanism in practice (Lydon & Garcia, 2015).

3.10 The who and how of a tactical urbanism project

Mohankumar (2020) states that a tactical urbanism project is a strategic tool for transforming physical spaces by fostering collaboration among residents, non-profits, local businesses, and government agencies. It involves four main stages:

Site Selection: Choosing the project area.

Site Context Appraisal: Analyzing opportunities and challenges of the site.

Design and Preparation: Creating designs, estimating costs, and setting up for action.

Execution and Assessment: Carrying out the proposed plan, then assessing its results.

Each stage of a tactical urbanism project involves various participants taking on specific responsibilities. Broadly, there are five key roles to be fulfilled:

- Project Initiation & Leadership
- Design Development & Construction Processes
- Operational Coordination & Logistical Planning
- Public Outreach and Recordkeeping
- Funding Planning/Fundraising Strategies

The outlined tasks must be carried out by solo contributors or groups working closely together throughout the entire project cycle to ensure its success.

3.11 Thematic Interventions

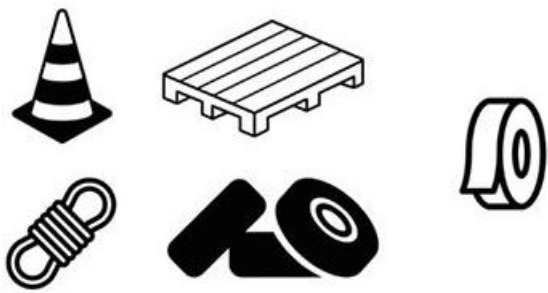

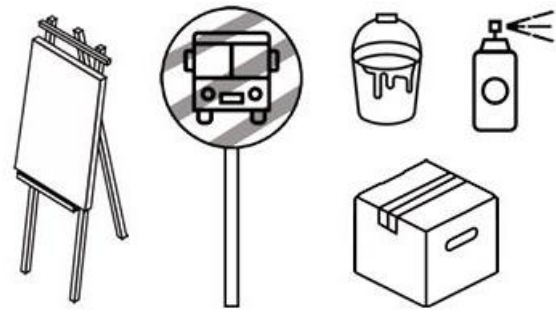
Tactical urbanism uses various thematic interventions to address urban challenges through short-term, low-cost, and temporary design solutions. These interventions aim to improve connectivity, mobility, access, placemaking, and livability by strategically rethinking the use of urban space (Mohankumar, 2020).

3.11.1 Strengthening Linkages Between People and Spaces

Potential design components:

- Expanded Sidewalks
- Temporary Bicycle Lanes

Table 3: Material palette for this thematic intervention

<p>1. RoW Demarcation</p> 	<ul style="list-style-type: none"> • Traffic cones • Delineators • Jersey barricades • Traffic buttons • Pavement markers • Nylon ropes • Wooden pallets • Tyres • Floor marking tape • Duct tape • Reflective tape
<p>2. Surface Marking</p> 	<ul style="list-style-type: none"> • Acrylic distemper paint • Floor coat emulsion paint • Water based epoxy paint • Thermoplastic paint • Spray paint • Aerosol line marking machine
<p>3. Signage</p> 	<ul style="list-style-type: none"> • Acrylic distemper paint • Thermoplastic paint • Spray paint • Reflective boards • Easels • Mill board/ MDF board • Cardboard

3.11.2 Balancing Mobility Needs with Urban Livability

Recommended Design Strategies:

- Optimized Roadway Layout
- Improved Intersection Design
- Designated Pedestrian Crossings
- Measures for Traffic Calming
- Reconfiguration of Parking reorganization

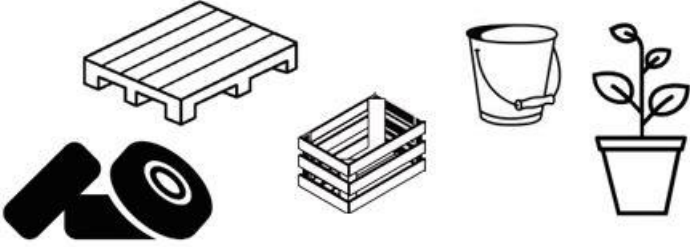
The material palette is consistent with that outlined in Table 1.

3.11.3 Enhancing Accessibility to Public transportation

Proposed design elements:

- Upgraded Bus Stop Infrastructure
- Dedicated Bus Lanes and Clearly Marked Bus Bays

The material palette aligns with the one described in Table 1, with additional elements such as seating and livability features, as detailed in the table below.

<p>Seating/ Livability</p> 	<ul style="list-style-type: none">• Wooden Pallets• Tyres• Wooden Crates• Buckets/ Used paint buckets• Flower pots/ plants
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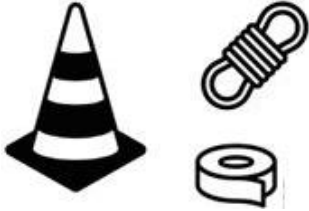

3.11.4 Placemaking Strategies to Enhance Livability

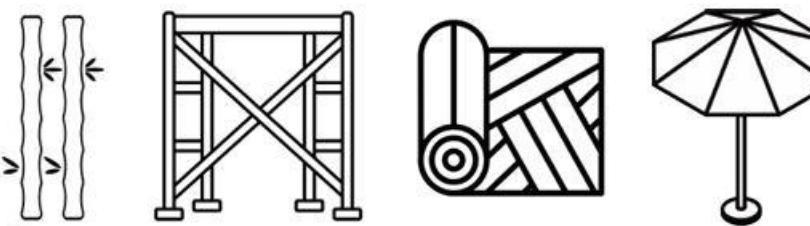

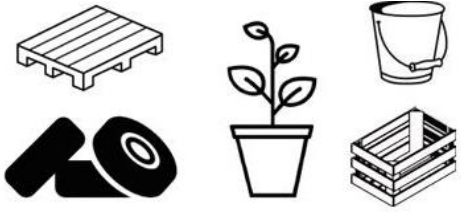
Illustrative design elements:

- Provision of Shade Structures
- Comfortable Public Seating
- Green Landscaping/ Planting
- Designated Areas for Stationary Activities
- Context- Sensitive Lighting

- Art in the streetscapes

Table 4: Material palette for this thematic intervention

<p>1. RoW Demarcation</p> 	<ul style="list-style-type: none"> • Traffic cones • Delineators • Jersey barricades • Traffic buttons • Tyres • Pavement markers • Nylon ropes • Wooden pallets • Floor marking tape • Duct tape • Reflective tape
<p>2. Surface Marking</p> 	<ul style="list-style-type: none"> • Acrylic distemper paint • Floor coat emulsion paint • Water based epoxy paint • Thermoplastic paint • Spray paint

<p>3. Shade Structures</p> 	<ul style="list-style-type: none"> • GI/ Steel pipes • Bamboo Poles • Casuarina Poles • Fabric • Canvas • Reed/ Cane mats
<p>4. Lighting</p> 	<ul style="list-style-type: none"> • LED lights • Bamboo Poles • Casuarina Poles • Serial Sets
<p>5. Seating/Livability</p> 	<ul style="list-style-type: none"> • Wooden Pallets • Tyres • Wooden Crates • Buckets/ Used paint buckets • Flower pots/ plants

3.11.5 Navigational Aids to Enhance Spatial Clarity

Design Elements Include:

- Directional Signage
- Ground Markings
- Trail Sign Indicators

The material palette is consistent with that outlined in Table 1.

3.12 Case Studies

3.12.1 Pavement to Plazas: Transforming Underutilized Asphalt into Public Spaces

Overview

The Pavement to Plazas initiative, popularized by cities like New York and San Francisco, embodies the principles of tactical urbanism by reclaiming underutilized roadways and asphalt as vibrant public spaces with minimal capital investment. These interventions are temporary at first, allowing cities to test the feasibility of the projects before transitioning into permanent designs (Lydon & Garcia, 2015).



Figure 22: Broadway at Columbus Circle: Before and after.

Figure 23: Putnam Triangle: Before and after.

Key Features

- **Temporary, Low-Cost Materials:** Early designs use inexpensive materials such as paint, planters, and folding chairs to convert motor vehicle spaces into pedestrian-friendly plazas.
- **Collaborative Management:** While cities fund initial implementation, local businesses or advocacy groups typically take on maintenance and operations responsibilities.

- **Pilot Testing:** By adopting a pilot approach, cities like New York can experiment with layouts, usage patterns, and community responses without significant financial risk.

Outcomes

The case of New York's Times Square pedestrian plaza demonstrates the tangible benefits of such initiatives:

- **Reduced Traffic Injuries:** Injuries to motorists and passengers decreased by 63%, and pedestrian injuries dropped by 35%, even as pedestrian volumes increased.
- **Enhanced Public Experience:** Simple interventions, like adding 376 folding chairs, instantly transformed Times Square into a space where millions of people could enjoy the city in new ways.
- **Scalability:** Successful pilot projects led to permanent transformations, as seen in New York's "Greenlight for Midtown" program, which continues to evolve into more sustainable street designs.

Relevance

- The initiative showcases how underutilized urban areas can be transformed into vibrant, pedestrian-friendly plazas, aligning with the core principles of tactical urbanism.
- Demonstrates the effectiveness of temporary, low-cost materials in testing design ideas, providing a practical approach to urban transformation.
- Highlights the role of partnerships between municipal authorities and local communities in managing and sustaining public spaces, a key aspect of participatory urbanism.
- Emphasizes the importance of piloting interventions to assess their impact and functionality, reducing the risk of unsuccessful long-term investments.

3.12.2 Chandni Chowk Redevelopment: Historic Urban Renewal in Delhi's Shahjahanabad

Shahjahanabad, or the Walled City of Delhi, established by Mughal Emperor Shahjahan, is a key node for cultural exchange and trade. Landmarks like Jama Masjid, Chandni Chowk, and Daryaganj are undergoing heritage conservation and public space

improvements to address issues such as high-density pressures and environmental deterioration. The Mass Rapid Transit System (MRTS) has alleviated some of the area's congestion (Saini, 2024).

Chandni Chowk has evolved into a busy cultural and economic center, with its high-density buildings supporting mixed-use functions like street vending, commercial activity, and residential living. However, the area faces challenges such as overcrowded roads, waste issues, and safety concerns. Redevelopment efforts aim to solve these problems by implementing hybrid pedestrianization, integrating utilities, improving public amenities, ensuring inclusive design, and focusing on sustainable urban planning (Saini, 2024).

These efforts have led to reduced congestion, better visual appeal, improved pedestrian access, economic revitalization, and green space preservation. The successful transformation of Chandni Chowk demonstrates a balance of heritage conservation, sustainable development, and modern urban planning strategies (Saini, 2024).

Overview of Shahjahanabad (Historic Walled City of Delhi):

Shahjahanabad, the historic fortified core of Delhi, was founded by Mughal Emperor Shahjahan (1592–1666) following the relocation of the capital from Agra. In the present day, it continues to serve as a vital cultural and commercial center, with key areas such as Jama Masjid, Chandni Chowk, Esplanade Road, Daryaganj, and Lothian Road undergoing revitalization efforts aimed at preserving heritage and enhancing the quality of public spaces (Saini, 2024).

Shahjahanabad was strategically planned around prominent landmarks like the Red Fort and Jama Masjid, embodying a well-structured urban layout influenced by the region's physical geography. Although the decline of the Mughal Empire in the 19th century marked a shift in political power, the city sustained its role as a significant center for commerce. The 1857 War of Independence, however, inflicted substantial damage, particularly to the palatial structures within the Red Fort. Following India's independence, Shahjahanabad encountered urban pressures such as high population density and environmental decline. Contemporary developments, including the implementation of an underground Mass Rapid Transit System, have contributed to preserving its significance as a vital commercial center (Saini, 2024).

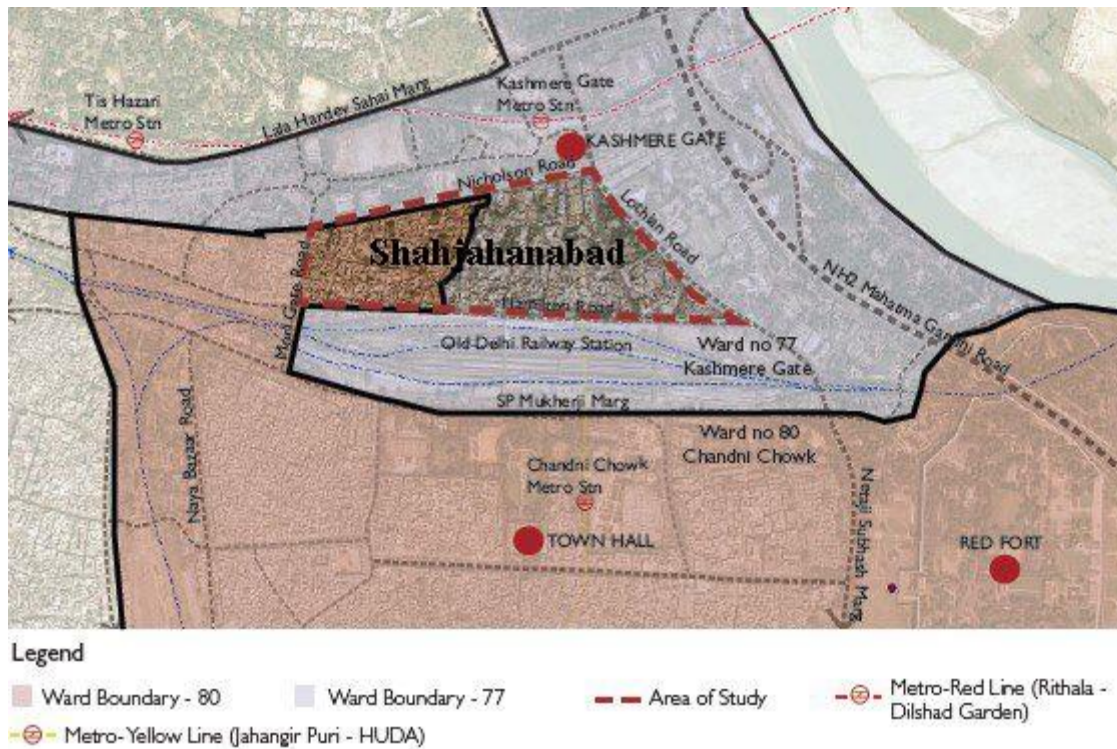


Figure 24: Location of Shahjahanabad. Source: <https://urbandedesignlab.in/chandni-chowk-redevelopment/>

Historical context of Chandni Chowk:

Chandni Chowk, envisioned and named by Jahanara Begum, was originally established as the principal marketplace of Shahjahanabad, divided into three sections with squares and the picturesque Faiz Canal flowing through. Key structures like the kotwali and serai emphasized its administrative and commercial importance. In the 19th century, British additions like the clock tower and Town Hall reshaped its landscape. Today, it thrives as a commercial and cultural hub, with dense shops, places of worship, and multi-storied buildings showcasing its historical and economic relevance (Saini, 2024).

The streets are vibrant with street vendors, commercial activity, and nighttime use as resting areas. Chandni Chowk also supports residential life, with roadside activities like sleeping, working, and bathing. Community contributions, such as food distribution by Sisganj Gurudwara and labor gathering spots, highlight its social significance. Despite challenges, Chandni Chowk continues to be a vital part of Shahjahanabad's historical and socioeconomic identity (Saini, 2024).



Figure 25: Chandni Chowk Stretch. Source: <https://urbandesignlab.in/chandni-chowk-redevelopment/>

Issues and challenges faced along Chandni Chowk stretch:



Figure 26: Major Issues. Source: <https://urbandesignlab.in/chandni-chowk-redevelopment/>

The bustling Chandni Chowk area in Delhi faces several challenges, including severe traffic congestion, frequent accidents such as fires, safety and crime issues, high pollution levels, disorganized market spaces, and tangled utility lines. These problems make the area user-unfriendly and hinder its economic potential, compounded by the lack of last-mile transport solutions. Redevelopment in Chandni Chowk involves navigating a complex matrix of stakeholders, including local residents, city planners, and national authorities, each with distinct interests. For redevelopment efforts to succeed, these dynamics must be effectively managed (Saini, 2024).

How Redevelopment addresses challenges

- Enables sustainable and efficient mobility

- Reclaims and revitalizes extensive public spaces
- Boosts economic activity
- Engages various stakeholders
- Offers holistic solutions

The mentioned redevelopment aims to transform Chandni Chowk into a secure, organized environment that enhances its historical and cultural legacy while fostering economic growth and improving living conditions for people from within and outside the city. Success in this case could establish it as a model for urban renewal efforts and inspire similar transformations in other cities (Saini, 2024).

Chandni Chowk Redevelopment:

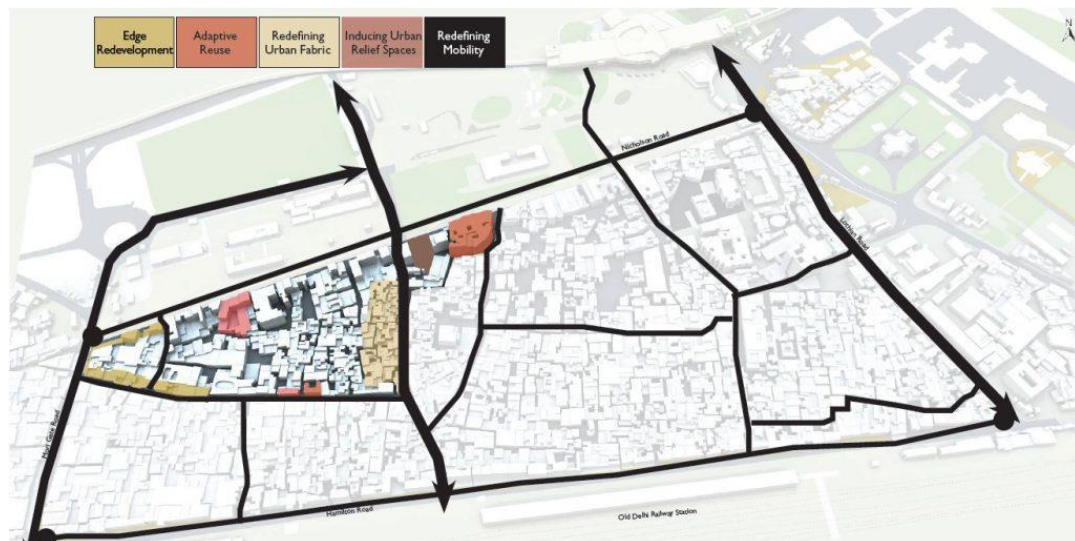


Figure 27: Redevelopment Strategy of Chandni Chowk. Source: <https://urbandesignlab.in/chandni-chowk-redevelopment/>

Transforming this historic site posed significant challenges. The aging electrical and civic infrastructure had to be carefully shifted without causing harm to heritage landmarks like the Sheeshganj Gurudwara and Town Hall, both central to Chandni Chowk's identity. Nonetheless, under the leadership of IAS officer Ms. Renu Sharma and DANICS officer Mr. Nitin Panigrahi, the team achieved this complex task within an impressively brief timeframe (Goyal, 2021).

The redevelopment of this historic area faced numerous challenges. On August 27, 2018, the 56th meeting of the Governing Body of the Unified Traffic and Transportation Infrastructure (Planning & Engineering) Centre (UTTIPPEC), formed by

the Delhi Development Authority (DDA) in 2008, was held under the leadership of Lt. Governor Anil Bajjal. During this meeting, the concept to redevelop Chandni Chowk (from Red Fort to Fatehpuri Masjid) was approved (Goyal, 2021).

Subsequently, on September 7, 2018, the Detailed Project Report (DPR) for Chandni Chowk's redevelopment was approved by the Minister for Urban Development. The plan included modifications to transform Town Hall Chowk and Fountain Chowk into public plazas. This proposal also received approval from the executive board of the Shahjahanabad Redevelopment Corporation (SRDC) (Goyal, 2021).

In a conversation with Indian Masterminds, project nodal officer Mr. Nitin Panigrahi shared that, "The biggest challenge was to convince the stakeholders that the whole area was being pedestrianized and only non-motorized vehicle transportation will be allowed. Therefore, it began with the stakeholders' consultation with the market associations, RWA etc., and after an approval from everyone, the project began" (Goyal, 2021).



Figure 28: Densely packed marketplace

The SRDC effectively influenced stakeholders particularly local traders and residents that restricting motorized vehicles was essential to alleviating street congestion. Additionally, implementing road closures in phases showcased a significant increase in

footfall, highlighting the positive impact of dedicating portions of the road to pedestrian use (Goyal, 2021).

Evidently, the increase in passenger numbers at Chandni Chowk Metro Station during this period serves as evidence of a gradual shift in transportation modes since the project commenced in December 2018. To ensure its full success, the redevelopment initiative, focusing on non-motorized vehicles (NMVs) and pedestrians, was expanded across the entire area by establishing a continuous network of footpaths and NMV lanes (Goyal, 2021).

As per the design, the central median spans approximately 3.5 meters in width, with 18 transformers already installed, and a 5.5-meter carriageway dedicated to non-motorized vehicles. Additionally, footpaths ranging from 5 to 10 meters have been constructed on both sides. The project began on December 1, 2018, with an initial completion target of March 31, 2020. However, the project faced delays and was ultimately finished in September 2021 (Goyal, 2021).



Figure 29: Dedicated walking route in Chandni Chowk

In 2017, the High Court designated IAS officer Ms. Renu Sharma as the Chief Nodal Officer for the project, while Mr. Nitin Panigrahi has been serving as the nodal officer since 2016. Mr. Panigrahi remarked, "The project was successfully carried out through

the collaboration of 18 different departments, including Delhi Police, the Transport Department, DMRC, North DMC, Delhi Traffic Police, and others” (Goyal, 2021).

The redesign of Chandni Chowk focuses on five key strategies to ensure its significant improvement:

Hybrid Pedestrianization: Prioritizes pedestrians and non-motorized transport (NMT) by restricting vehicle access between 9 AM and 9 PM, allowing loading and unloading activities during the night (9 PM to 9 AM). Emergency vehicles are exempt, reducing congestion effectively.

Unified Utility System: Implements a comprehensive network that integrates stormwater systems, water supply lines, sewage collection points, electrical circuits, waste disposal, firefighting services, surveillance systems, and telecommunication cables. This strategy replaces scattered utilities and improves the robustness of the infrastructure.

Public Amenities: Incorporates modern public facilities to improve user convenience and service quality, contributing to the creation of a well-organized public space.

Inclusive Design Approach: Adopts an inclusive approach to transform streets into accessible public spaces, prioritizing active mobility and ensuring the area is accessible to residents with disabilities.

Comprehensive Implementation: Ensures smooth execution through an in-depth traffic control strategy. This comprises intersection plan, strategic placement of entrance and exit control barriers, sequenced planning, and arrangement of sufficient parking spaces.

This multi-faceted approach aims to balance functional improvements with cultural preservation, fostering a more accessible, organized, and vibrant urban environment.

The officer mentioned that numerous rumors and myths circulated during the redevelopment work. He stated, “There were false claims, such as the project being a poor political decision or harmful to businesses. However, these misconceptions were dispelled once the project was finished. Initially, around 1,200 vehicles were parked along the entire stretch every hour, but now parking is completely prohibited. This has

significantly eased traffic congestion and helped improve the air quality index (AQI) in the area” (Goyal, 2021).

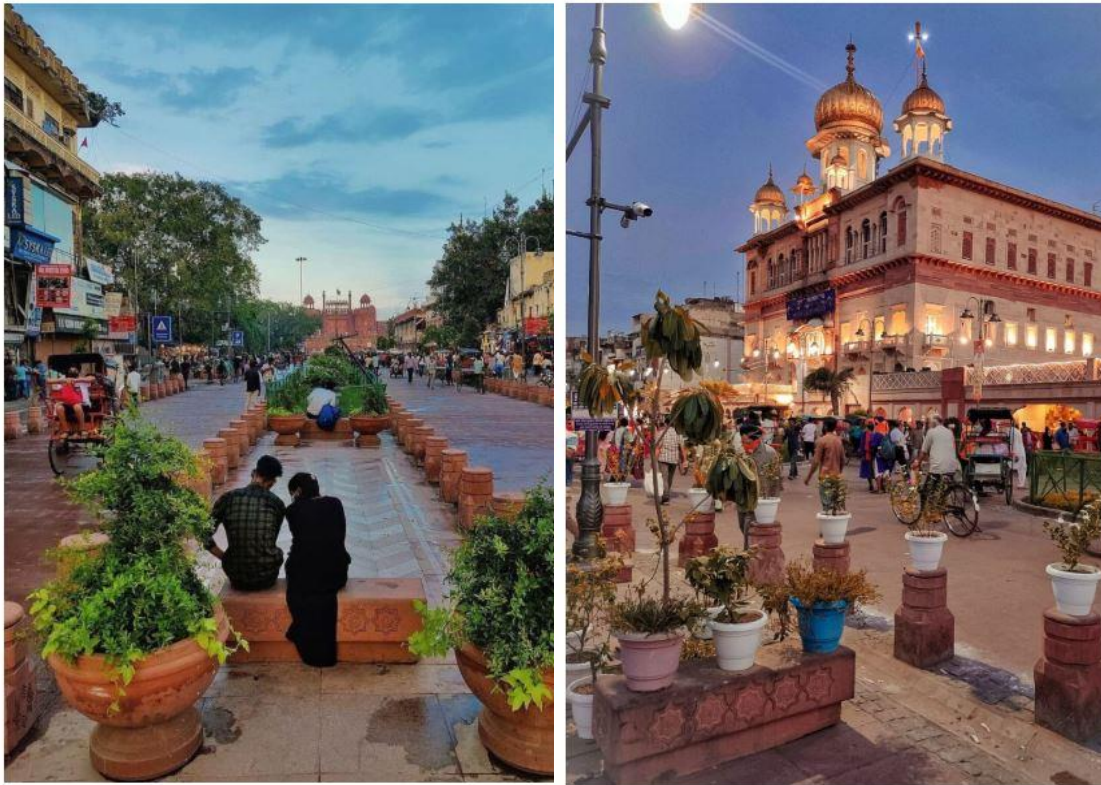


Figure 30: The redeveloped Chandni Chowk

Effects and Results of Redevelopment:

The revitalization of the Chandni Chowk stretch has brought significant environmental and community benefits (Saini, 2024).

Impact:

- **Traffic Decongestion:** Reduced congestion has made the area more accessible.
- **Restored Visual Integrity:** The visual appeal of the area has been enhanced.
- **Economic Growth:** Increased local business activity has contributed to economic development.
- **Recovered Urban Space:** Upgraded intersections have been converted into lively plazas, expanding accessible public areas.
- **Conservation of Trees:** Current trees have been carefully maintained.
- **Improved Pedestrian Amenities:** Enhanced foot traffic accessibility and people-friendly infrastructure allow for easier movement.

Outcomes:

- **National Pride:** A clean, well-organized, and aesthetically pleasing urban space fosters national pride.
- **Accessibility for All:** Designed to ensure comfort and ease of access for all users.
- **Sustainable Development:** Incorporates sustainable urban planning principles for long-term benefits.
- **Enhanced Safety and Security:** Improved measures ensure a safer environment.
- **Preserved Heritage Value:** Greater appreciation and conservation of heritage sites add cultural significance.

By balancing the preservation of history with modern enhancements, the redevelopment has transformed Chandni Chowk into a thriving, secure, and sustainable urban environment.

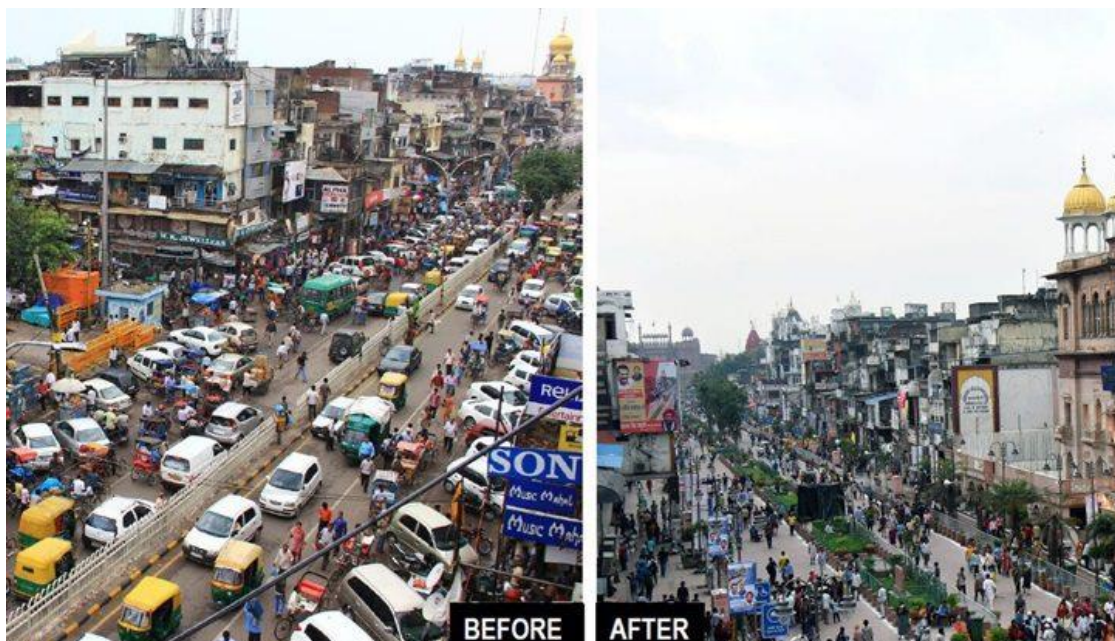


Figure 31: Transformation from then vs now. Source: <https://urbandesignlab.in/chandni-chowk-redevelopment/>

The redevelopment initiative showed that a well-integrated system of sidewalks and bike lanes is crucial in promoting public transportation as the most favored commuting option.

Relevance:

The redevelopment of Chandni Chowk offers a valuable case study that highlights how Tactical Urbanism can effectively address urban challenges like traffic congestion, public space reclamation, and the complex balance between heritage preservation and modern urban planning strategies. This redevelopment aligns with the core themes of my research, particularly in areas such as sustainable urban design, public space revitalization, and multimodal accessibility. Key strategies in the Chandni Chowk transformation, such as hybrid pedestrianization, improved pedestrian pathways, and innovative public space designs, showcase interventions that can inform similar initiatives in my research area of New Road. Additionally, the integrated focus on inclusive design, tree preservation, and utility integration are exemplary strategies contributing to long-term urban sustainability principles that are directly relevant to my design goals.

Chandni Chowk's approach exemplifies how multi-stakeholder collaboration, focusing on traffic decongestion and economic revitalization, can lead to enhanced safety, better living conditions, and improved quality of life. These outcomes highlight insights for implementing tactical urban strategies that prioritize livability, accessibility, mobility, and the preservation of cultural heritage- all central themes in my research objectives. Ultimately, the success of Chandni Chowk's redevelopment serves both as inspiration and as a reference model for implementing tactical urbanism interventions in New Road. This comparative analysis can offer practical insights into sustainable urban transformations and community engagement strategies.

CHAPTER FOUR: CASE AREA

Hadigaun and New Road have been chosen as case study locations for this project in order to investigate how tactical urbanism is used in Nepal. Because these sites reflect various urban environments, it is possible to compare how tactical interventions affect various urban settings. One of Kathmandu's largest business districts, New Road, has recently seen improvements to its facade, changes to make it more pedestrian-friendly, and aesthetic enhancements. Because of these modifications, it is a useful example for examining how tactical urbanism might be used to revitalize commercial areas with a high density. Conversely, Hadigaun, a historically significant area, has demonstrated grassroots urban solutions by embracing community-led initiatives like vehicle-free Saturdays. An examination of Hadigaun sheds light on how local community initiatives can give rise to tactical urbanism, which in turn affects public space usage and urban mobility. This study intends to determine how tactical urbanism is being utilized in various urban situations, its challenges, and its potential for wider implementation in Nepal by first evaluating these two places independently and then making comparisons.

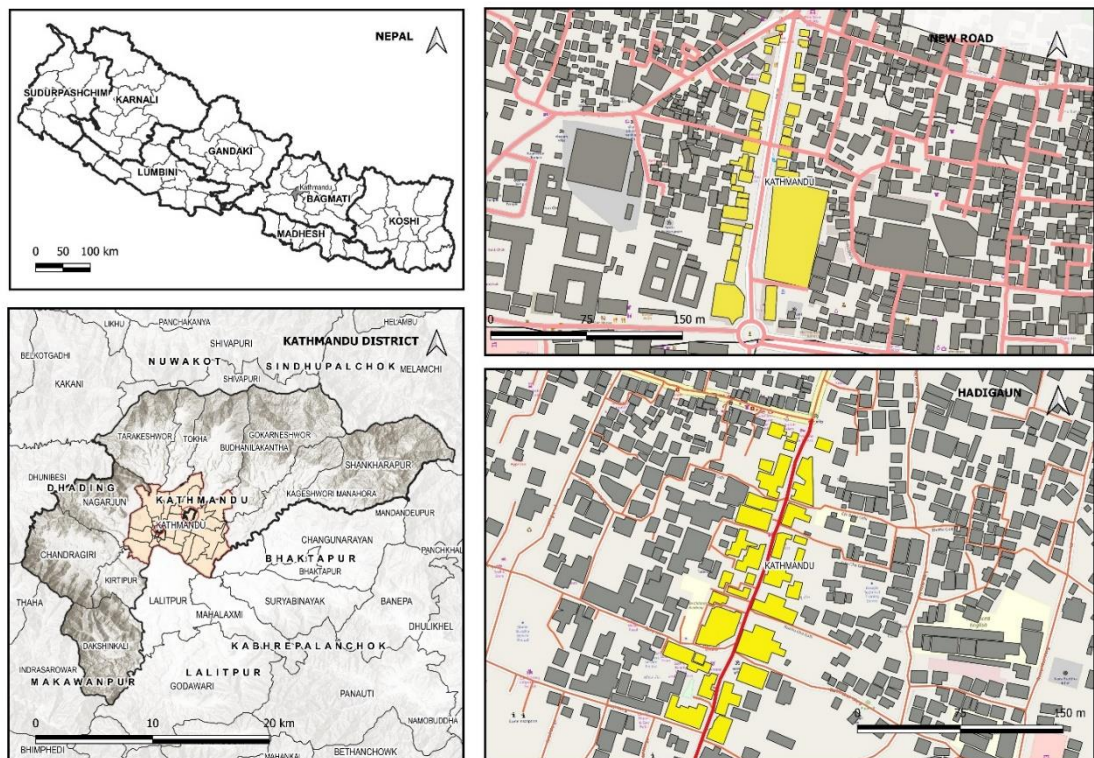


Figure 32: Study Area

4.1 New Road

New Road, located in the heart of Kathmandu, is one of the city's most important and vibrant commercial hubs (Adhikari, 2024). The area is characterized by heavy foot traffic, a mix of traditional and modern businesses, and a dense urban environment. Over the past few years, the city has undertaken various urban transformations to address issues like congestion, pedestrian safety, and environmental degradation. The specific transformations being studied include the removal of on-street parking, the extension of footpaths, facade treatment, and the removal of overhead wires and electric poles. These changes were implemented to improve the aesthetic and functional qualities of the street, but they encountered significant resistance from various stakeholder groups, including shopkeepers, car owners, and pedestrians. This area is representative of the challenges faced by many commercial streets in Kathmandu, making it an ideal case study for understanding the complexities of urban transformation and the potential role of tactical urbanism.

4.1.1 Historical context

New Road, officially inaugurated in 1934 following the devastating earthquake of the same year that reshaped Kathmandu's landscape, was part of an ambitious reconstruction project undertaken by the Rana regime, becoming a symbol of progress and modernization, as the area, once lined with traditional Newari homes and narrow alleys, was transformed into a broad street designed to accommodate the growing number of automobiles, marking a departure from the pedestrian-friendly pathways of ancient Kathmandu (Adhikari, 2024).

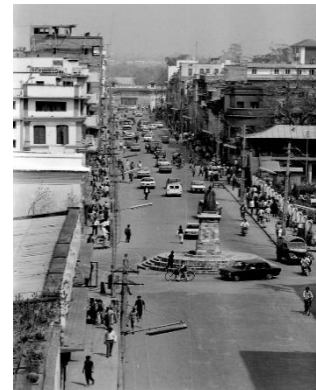


Figure 33:
Historical image
of New Road Area.
Source:
roundsimaging.com.

4.1.2 Evolution over time

In its early years, New Road showcased the Rana architectural style with wide streets, well-designed buildings, and the prominent Juddha Statue as a tribute to the then Prime Minister Juddha Shumsher, and over time, it evolved into a commercial hub, attracting businesses, shops, and markets that catered to the growing urban population, with the 1960s and 1970s marking its rise as the heart of Kathmandu's retail scene, where

everything from textiles to electronics could be found in its bustling shops (Adhikari, 2024).

4.1.3 Current condition & Future Plan of KMC for the area

New Road is the most important economic hub and one of the busiest streets in Nepal (Butt, 2018). It has recently undergone a series of urban transformations aimed at improving its functionality and aesthetic appeal. A major focus of the transformation has been the extension of footpaths to create a safer, more spacious environment for pedestrians. The removal of on-street parking has aimed at addressing traffic congestion and improving vehicle flow. The removal of overhead wires and electric poles has played a significant role in improving the street's visual appeal. Looking ahead, the city

of Kathmandu has set an ambitious goal of



Figure 34: New Road Area Before Transformation showing on street parking and a narrow footpath



Figure 35: New Road Area After Transformation showing improvements after on street parking removal and footpath extension



Figure 37: New Road Area After Footpath Extension



Figure 36: New Road Area After Aesthetic Improvement

developing certain stretches of New Road with the aim of turning it into a cultural corridor. The theme of creating a vibrant, dynamic urban space with a focus on cultural activities is central to future plans for the area.

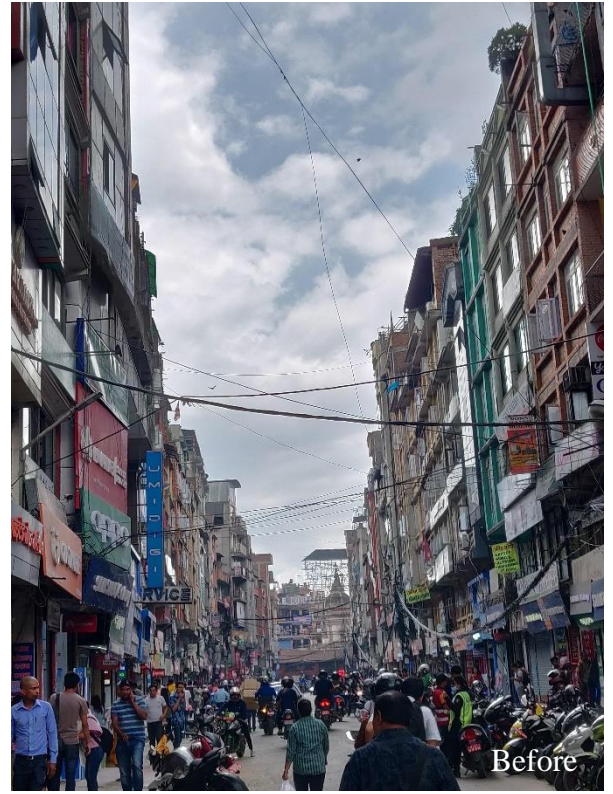


Figure 38: Before and After picture of new road



Figure 39: New road area after transformation

4.2 Hadigaun

One of Kathmandu's oldest communities, Hadigaun is renowned for its profound historical significance and rich cultural legacy. Because of its historic temples, traditional courtyards, and centuries-old festivals, it has long been a hub of Newar customs.

The distinction between the symbolic and the fact is blurred in Handigaun, as it is throughout the nation, as history and folklore zigzag with each other in a fluid manner. It makes sense that a lot has slipped between the cracks in a town that has been inhabited for at least 2,000 years. Like a Chinese whisper, oral histories have grown fuzzier with each generation; ancient objects have been destroyed by vandals, transported abroad, or demolished to make way for concrete matchbox homes or bigger roadways. But despite the passing of time, Handigaun's spirit has endured. It is alive in the intricate and multi-layered customs and jatras that connect the lives of the many people, civilizations, and dynasties that have settled in this old town to those of the selfie-stick-wielding revelers of today (The Lost Jewels of Handigaun, 2015).

Hadigaun has seen urban changes despite its historical foundations, striking a balance between attempts to maintain its traditional fabric and contemporary advancements. The community-led vehicle-free Saturdays initiative, which strives to improve walkability, public involvement, and sustainable urban practices, is one of its noteworthy urban initiatives. Hadigaun is a useful case study for comprehending how grassroots initiatives create urban areas in Nepal because of its distinctive fusion of tradition and tactical urbanism.



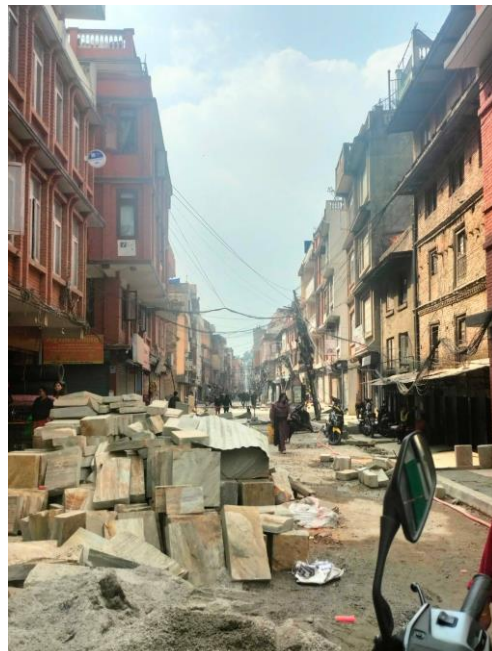
Figure 41: Jatra of Hadigaun



Figure 40: Locals of the community enjoying car-free Saturdays in Handigaun. Source: <https://www.carfreealliance.org/news-1-1/breathing-life-into-hadigaun>

4.3 Illustration of Naxal

To visually illustrate the process of urban transformation, the following photographs showcase the footpath extension work taking place in Naxal. These images highlight key stages of the intervention, offering insight into the changes being made to improve pedestrian accessibility and overall urban functionality. The photographs provide a clear visual representation of the ongoing efforts in Naxal, complementing the analysis of similar interventions in other case study areas like New Road and Hadigaun.





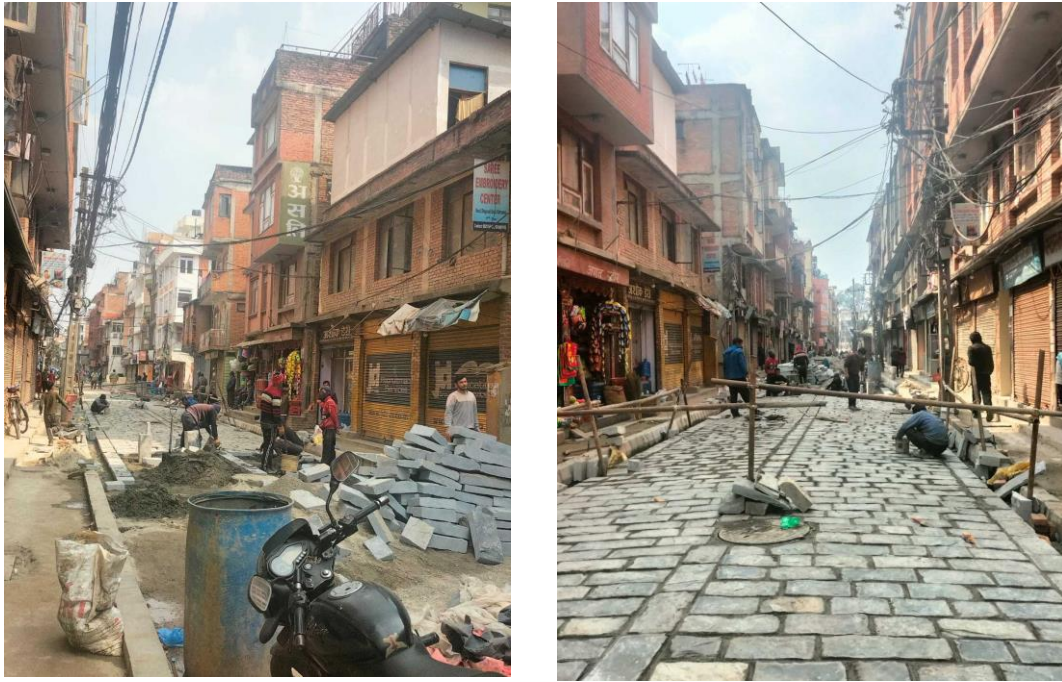


Figure 42: Ongoing footpath extension in Naxal: Laying materials and preparing the road for pedestrian improvements.

Process Followed in Naxal:

1. Site Selection and Context Appraisal

Site selection: The footpath extension in Naxal was initiated to address urban needs like increasing pedestrian space, enhancing safety, and improving accessibility. The high pedestrian traffic in the area contributed to the decision to extend the footpaths.

Context Appraisal: An assessment of the existing infrastructure, pedestrian movement patterns, and traffic conditions was conducted to identify areas where the footpaths needed to be expanded.

2. Design and Preparation

Design Phase: The design process focused on extending the footpaths to provide more space for pedestrians. The material chosen for the extension was stone, selected for its durability and aesthetic appeal.

Planning: The design plan included considerations for pedestrian flow, safety, and comfort.

3. Implementation

Footpath Extension: The footpath extension was carried out to increase pedestrian space. The process involved removing the old path materials, leveling the ground, and adding stones to create a durable and accessible walking surface.

Material Addition: Stones were laid on the footpath to enhance both the functionality and aesthetics. The stones were carefully placed to ensure a smooth and even surface for pedestrians. This extension aimed to improve mobility and safety in the area.

Construction Work: A construction team followed the plan to complete the footpath extension. Work was conducted in phases to minimize disruption to pedestrian and vehicular movement.

4. Challenges Faced by the Public:

Disruptions to Daily Activities: Local residents and pedestrians have reported that the ongoing footpath extension has disrupted their daily activities. Pedestrians have faced difficulties navigating through construction zones, and local businesses have experienced a temporary decline in foot traffic. The construction work has also led to some inconvenience, as the area has been crowded and pedestrian routes altered during implementation.

Temporary Loss of Access: Certain sections of the footpath were temporarily inaccessible, making it harder for people to reach shops, homes, or workplaces. These disruptions have raised concerns among the community about the impact on daily routines.

Overall, the Naxal footpath extension showcases a step toward pedestrian-friendly infrastructure, though it temporarily disrupted daily routines. Its long-term success will depend on how well it balances improvement with public convenience.

CHAPTER FIVE: STAKEHOLDER ANALYSIS

5.1 Stakeholder Matrix

This matrix categorizes stakeholders based on their roles and interests in urban transformation and tactical urbanism interventions.

Table 5: Stakeholder Matrix

Stakeholder Group	Role/Influence	Key Interests
Local Businesses	Economic drivers; influence on local economy; resistance or support for change.	Increased foot traffic, profitability, reduced disruption during transformations.
Residents	Primary users of urban space; the effectiveness of the initiative depends on their support.	Livability, safety, community engagement, and inclusivity in urban changes.
Local Government	Decision-makers; approve or reject urban plans; enforce regulations.	Economic growth, public support, compliance with policies, and long-term urban development.

5.2 Power-Interest Matrix

The Power-Interest Matrix helps prioritize stakeholders based on their power (influence over decisions) and interest (level of involvement/concern).

Table 6: Power-interest matrix

Quadrant	Stakeholders
High Power, High Interest	Local government
High Power, Low Interest	Policy makers (Ministry of Urban Development)
Low Power, High Interest	Residents, community activists, NGOs.
Low Power, Low Interest	Visitors/tourists, general public.

CHAPTER SIX: DATA AND ANALYSIS

The findings and analysis of both the case areas of New Road and Hadigaun have been presented.

6.1 Observations from the study areas

From the observations in New Road, it can be noted that recent urban modifications, such as the extension of footpaths and the removal of on-street parking, have made the area more pedestrian-friendly and accessible. The footpath extension has eased movement for pedestrians, but seating areas, while appreciated, are limited in number and could be expanded to improve comfort. The clearance of wires has also contributed to a cleaner and safer environment. Despite these improvements, congestion remains an issue, as vehicles and pedestrians often crowd the area. Vehicle noise, along with taxis stopping on the road instead of at designated pick-up and drop-off points, adds to the discomfort. Additionally, safer pedestrian crossings could be introduced to enhance mobility and safety for pedestrians. While aesthetic upgrades, such as painted walls and façade improvements, have enhanced the area's visual appeal, the overall utilization of space could still be optimized for better pedestrian experience.

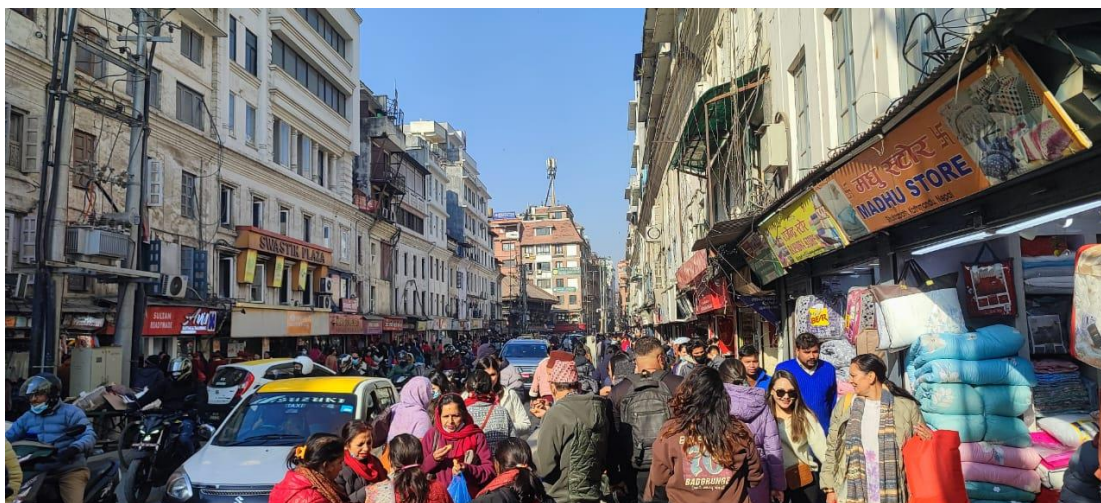


Figure 43: Congestion in New Road caused by vehicles and pedestrians

In Hadigaun, the vehicle-free Saturday initiative has contributed to a more pedestrian-friendly environment, with the community actively participating in these changes. Hadigaun experienced a noticeable increase in public engagement and social interaction. The space became more lively and culturally vibrant, reflecting a revival of community participation in public life.



Figure 45: Stalls occupying the streets



Figure 44: Children experiencing joy



However, several challenges have emerged. Food stalls often occupy a large portion of the street, making it difficult for vehicles to pass if needed in an emergency. The food offerings are also quite similar, and diversifying the options could enhance the overall experience. The serving of chyang (local alcoholic beverage) has become extensive, raising concerns about its excessive availability. Additionally, the initiative has gradually shifted toward becoming more of a commercial center, focusing on food and sales, rather than maintaining its initial intention of providing a space for children's activities and public leisure.

6.2 Finding of the questionnaire survey

6.2.1 Visitor Analysis: New Road

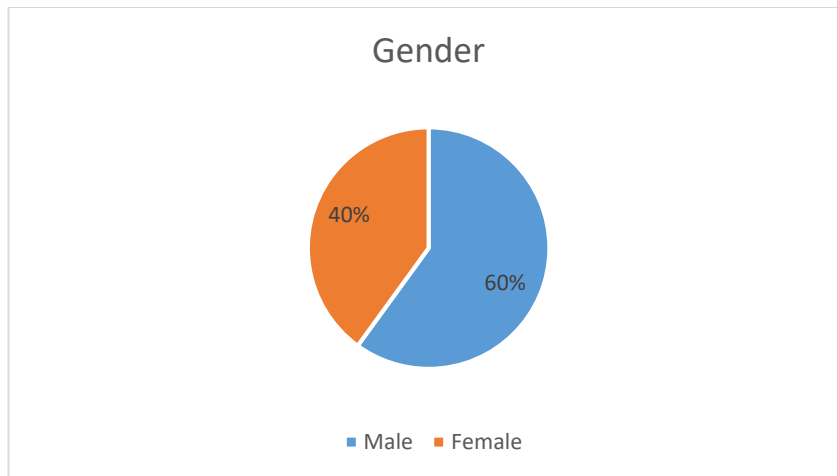


Figure 46: Pie chart showing gender group of visitors

Out of the 50 surveys conducted with visitors in the New Road area, 30 respondents (60%) were male, while 20 (40%) were female.

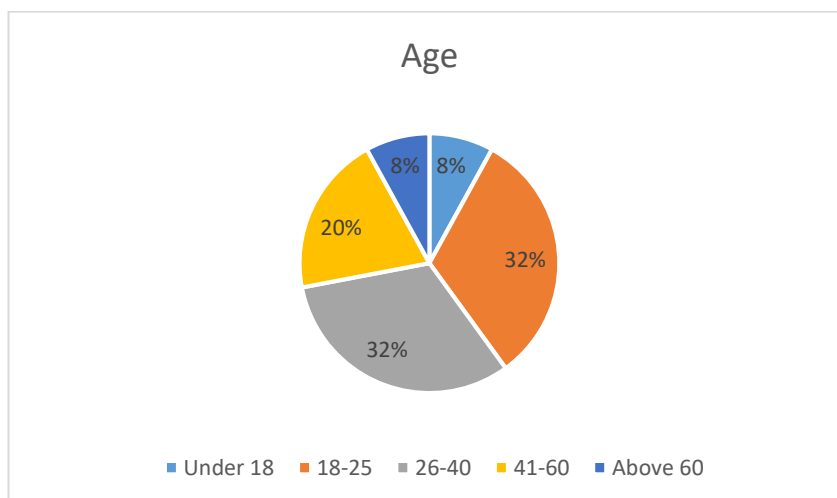


Figure 47: Pie chart showing age group of visitors

To understand the active age groups visiting the New Road area, the ages of visitors were recorded and categorized into five distinct groups. The findings reveal that young adults form the largest share, with both the 18-25 years (32%) and 26-40 years (32%) age groups making up a combined 64% of the total visitors. The 41-60 years group accounts for 20%, showing a moderate presence of middle-aged visitors. Meanwhile, the youngest (under 18 years) and the oldest (above 60 years) groups each constitute 8%, reflecting relatively lower engagement.



Figure 48: Chart showing occupational distribution of visitors

According to the occupation chart, students make up the largest group, followed by working people. The next largest percentage is made up of unemployed people, then self-employed people. A smaller group consists of retired people.

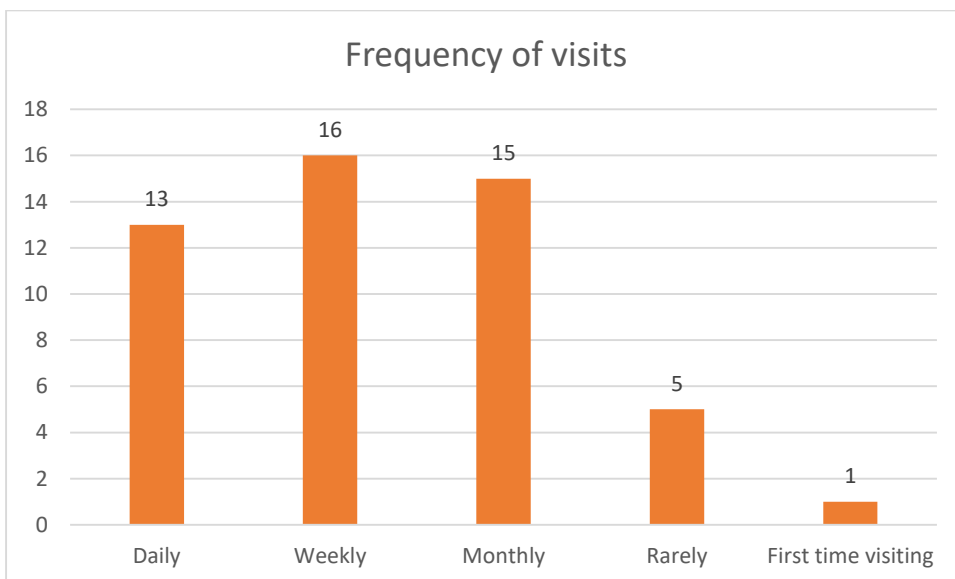


Figure 49: Chart showing frequency of visits

The chart illustrates the frequency of visits to the New Road area, with weekly visits being the most common, followed closely by monthly visits. A notable portion of visitors also come daily, though in a lower proportion compared to the first two groups. Meanwhile, a smaller segment of visitors come rarely, and only a very few are visiting for the first time.

The majority of individuals often visit the area, as this distribution shows, highlighting its importance as a recurrent destination.

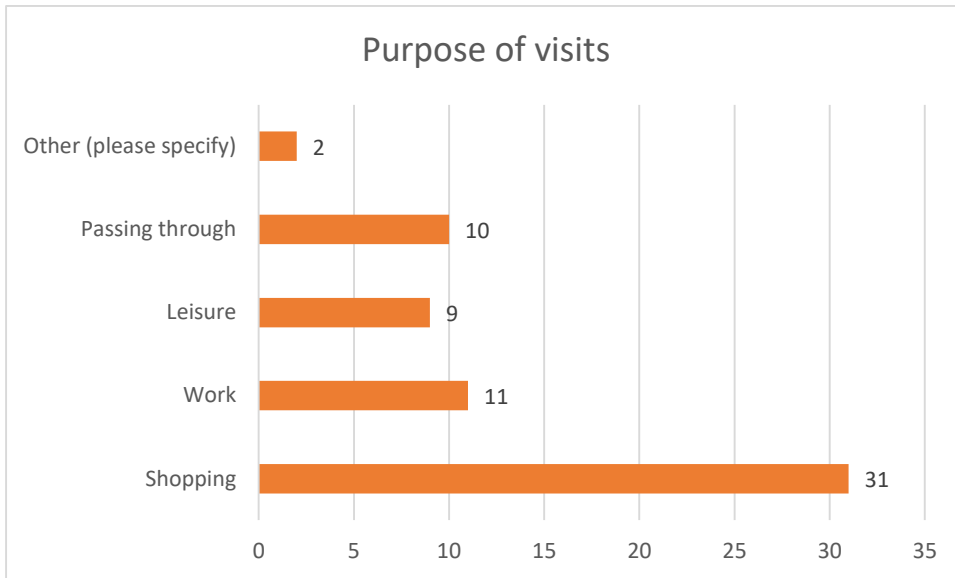


Figure 50: Chart showing purpose of visits

Shopping is the main reason people come to New Road, followed by people who are there for employment. There is also a significant number of individuals passing through the area, leisure activities, and other reasons, including observing the changes that have occurred in the area.

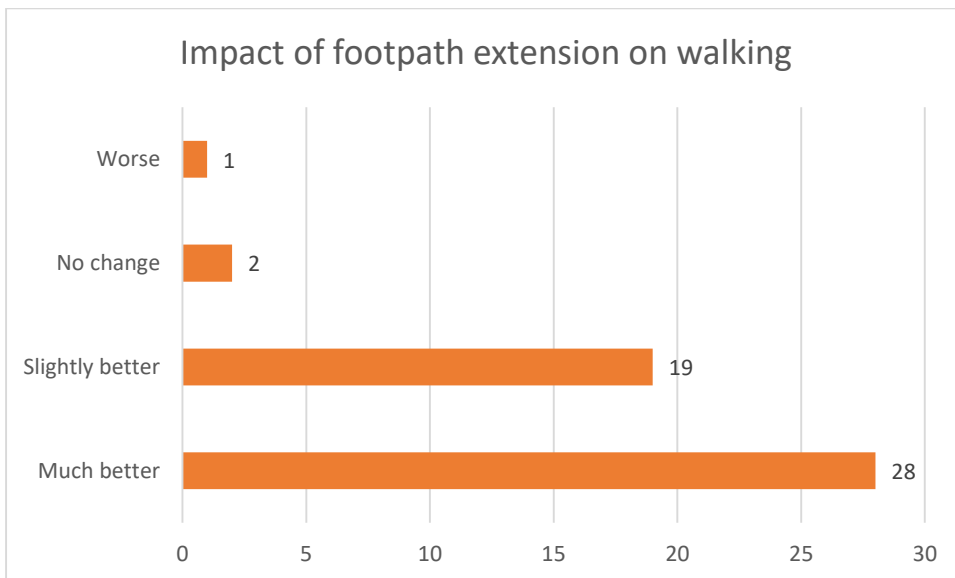


Figure 51: Chart showing impact of footpath extension on walking

According to most replies, walking has significantly improved as a result of the pathway extension ("much better"). A smaller proportion noted a moderate

improvement ("slightly better"), while only a few reported no change or a negative impact.

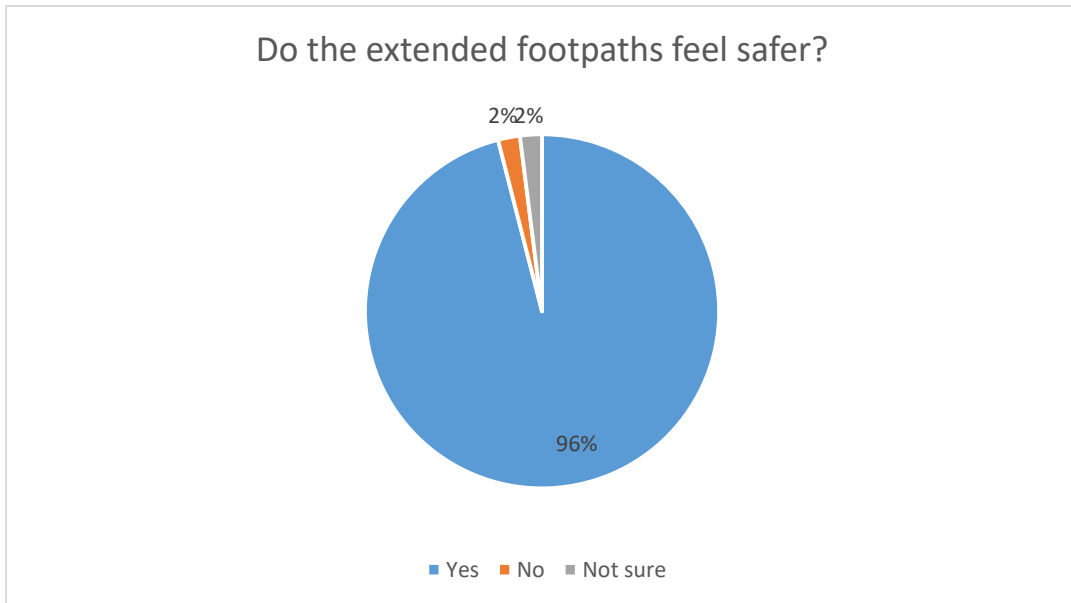


Figure 52: Pie chart showing perceptions of safety on the extended footpaths

The responses reveal that a vast majority of visitors (96%) believe the extended footpaths have significantly improved safety, indicating a positive impact. However, 2% of respondents felt the footpaths did not enhance safety, while another 2% expressed uncertainty about their experience.

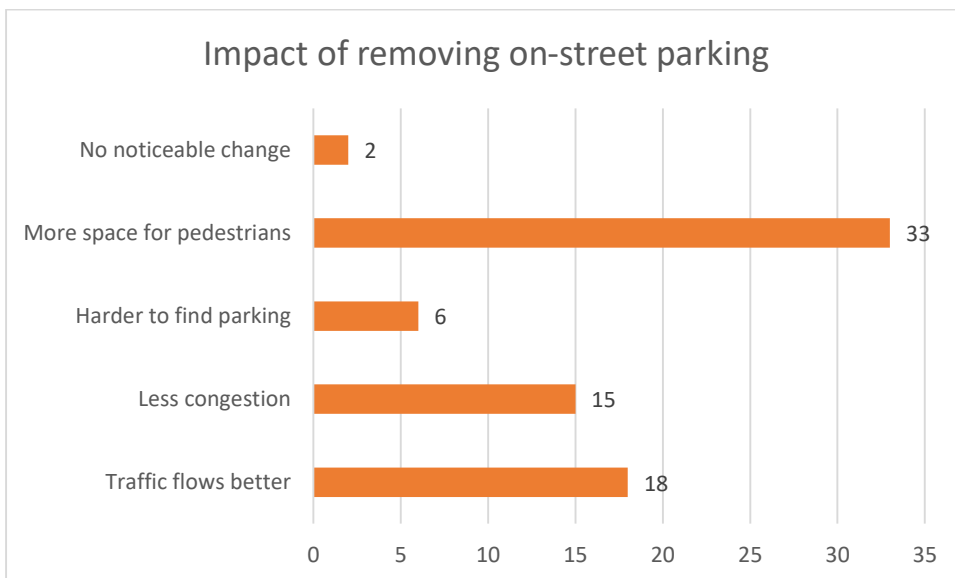


Figure 53: Chart showing the impact of removing on-street parking

The removal of on-street parking has largely been seen as beneficial, with the majority of respondents highlighting the increased space for pedestrians. Some also noted better traffic flow and reduced congestion as key improvements. A smaller portion of

responses indicated challenges in finding parking, while a very minimal number of visitors reported no noticeable change.

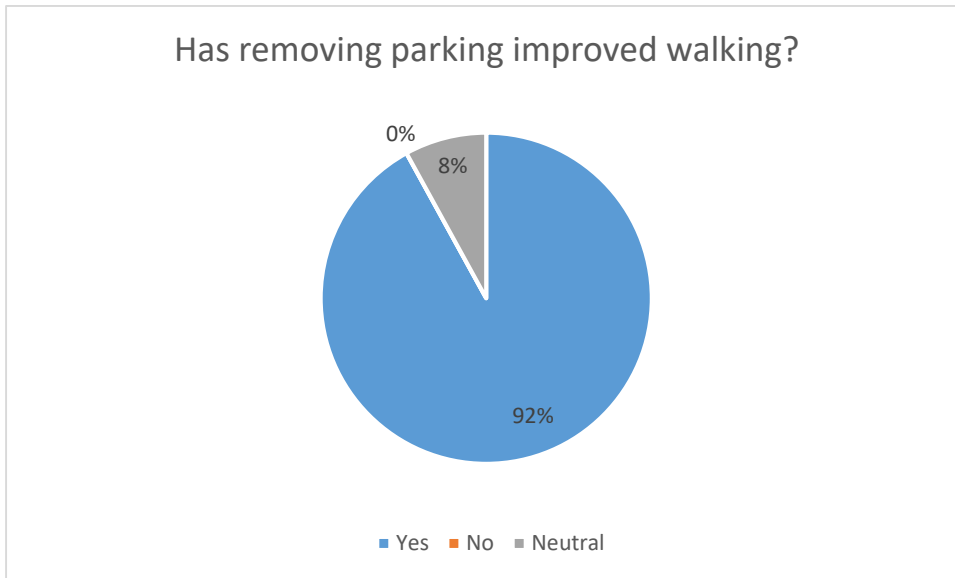


Figure 54: Pie chart showing responses on whether removing parking has improved walking

Removing parking has a beneficial effect on pedestrian movement, as evidenced by the majority of respondents (92%) who think it has improved walking conditions. None of the respondents thought it had a negative impact, and 8% were indifferent, meaning they had no strong opinions.

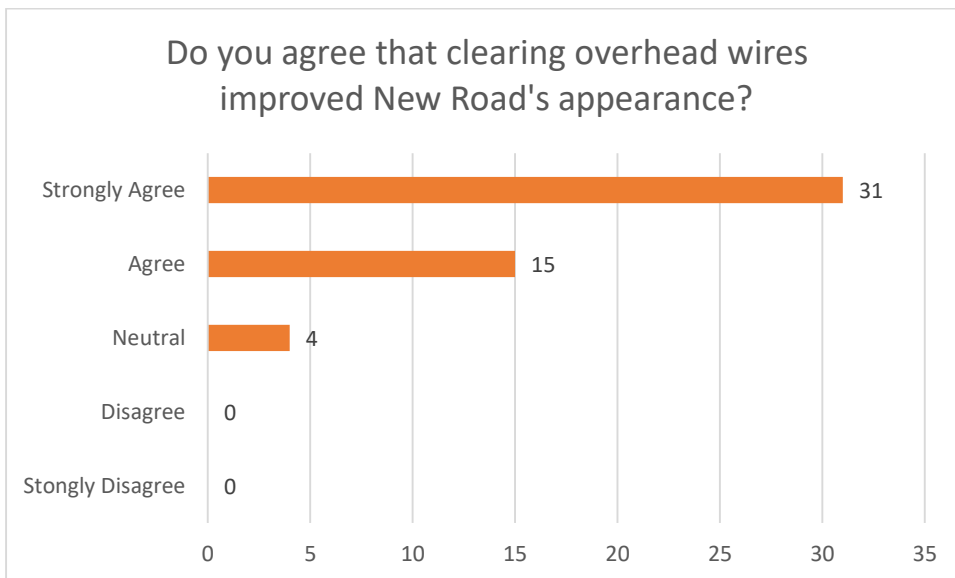


Figure 55: Chart showing responses on whether clearing overhead wires improved New Road's appearance

According to the answers, the removal of the overhead wires on New Road was seen quite favorably. A sizable portion of respondents agree, with the majority strongly

agreeing that it has improved the area's appearance. None of the respondents disagreed, and a tiny percentage were neutral.

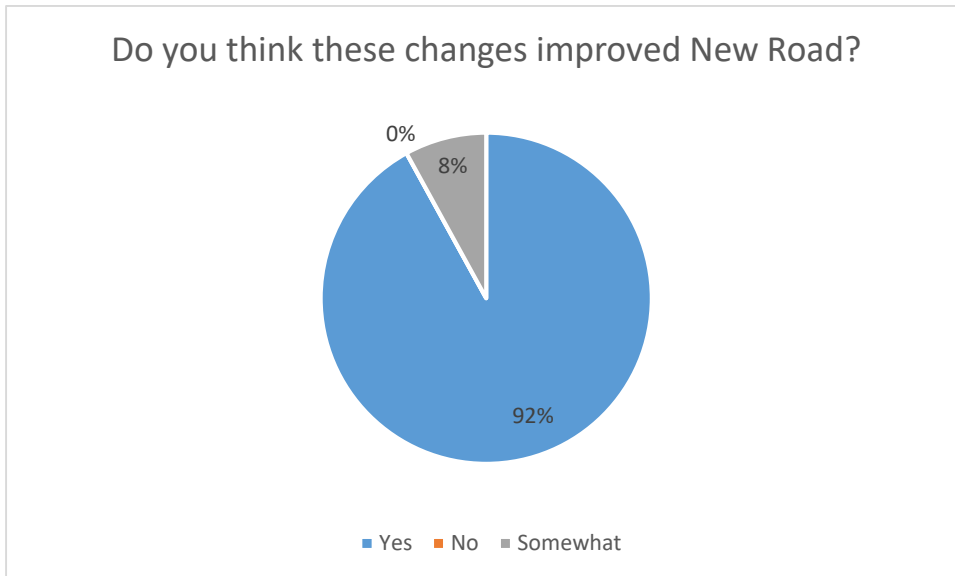


Figure 56: Pie chart showing responses on whether the changes improved New Road

The majority of respondents (92%) believe that the changes have positively improved New Road. Another 8% felt the improvements were only partial ("somewhat"), while no respondents indicated that the changes had no positive impact.

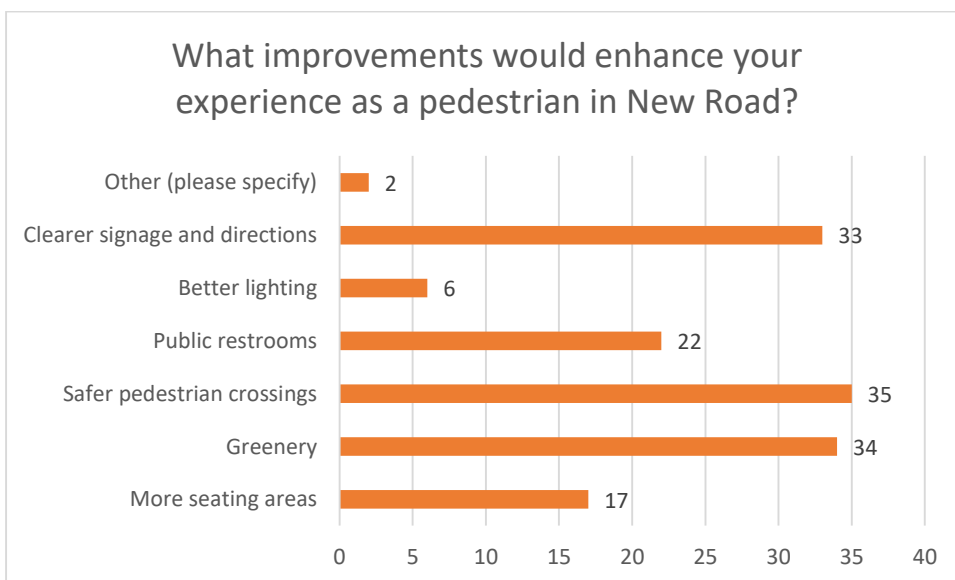


Figure 57: Chart showing suggested improvements to enhance pedestrian experience

The most commonly suggested improvement for enhancing the pedestrian experience in New Road is safer pedestrian crossings. This is followed by a demand for more greenery, clearer signage and directions, and public restrooms. Other notable

recommendations include additional seating areas, better lighting, and additional suggestions such as cleaner streets and more parking spaces.

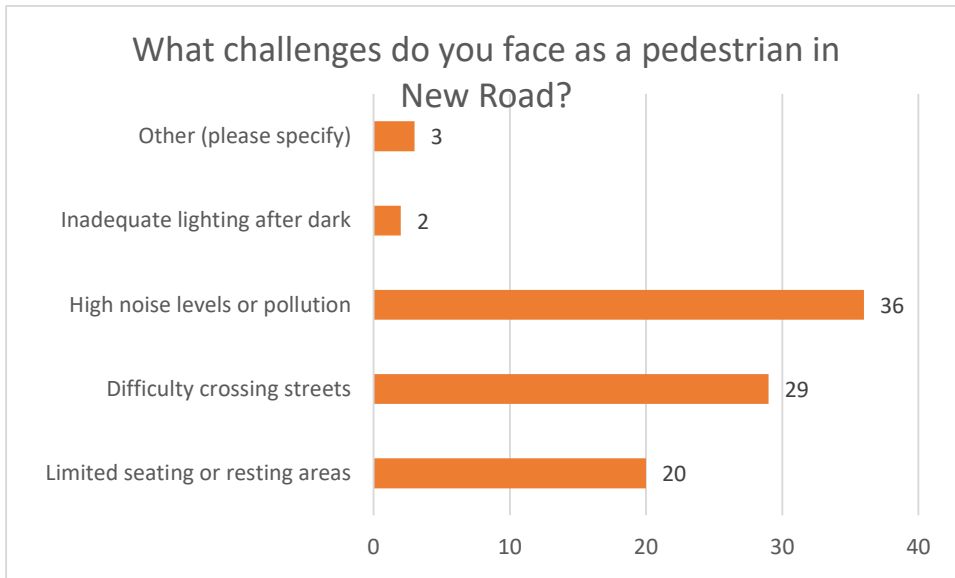


Figure 58: Chart showing the challenges pedestrians face

The most frequently reported challenge for pedestrians in New Road is high noise levels or pollution. This is followed by difficulties in crossing streets and a lack of sufficient seating or resting areas. A smaller number of respondents mentioned inadequate lighting after dark. Additionally, some individuals stated that they face no challenges, acknowledging the improvements made and expressing satisfaction with the changes, particularly crediting Mayor Balen for the enhancements.

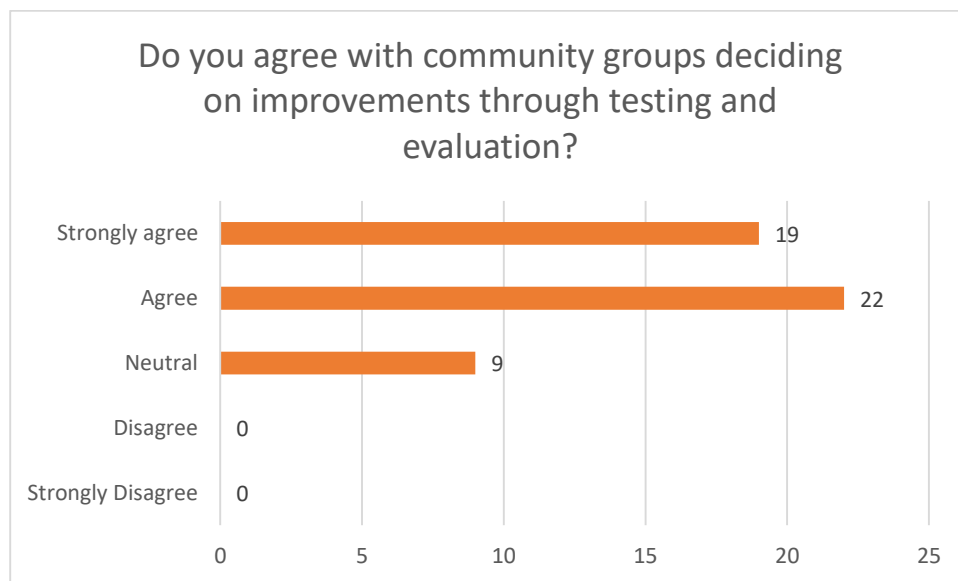


Figure 59: Chart showing visitor's agreement on community groups deciding on improvements through testing and evaluation

The majority of respondents support the idea of community groups deciding on improvements through testing and evaluation, with most agreeing and a significant portion strongly agreeing. A smaller group remained neutral, while no respondents expressed disagreement.

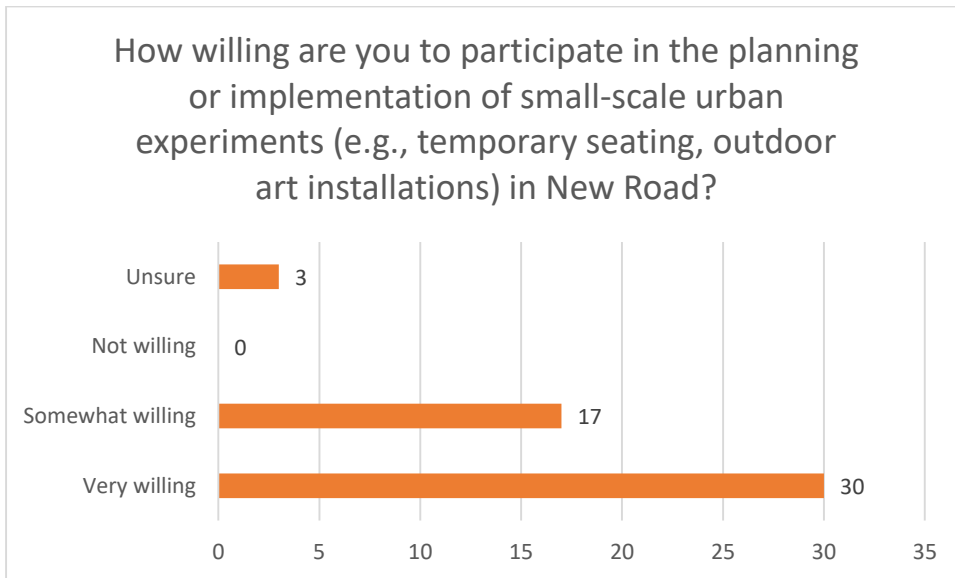


Figure 60: Chart showing visitor's willingness to participate in small scale urban experiments

The majority of respondents expressed a strong willingness to participate in small-scale urban experiments such as temporary seating and outdoor art installations, with most being very willing and a notable portion somewhat willing. A smaller group remained unsure, while no respondents indicated unwillingness to participate.

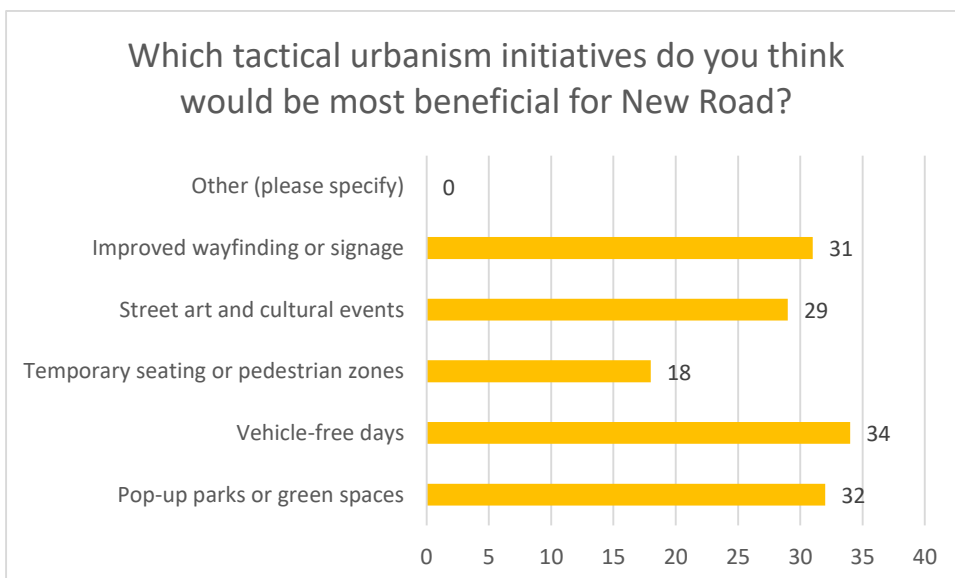


Figure 61: Chart showing preferred tactical urbanism initiatives

The most favored tactical urbanism initiative for New Road is vehicle-free days, highlighting strong support for reducing traffic congestion and promoting walkability. This is followed by interest in pop-up parks or green spaces, which could enhance the area's livability. Improved wayfinding and signage ranked next, indicating a need for better navigation. Street art and cultural events also received notable support, showcasing interest in enhancing public spaces with artistic and cultural elements. Lastly, temporary seating and pedestrian zones were suggested to further improve the pedestrian experience.

An open-ended question was posed to visitors to gather insights on additional improvements that could enhance their overall experience in New Road, beyond the current changes or interventions. The responses highlighted several key areas of focus:

Vehicle-Free Zones: Many visitors expressed a desire for more regular vehicle-free days, which would help reduce noise and create more pedestrian-friendly areas.

Greenery and Shaded Spaces: To improve comfort and the urban environment, a lot of focus was placed on expanding green spaces, creating covered seating areas, and making aesthetic enhancements.

Parking Facilities: Several respondents highlighted the need for better-managed parking options, especially for elderly visitors, to improve accessibility while addressing the current parking issues.

Basic Amenities: Suggestions included the provision of essential amenities such as drinking water, public restrooms, free Wi-Fi, and improved street lighting to enhance convenience and comfort for visitors.

Wayfinding and Signage: Improved signage and clearer navigation tools were suggested to make the area more user-friendly, particularly for those unfamiliar with the space.

Cultural and Aesthetic Enhancements: Visitors expressed interest in adding heritage parks, cultural demonstrations, traditional facade treatments, and outdoor art installations to make the area more engaging and culturally rich.

Market and Shopping Zones: Some respondents recommended the creation of regulated markets, dedicated shopping zones, and weekend specials to enhance the shopping experience.

Traffic Management: Proposals for better traffic management included dedicated lanes for entry and exit, as well as safer pedestrian crossways.

Overall Enhancements: There was a general agreement on the need for cleaner streets, reduced congestion, and further improvements in aesthetics to make New Road a more welcoming and enjoyable place for all visitors.

6.2.2 Business Owners Analysis: New Road

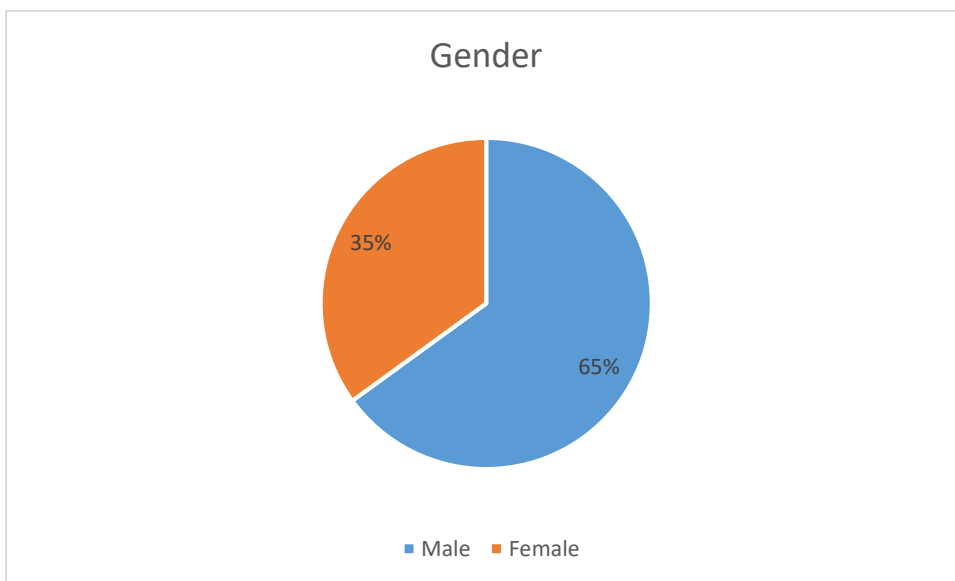


Figure 62: Pie chart showing gender group of business owners

Out of the 20 business owners surveyed in New Road, 65% were male (13 out of 20), while 35% were female (7 out of 20). This indicates a greater representation of male business owners in the area, though a notable share of businesses are also run by women, reflecting diverse entrepreneurial participation in New Road's business environment.

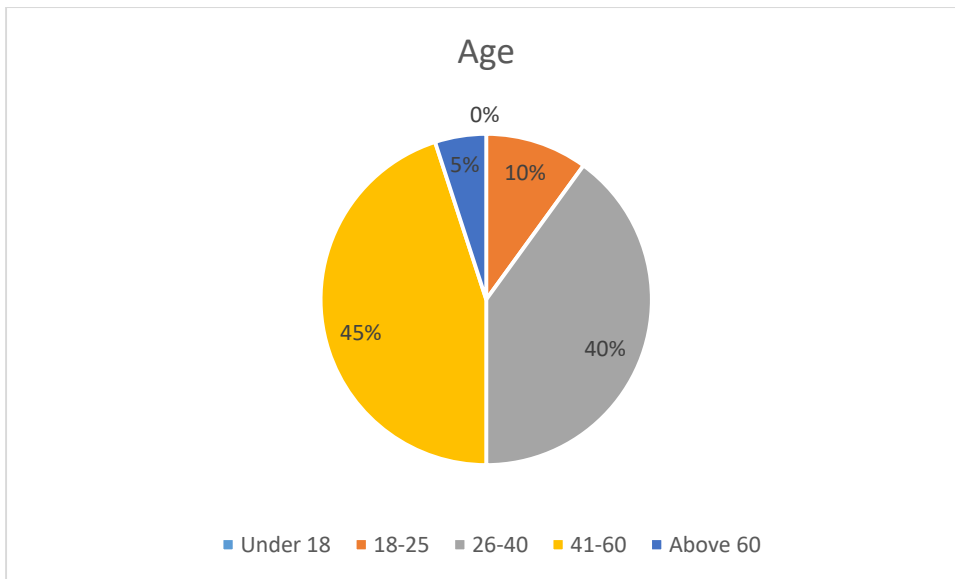


Figure 63: Pie chart showing age distribution of business owners

The survey results show that the largest proportion of business owners in New Road fall within the 41–60 age group (45%), followed closely by the 26–40 age group (40%). A smaller percentage belongs to the 18–25 age group (10%), while 5% are above 60. No business owners were recorded in the under 18 category. This distribution highlights that business ownership in New Road is primarily dominated by middle-aged individuals, with fewer younger and senior entrepreneurs.

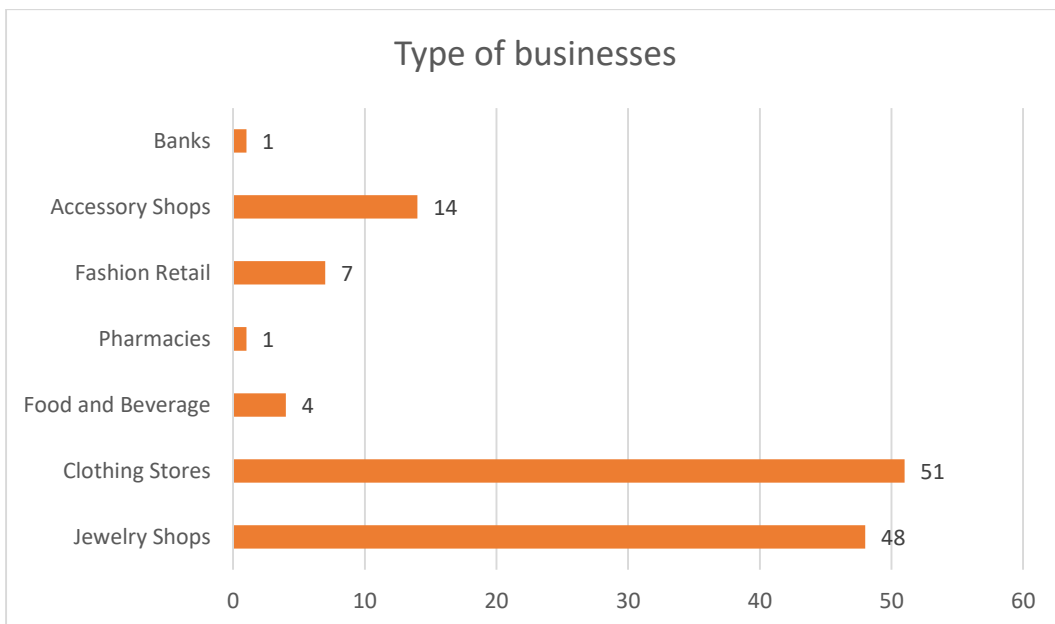


Figure 64: Chart showing type of businesses

The survey indicates that the majority of businesses in New Road are clothing stores, followed by jewelry shops and accessory shops. Fashion retail outlets also have a

notable presence. In contrast, food and beverage establishments are relatively fewer, while pharmacies and banks are the least represented among the surveyed businesses.

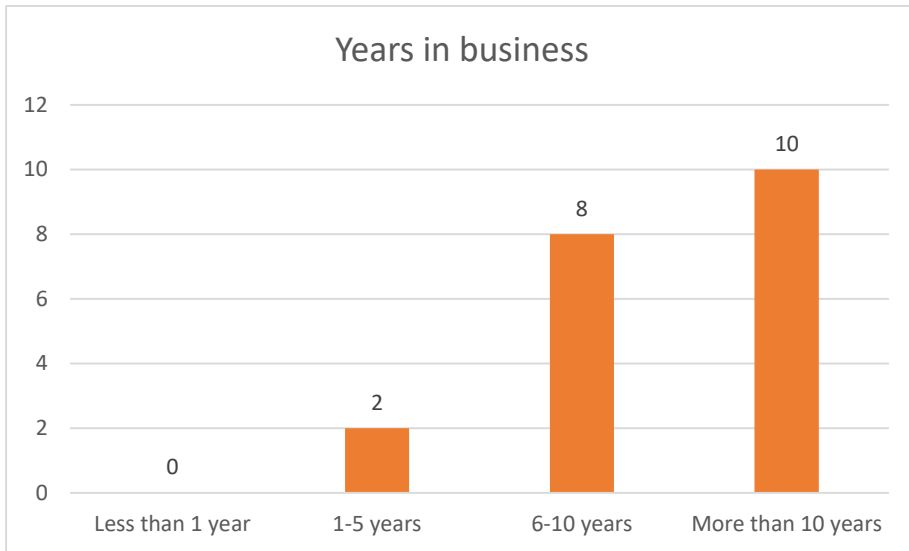


Figure 65: Chart showing years in business of surveyed business owners

According to the survey results, New Road has a well-established commercial presence because most of the enterprises there have been in operation for more than ten years. Businesses that have been in business for six to ten years come next. None were less than a year old, and a lesser percentage of enterprises are in the 1-5 year range. This implies that long-standing businesses, rather than recently founded ones, are mostly responsible for maintaining New Road's business environment.

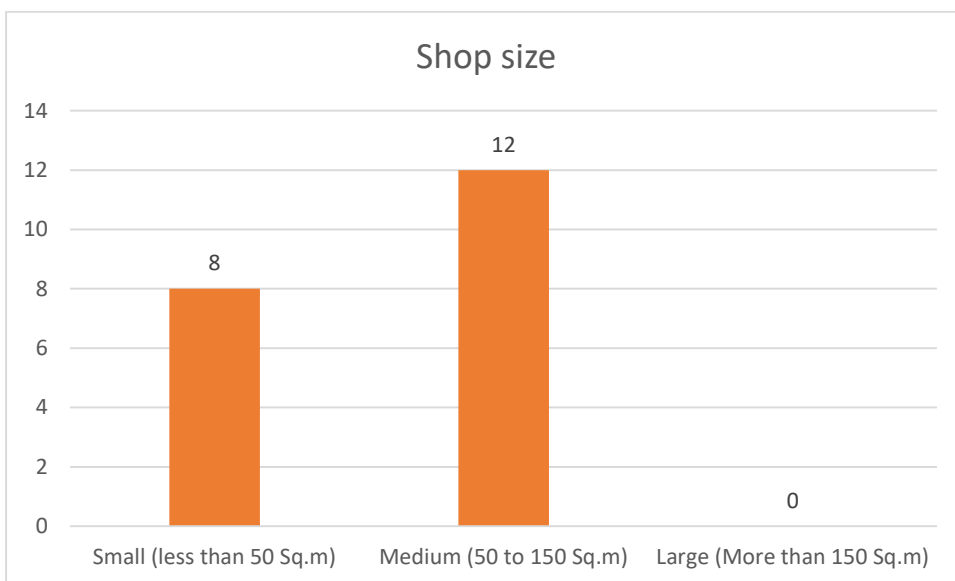


Figure 66: Chart showing shop size distribution

According to the survey's results, the majority of New Road's enterprises are housed in medium-sized warehouses (between 50 and 150 square meters), with smaller

warehouses (less than 50 square meters) coming in second. Despite the fact that some businesses seem to be substantial (more than 150 square meters), they were not examined since they declined to take part.

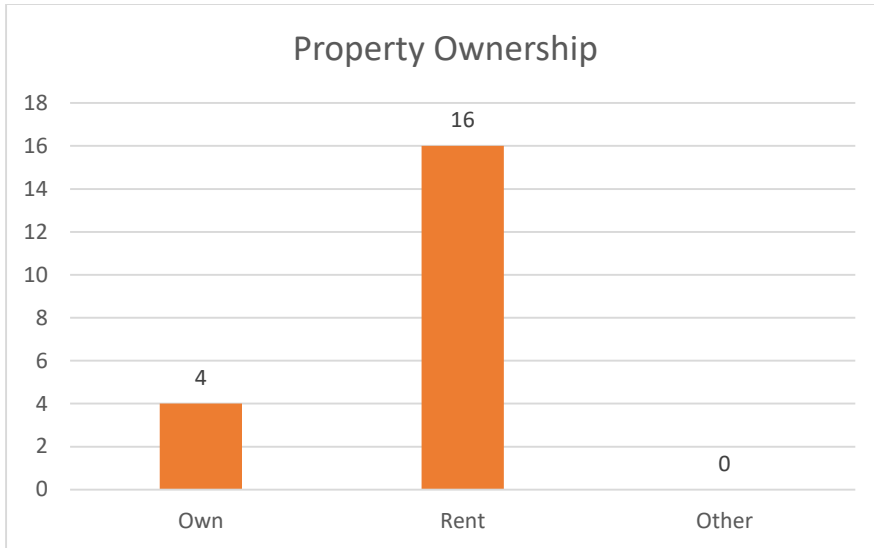


Figure 67: Chart showing property ownership status

The survey results indicate that the majority of businesses in New Road operate from rented properties, while a smaller proportion own their business space. This suggests that commercial activity in the area is largely driven by tenants rather than property owners.

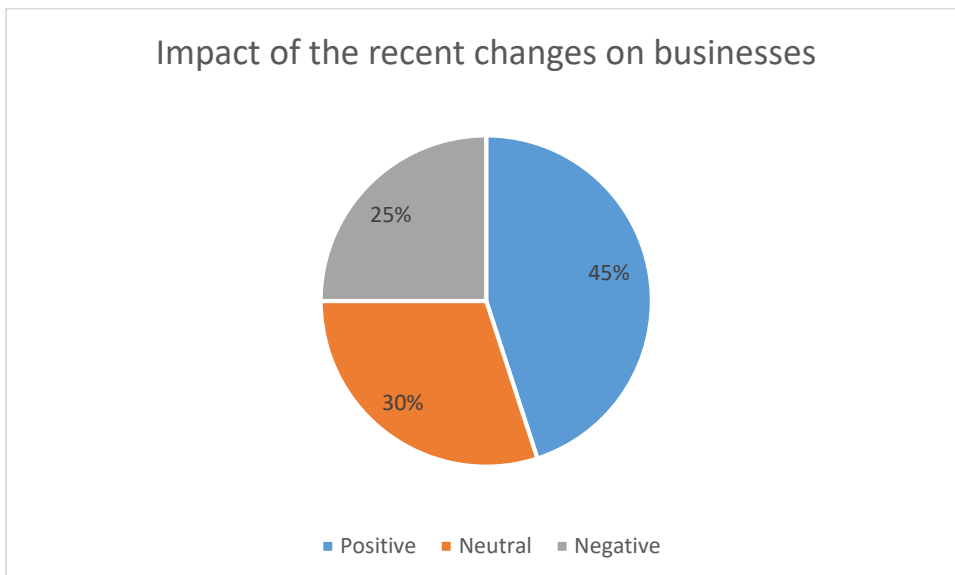


Figure 68: Pie chart showing perceived impact of recent changes on businesses

The survey results show that 45% of business owners viewed the recent changes positively, indicating benefits to their operations. Meanwhile, 30% had a neutral stance, suggesting no significant impact on their businesses. However, 25% expressed a

negative opinion, highlighting concerns or challenges resulting from the implemented changes. This distribution reflects mixed reactions among business owners regarding the transformations in New Road.

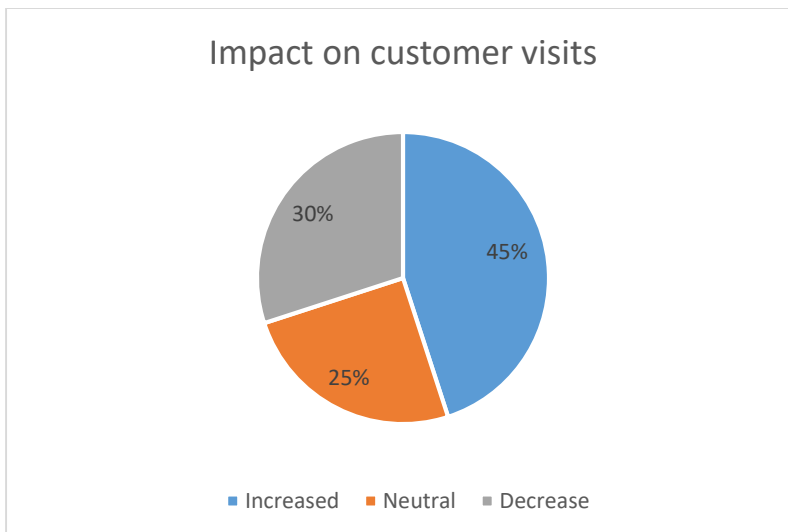


Figure 69: Pie chart showing impact of recent changes on customer visits

The survey findings reveal that 45% of business owners observed an increase in customer visits following the recent changes, suggesting a positive effect on foot traffic. Meanwhile, 25% reported no noticeable change, indicating a neutral impact. However, 30% experienced a decrease in customers, reflecting concerns among some businesses regarding the changes. This suggests that different people have different opinions on how the changes have affected New Road's business community.

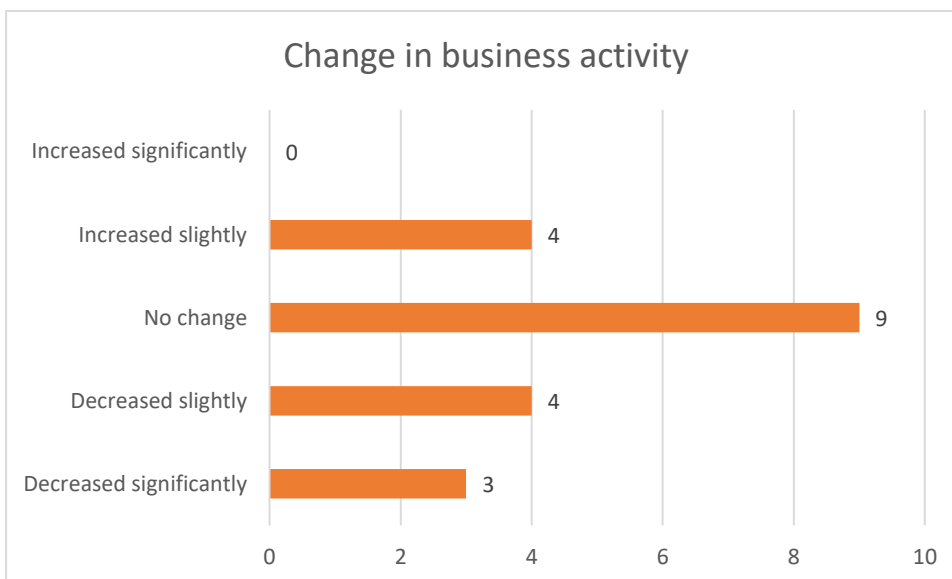


Figure 70: Chart showing perceived impact of recent changes on business activity

The survey results indicate that the majority of business owners reported no change in their business activity following the recent modifications. Some businesses experienced a slight increase, while others reported a slight decrease. A smaller proportion noted a significant decrease, but none reported a significant increase. This suggests that while the changes have had varying effects, they have not led to a substantial boost in business activity for most owners.

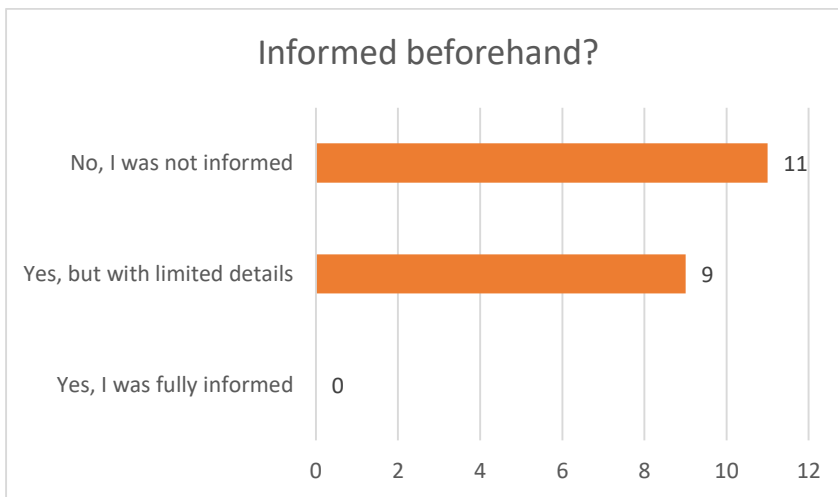


Figure 71: Chart showing business owners awareness before modifications

The survey results show that the majority of business owners were not informed about the changes beforehand. Some reported being aware but with limited details, indicating partial communication. However, none of the respondents stated that they were fully informed. This suggests a gap in prior consultation or communication with business owners regarding the modifications in New Road.

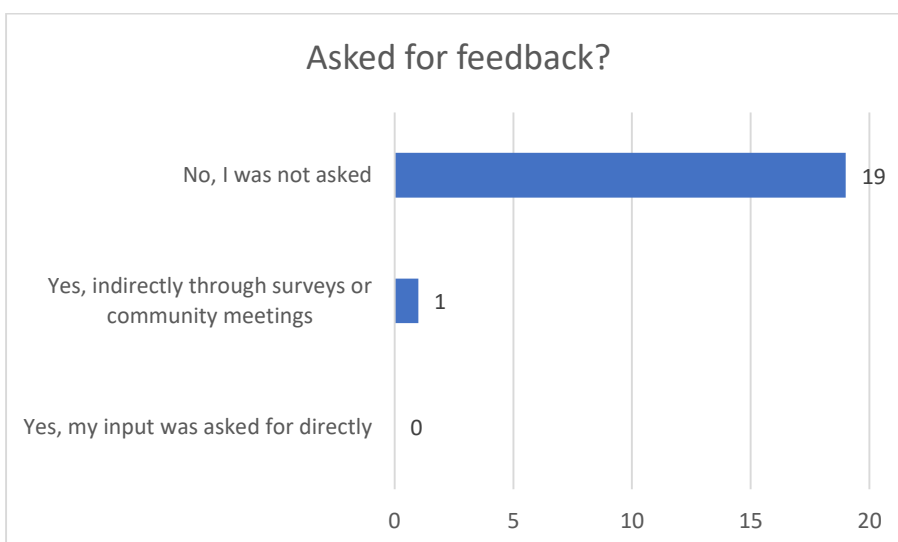


Figure 72: Chart showing business owners asked for feedback before or not

The survey results indicate that the majority of business owners were not asked for feedback regarding the changes in New Road. Some reported that they were indirectly engaged through surveys or community meetings, but none stated that they were directly consulted for their input. This highlights a lack of direct involvement of business owners in the decision-making process.

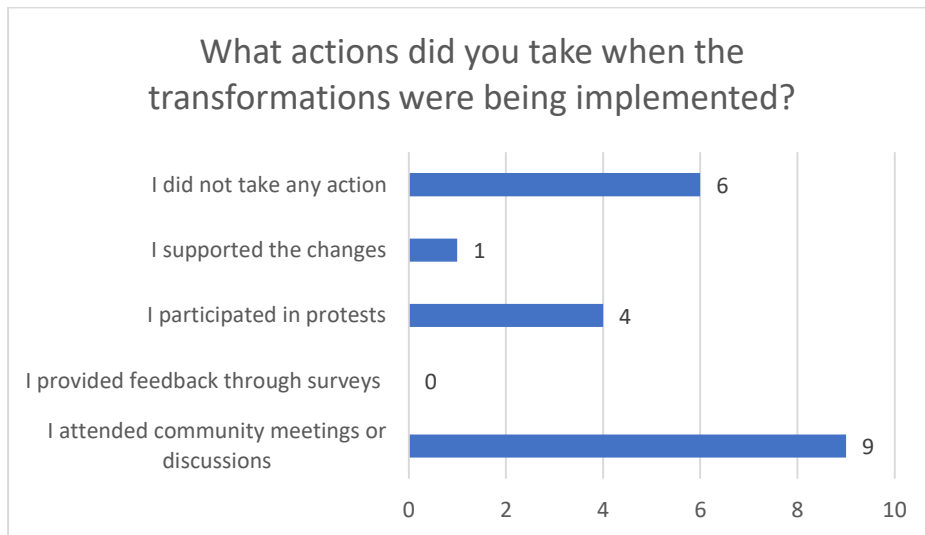


Figure 73: Chart showing business owner's responses during the transformation

The survey results show that the most common response from business owners was attending community meetings or discussions, indicating active engagement in public forums. Some business owners did not take any action, while a smaller group participated in protests. A few respondents stated that they supported the changes, but none reported providing feedback through surveys. This suggests that while some business owners were involved in discussions or expressed concerns, formal feedback mechanisms were minimally utilized.

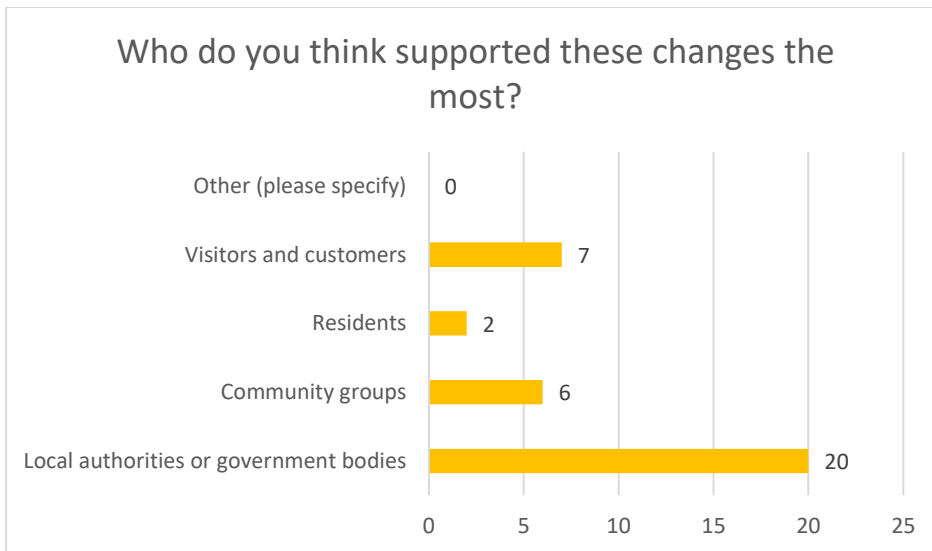


Figure 74: Chart showing perceived key supporters of recent changes in New Road

The survey results indicate that business owners believe local authorities or government bodies were the primary supporters of the recent changes in New Road. This was followed by visitors and customers, suggesting that those who frequent the area generally welcomed the modifications. Community groups were also seen as supporters, though to a lesser extent, while residents were perceived as the least supportive among the given options.

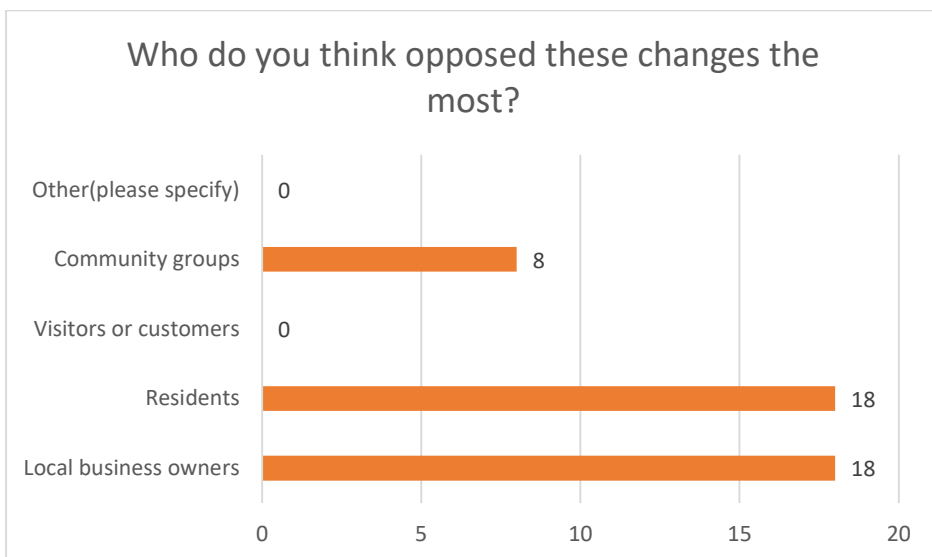


Figure 75: Chart showing perceived key opponents of recent changes in New Road

The survey results suggest that business owners believe residents opposed the changes the most, followed by business owners themselves. Community groups were also seen as opposing the changes to some extent. However, no respondents identified visitors or

customers as opponents, indicating that opposition primarily came from those with a long-term stake in the area.

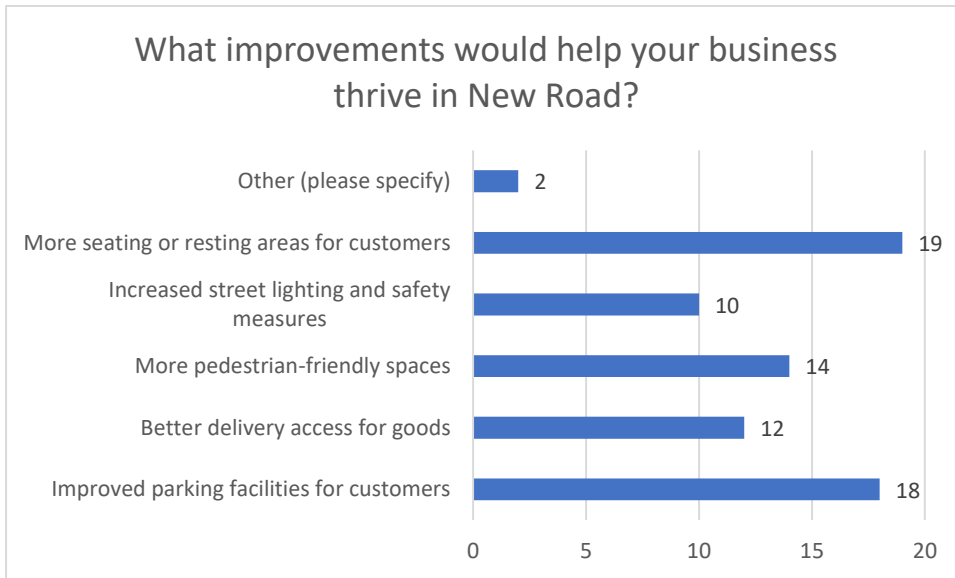


Figure 76: Chart showing suggested improvements to support businesses

The survey results highlight key improvements that business owners believe would help their businesses thrive in New Road. The most common suggestion was more seating or resting areas for customers, followed by improved parking facilities to enhance accessibility. Many also emphasized the need for more pedestrian-friendly spaces. Some respondents pointed to better delivery access for goods, while others highlighted the importance of increased street lighting and safety measures. Additional suggestions under "other" included affordable rent and decorative planters, reflecting diverse needs for a more business-friendly environment.

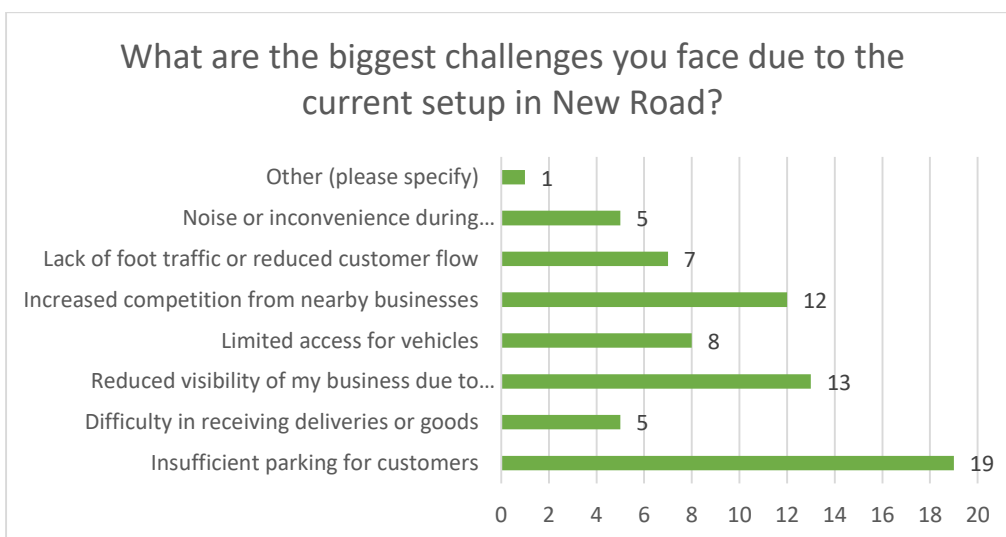


Figure 77: Chart showing key challenges faced by business owners

The survey results reveal that the biggest challenge for business owners is insufficient parking for customers, which affects accessibility and convenience. This is followed by concerns over reduced visibility of businesses due to the changes. Many also noted increased competition from nearby businesses as a significant challenge. Other concerns include limited vehicle access, decreased foot traffic or customer flow, and noise or inconvenience during the implementation of changes. Additional concerns under "other" included vehicular congestion, highlighting broader mobility issues in the area.

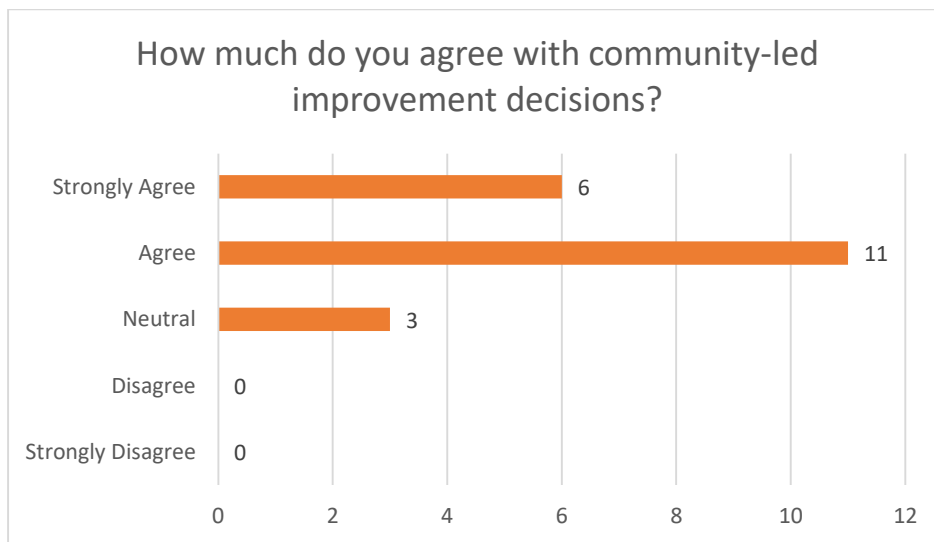


Figure 78: Chart showing business owner's agreement with community-led improvement decisions

The survey results indicate that most business owners agree with community-led improvement decisions, with a significant number expressing strong agreement. A smaller portion remained neutral, suggesting uncertainty or mixed opinions. Notably, none of the respondents disagreed or strongly disagreed, indicating overall positive sentiment toward community involvement in urban improvements.

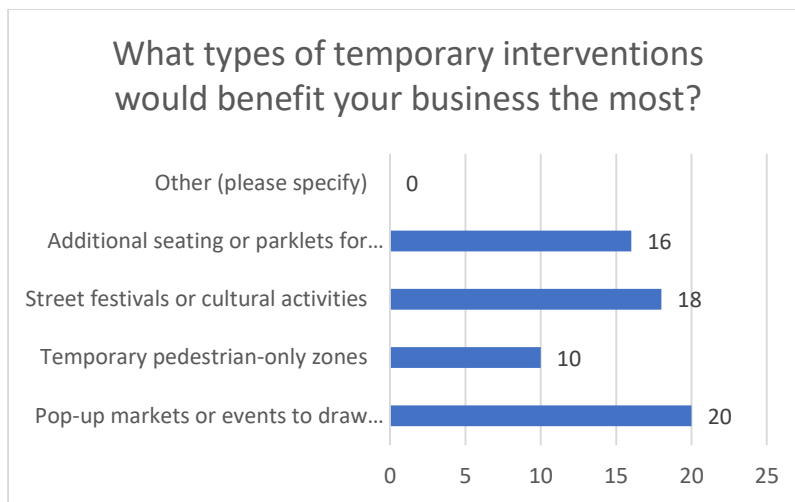


Figure 79: Chart showing preferred temporary interventions to support businesses

The survey results indicate that business owners see pop-up markets or events as the most beneficial temporary intervention for attracting customers. This is followed by street festivals or cultural activities, which could enhance foot traffic and engagement. Many also supported additional seating or parklets for customers, while some favored temporary pedestrian-only zones to create a more business-friendly environment. These preferences highlight the potential of tactical urbanism in boosting commercial activity.

When an open-ended question was asked about how New Road could be improved to better support businesses, residents, and visitors, the responses highlighted several key suggestions:

- Improved parking facilities, e.g. nearby and multi-storey parking.
- Establishing the green spaces for leisure and beautification purposes.
- Market regulations that favour businesses to create an enabling environment for entrepreneurs.
- Introduction of themed mascots or innovative advertising techniques.
- Saturday vehicle-free development to promote foot traffic
- Focus on building a dedicated business zone with better visibility and marketing.
- Addition of seating areas and resting spaces for visitors.
- Implementation of weekend special zones to attract more customers.
- Improved accessibility for vehicles in designated areas.
- Incorporation of flower pots and greenery for a welcoming environment.

6.2.3 Key Informant Interviews (KIIs) - New Road

Urban Transformation: The Beginning and Objectives

According to Binod Kumar Rajbhandari, Ward Chairman of Ward No. 24, the urban transformation in New Road was initiated as a response to pressing concerns, particularly excessive congestion due to narrow walkways and high instances of sexual harassment and pickpocketing. Addressing pedestrian safety and accessibility was a key motivation behind the transformation.

Both Rajbhandari and Aanchal Sah, an architect involved in the project, highlighted the primary objectives of the initiative:

- Expansion of pedestrian pathways to reduce congestion.
- Enhancing pedestrian safety, particularly for women, by addressing harassment and security concerns.
- Removing overhead electrical wires to improve aesthetics.
- Creating a more walkable and comfortable public space.

Stakeholder Involvement and Public Consultation

Stakeholder participation was limited during the initial stages. The Ward Chairman and Mayor played central roles in decision-making, with discussions primarily happening between them. However, according to Sah, some level of community consultation was conducted through meetings involving residents, business owners, and visitors.

Despite these efforts, both interviewees acknowledged that greater stakeholder involvement from the early stages would have enhanced the implementation process and public acceptance of the changes.

Challenges Faced During Implementation

Key challenges highlighted by interviewees included:

- **Opposition from the Department of Roads:** The department initially resisted the footpath expansion, requiring legal intervention. A petition was filed, and after a favorable court ruling, the project proceeded.
- **Public Resistance and Coordination Issues:** Sah noted difficulties in managing protests and coordinating with multiple government agencies.

- **Temporary Disruptions:** Manish Shrestha, a local resident, pointed out that the phased transformation process caused some disturbances, but overall, the changes have been beneficial.

Impact on Pedestrians, Businesses, and Aesthetics

The transformation has had mixed but mostly positive impacts:

- **Pedestrian Accessibility:** Increased significantly, making it easier for people to navigate the area.
- **Business Activity:** Many businesses have experienced increased customer flow due to improved pedestrian conditions.
- **Traffic Management:** Some improvements, but challenges remain due to limited parking.
- **Aesthetic Appeal:** The removal of overhead wires and planned facade treatments (painting walls white and adding dark green window finishes) have enhanced the visual quality of the area.

Both Rajbhandari and Sah agreed that while the intended goals have been partially achieved, more refinements are needed to maximize long-term benefits.

Tactical Urbanism and Future Possibilities

The concept of tactical urbanism using temporary interventions to test solutions was well received by the key informants.

- Rajbhandari expressed interest in the approach, stating, "You should have come earlier," indicating that knowledge of tactical urbanism could have helped refine the project.
- Sah strongly supported the idea of temporary pedestrian zones or pop-up parks as ways to test urban interventions before permanent changes.
- Shrestha noted that such initiatives have already led to positive changes, bringing more people to the area, boosting local businesses, and making the public spaces more lively and engaging.

However, the feasibility of a permanent vehicle-free zone remains low due to insufficient parking, as noted by Rajbhandari. Even the existing basement parking at Bishal Bazar is primarily occupied by business owners, limiting space for visitors.

Future Plans and Recommendations

Several additional improvements are planned or suggested:

- Installation of larger planters to prevent theft of smaller vases.
- Seating areas for the elderly and disabled to enhance accessibility.
- Discussion on a partial “car-free zone” in specific stretches of New Road, though implementation remains uncertain.
- Better stakeholder engagement from the early stages of future projects to improve public participation and support.
- More green spaces and universally accessible pathways to make urban transformations more inclusive.

The KIIs provided a comprehensive understanding of the motivations, challenges, and impacts of the New Road transformation. While the initiative has improved pedestrian accessibility and business activity, concerns regarding parking, stakeholder consultation, and long-term sustainability remain. The insights from key informants suggest that future transformations should incorporate greater public participation, tactical urbanism trials, and integrated mobility solutions to ensure a balanced approach to urban development.

6.2.4 Visitor Analysis: Hadigaun

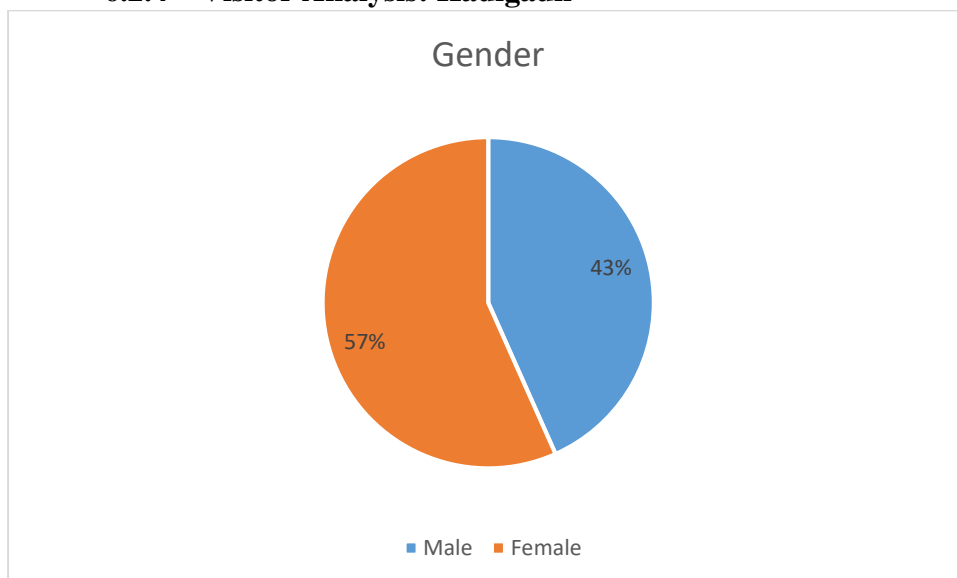


Figure 80: Pie chart showing gender distribution of visitors surveyed in Hadigaun

A total of 30 visitor surveys were conducted in Hadigaun. The results show that 57% of respondents were female, while 43% were male. This distribution provides insight into the demographic composition of visitors in the area.

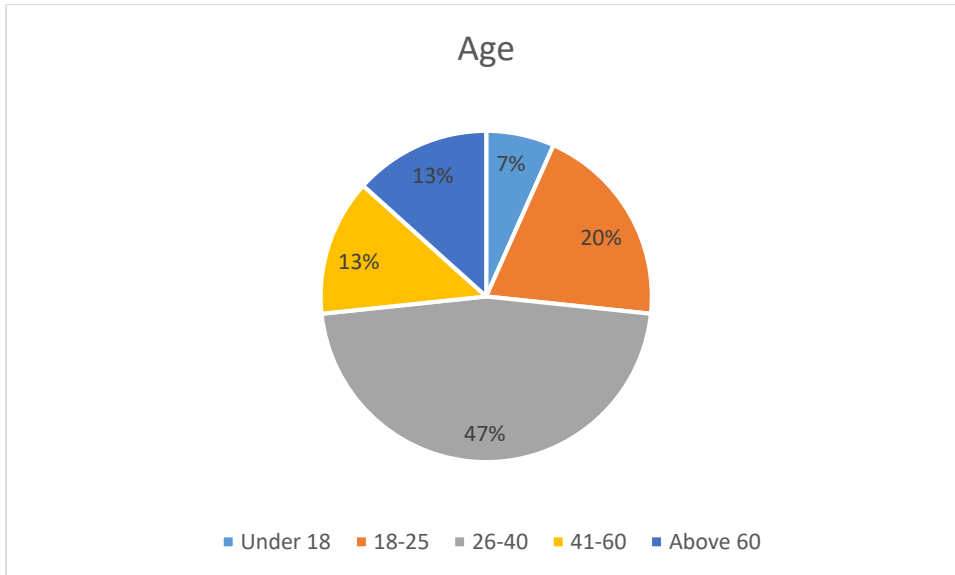


Figure 81: Pie chart showing age distribution of visitors surveyed in Hadigaun

The visitor survey in Hadigaun categorized respondents into five age groups. The largest group, 47%, fell within the 26-40 age range, followed by 20% aged 18-25. Both the 41-60 age group and those above 60 accounted for 13% each, while the youngest group, under 18, made up 7% of the surveyed visitors. This distribution highlights the diverse age demographics of visitors in the area.

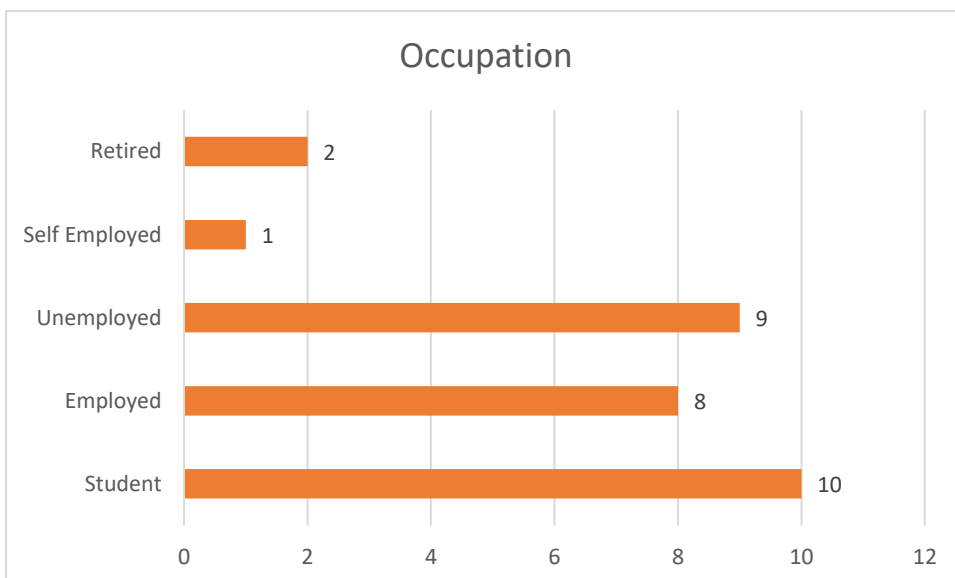


Figure 82: Chart showing occupational distribution of visitors surveyed

The survey results indicate that the majority of visitors were students, making up the largest portion of respondents. This was followed by those who were unemployed, then employed individuals, and a smaller percentage of retired individuals. The self-employed category had the least representation among surveyed visitors. This occupational distribution provides insight into the primary groups engaging with the area.

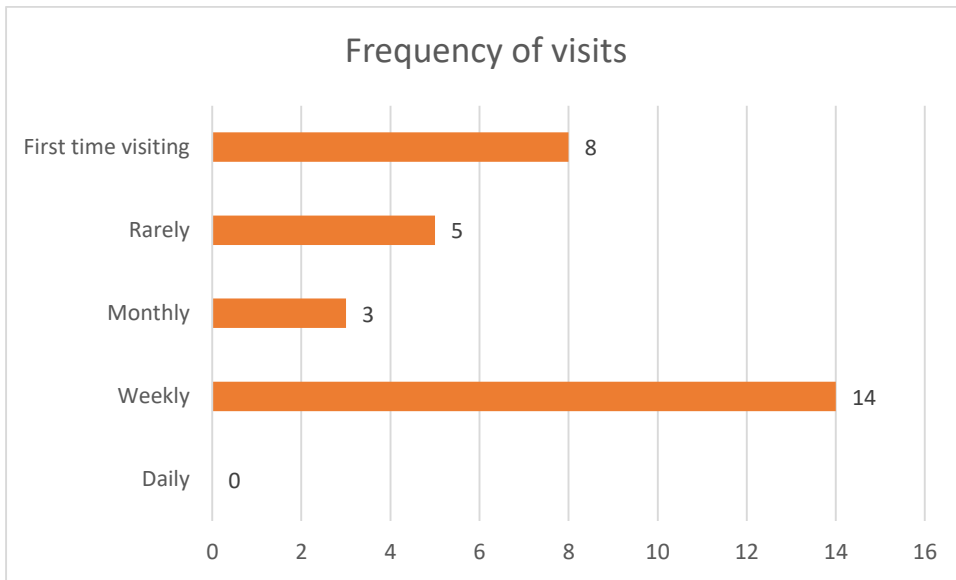


Figure 83: Chart showing frequency of visits

The survey results show that most visitors attend weekly, specifically for the Saturday Mela. The next largest group consists of first-time visitors, who came to experience the Mela for the first time. This is followed by those who rarely visit, primarily to see the Mela. A smaller percentage of respondents reported monthly visits, while no one visits daily, as the Mela is held only on Saturdays. These findings highlight the event's role in attracting both regular attendees and new visitors.



Figure 84: Chart showing purpose of visits

The survey results indicate that the primary reason visitors attend the Saturday Mela is to try Newari cuisine and explore food stalls. This is followed by those coming to experience the vehicle-free environment and attend cultural or community events. Other reasons mentioned include experiencing the Mela, playing basketball, and enjoying the atmosphere by observing people. A smaller percentage of visitors come for shopping, while the least number of respondents cited leisure and socializing as their main purpose. These insights highlight the diverse motivations driving attendance at the event.

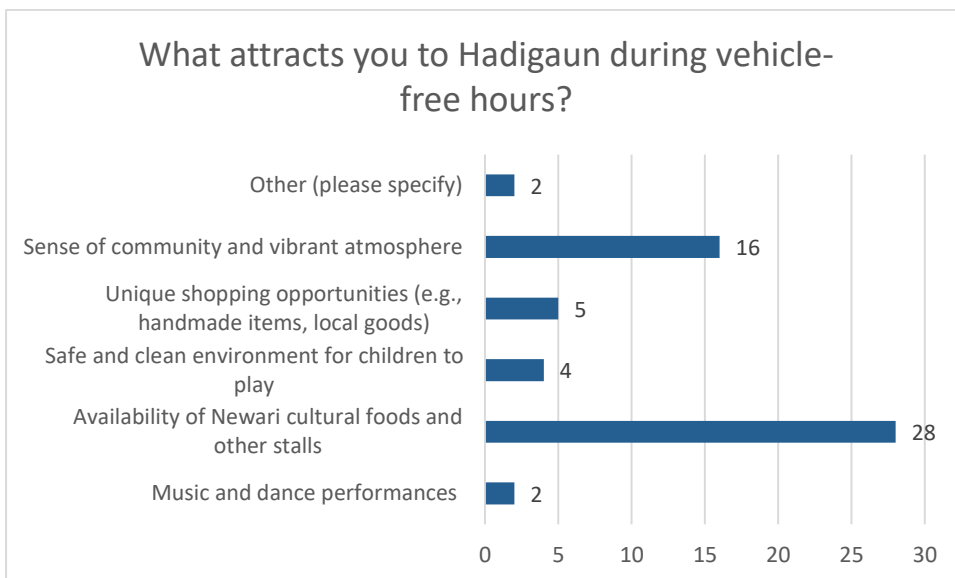


Figure 85: Chart showing attractions of Hadigaun during vehicle-free hours

The survey results reveal that the main attraction for visitors during vehicle-free hours is the availability of Newari cultural foods and other stalls. This is followed by the sense of community and vibrant atmosphere that the event fosters. Additionally, visitors are drawn to unique shopping opportunities, such as handmade items and local goods. Other notable features include a safe and clean environment for children to play and music and dance performances, which add to the lively ambiance of the area.

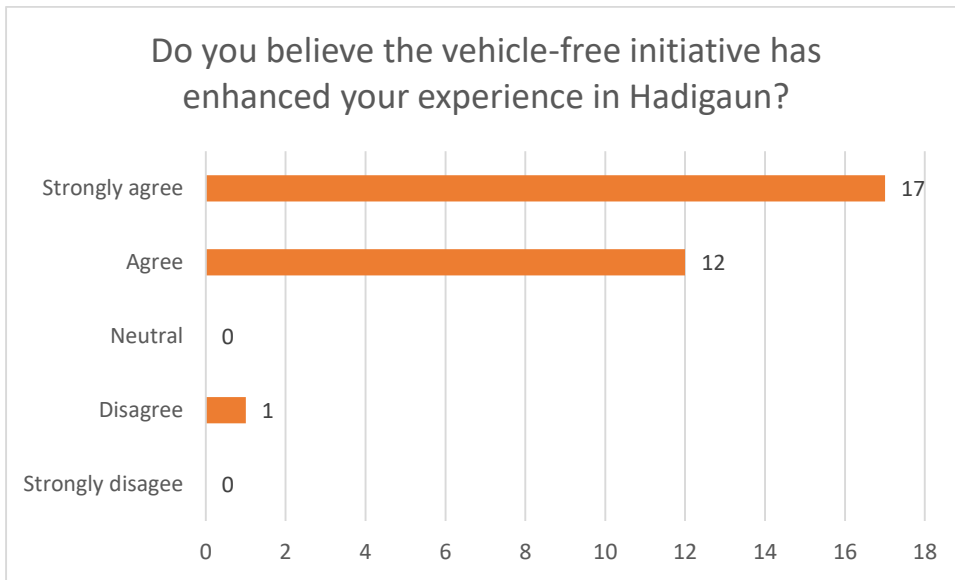


Figure 86: Chart showing perception of the vehicle-free initiative's impact on the Hadigaun experience

The survey findings show that the majority of visitors strongly agree that the vehicle-free initiative has enhanced their experience in Hadigaun. This is followed by those who agree, acknowledging the positive impact of the initiative. However, a small percentage of respondents expressed disagreement, indicating that the changes may not have benefited everyone equally.

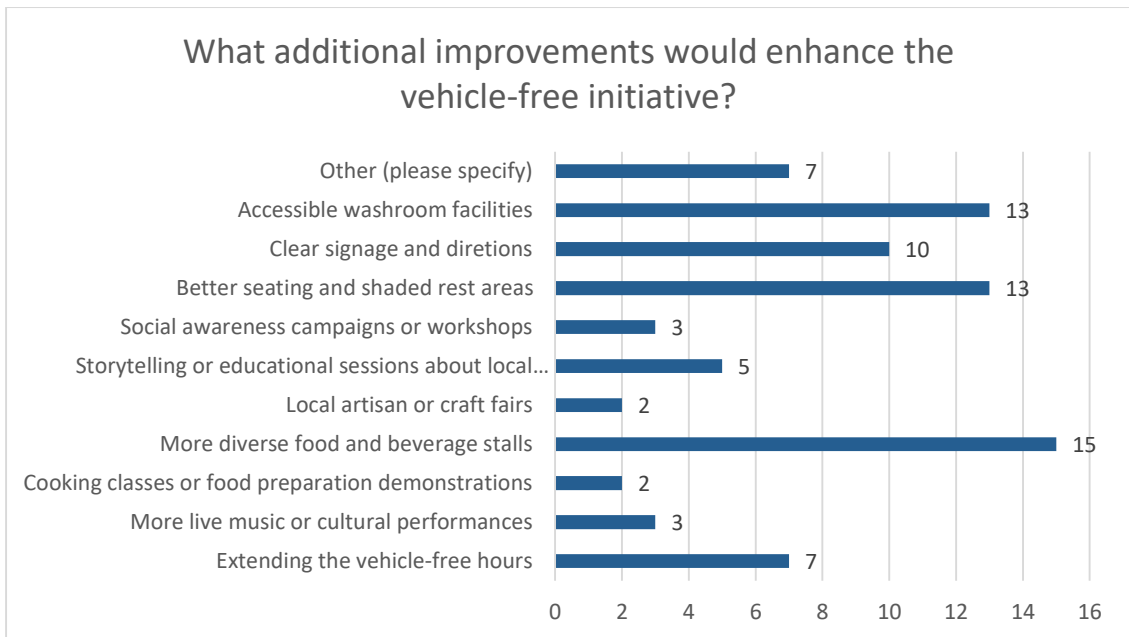


Figure 87: Chart showing suggested improvements for the vehicle-free initiative

The survey responses indicate that the most desired improvement is a greater variety of food and beverage stalls, enhancing the overall experience. This is followed by requests for better seating and shaded rest areas, as well as accessible washroom facilities. Other commonly suggested enhancements include clear signage and directions and extending vehicle-free hours.

Additional suggestions under the "Other" category include encouraging local participation in diverse activities, introducing more food options, ensuring open and spacious areas for accessibility, promoting Newari dance performances, improving management and organization, and maintaining clear pedestrian pathways.

Furthermore, respondents showed interest in storytelling or educational sessions about local history, social awareness campaigns or workshops, live music and cultural performances, local artisan or craft fairs, and cooking classes or food preparation demonstrations. These results show that in order to make the program more inclusive and engaging, both functional and cultural improvements are required.

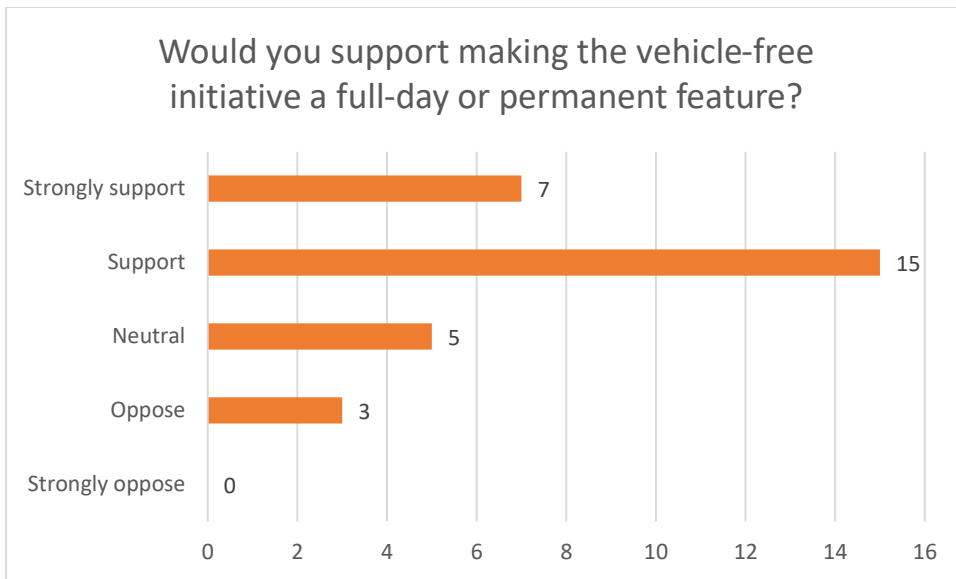


Figure 88: Chart showing support for extending the vehicle-free initiative

The survey results indicate strong public support for making the vehicle-free initiative a full-day or permanent feature. The majority of respondents expressed support, followed by those who strongly support the idea. A smaller portion remained neutral, while only a few opposed the initiative. Notably, no respondents strongly opposed the idea, suggesting a general favorability toward maintaining and possibly expanding the vehicle-free concept.

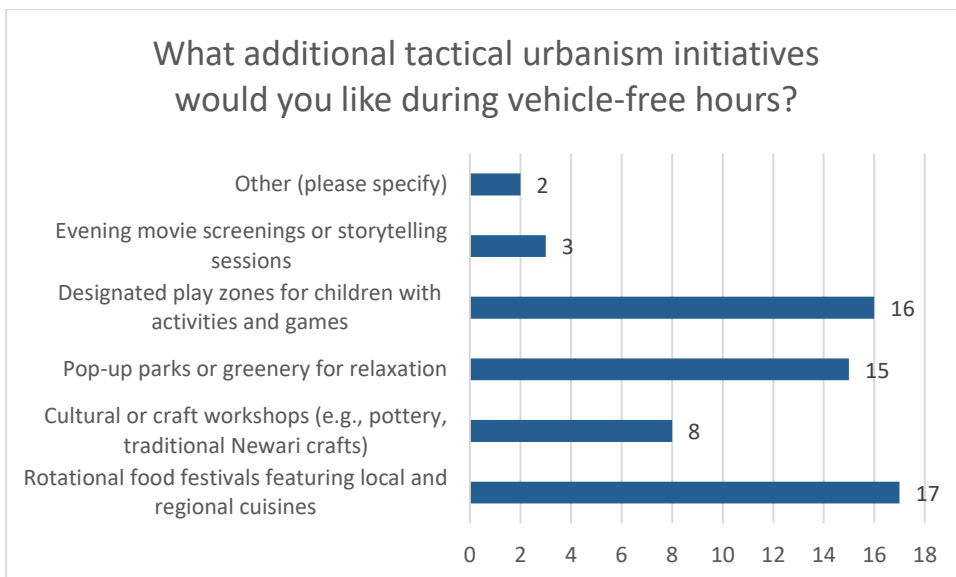


Figure 89: Chart showing preferred tactical urbanism initiatives for vehicle-free hours

Rotating food festivals showcasing local and regional cuisines were the most popular suggested initiative, according to survey respondents. This was followed by interest in specific play zones for children with activities and games, creating a family-friendly

environment. Other popular choices included pop-up parks or greenery for leisure and cultural or craft courses, such as pottery and traditional Newari crafts.

Support was also shown for evening events like storytelling and movie screenings. Other recommendations under the "Other" category included setting up markets, putting in plants, making parks, enhancing crowd control, and making sure public areas remained open and accessible so kids could play unhindered. These suggestions show a desire for a more interesting, well-planned, and welcoming vehicle-free Hadigaun experience.

When asked about ways to improve the vehicle-free hours experience in Hadigaun, respondents offered a range of suggestions:

- Organize a food festival to showcase diverse cuisines
- Appreciate such initiatives that promote local engagement
- Support local activities and cultural participation
- Make sure stalls do not encroach on roads for visitor safety
- Designate proper parking areas for visitor's convenience
- Introduce more entertainment options for a lively atmosphere
- Promote traditional item shops to highlight local heritage
- As the existing atmosphere is well welcomed, keep it that way.
- First experience is positive; no major comments or changes needed
- Create dedicated play zones for children
- Feature cultural dance performances to celebrate traditions
- Offer a wider variety of food, including unique cultural dishes
- Improve overall event management for a smoother experience
- Encourage food vendors to provide diverse options instead of similar items

6.2.5 Key Informant Interviews (KII) in Hadigaun

A. Understanding the Process

Inspiration for Tactical Urbanism Initiatives:

- Tactical urbanism in Hadigaun was initiated to enhance community involvement, create pedestrian-friendly spaces, and promote local culture.
- The initiative was led by Niharika Mathema and the Digo Bikash Institute, with support from the Swochha Hawa Programme.

- The first vehicle-free event was held on World Car-Free Day (23 September), featuring cultural activities like street games, artwork, and dance performances.

Stakeholder Engagement:

- The project involved Digo Bikash Institute, Heritage and Environment Departments, and Jivanta Hadigaun Committee.
- Businesses contributed by setting up food stalls, while residents participated in cultural activities.
- Planners focused on strategic placemaking to ensure a balanced public space.

Methods and Tools Used:

- Committee formation, focus group discussions (FGDs), and workshops were conducted to gather input and collaborate on implementation.

B. Challenges and Solutions

Major Challenges:

- No major challenges were reported during implementation.

Conflict Resolution:

- No conflicts between businesses, residents, and planners were noted.

C. Evaluating Outcomes

Measuring Success:

- The success of the initiative is measured through visitor engagement and economic benefits.
- The project has contributed to heritage conservation, cultural celebration, and economic growth.

Unexpected Outcomes:

- The Saturday Mela became more popular than anticipated, attracting a larger crowd.

Scaling and Sustainability Plans:

- Due to its success, similar pedestrianization efforts have expanded to Tokha, Thimi, and Jaya Bageshwori.
- Future plans include developing a market in Jaya Bageshwori and permanent pedestrianization in Hadigaun.

D. Temporary vs. Permanent Effects

Addressing Immediate vs. Long-Term Needs:

- Initially created to provide a safe play space for children, the initiative has transformed into an economic hub with food stalls.
- Plans for long-term urban development and permanent vehicle-free zones are under discussion.

Ensuring Lasting Impact:

- Improved management, designated pedestrian pathways, and vendor zones are needed to enhance sustainability.

E. Policy and Regulation

Regulatory Challenges:

- Initially, there were no significant regulatory hurdles as it was a community-led project.
- As participation grew, site allotment, vendor regulations, and traffic management became challenges.
- The City Planning Commission (CPC) issued guidelines (karya bidhi) to streamline operations.

F. Stakeholder Perspectives

Community Leaders (Jivanta Hadigaun Committee):

- Positive community response, with 95% of residents supporting the initiative.
- Businesses, especially Newari food stalls, have seen economic growth, generating approximately 20–30 lakh NPR per Saturday.

- Challenges include space congestion, commercialization, and balancing economic and social objectives.
- Expansion plans involve extending event hours and replicating in other areas.

Business Owners and Vendors:

- Initially, only four stalls sold Newari cuisine, but the number increased to 90–100 stalls after the initiative gained popularity.
- The event created economic opportunities, with vendors earning around Rs. 4,000–5,000 per Saturday.
- Challenges include limited space, competition among vendors, and crowd management.
- Suggested improvements: better stall organization, designated vendor areas, and more volunteers.

Local Residents:

Diverse opinions on the initiative:

- Some residents appreciate the economic and cultural benefits.
- Others express concerns about noise, alcohol consumption (Chyaang-related disturbances), and emergency accessibility.

Suggested improvements: better crowd control, emergency management plans, and strict alcohol regulations.

G. Key Lessons from Hadigaun's Tactical Urbanism

- Community involvement and leadership are essential for success.
- Balanced space management is needed to ensure pedestrian accessibility and vendor organization.
- Sustainable planning should address commercialization concerns while preserving social and cultural benefits.
- Emergency preparedness, crowd management, and policy regulations must be strengthened to address challenges.

H. Future Recommendations

- Better management of food stalls to maintain pedestrian movement.
- Stronger emergency response measures, including designated ambulance access and first aid stations.
- Controlled alcohol consumption to prevent conflicts and maintain a family-friendly atmosphere.
- More organized infrastructure, such as public washrooms, seating areas, and vendor zoning.
- Scaling the initiative responsibly by addressing existing challenges before replicating in other areas.

6.2.6 Comparative Analysis

Tactical urbanism initiatives in New Road, Hadigaun, New York (Pavement to Plaza), and Chandni Chowk demonstrate distinct approaches to urban transformation. While all four areas focus on pedestrianization, public space activation, and economic vibrancy, their methods, challenges, and outcomes vary significantly. New Road and Hadigaun emphasize community engagement and local development, with New Road focusing on heritage preservation and Hadigaun utilizing a bottom-up, event-driven approach. In contrast, New York's Pavement to Plaza represents a city-led initiative, prioritizing temporary pedestrian spaces to rejuvenate public life, while Chandni Chowk seeks to balance historical preservation with the modern needs of a bustling urban environment. This comparative analysis examines their key characteristics, impacts, and lessons learned, offering valuable insights into the diverse strategies and challenges of tactical urbanism in different urban contexts.

1) Comparative Analysis of Theoretical Approaches: New Road vs. Hadigaun

A. Theoretical Framework

Tactical Urbanism Principles

Tactical urbanism, as defined by Lydon & Garcia (2015), emphasizes low-cost, small-scale, and short-term interventions that lead to long-term urban improvements. The cases of New Road and Hadigaun align with different models of tactical urbanism:

New Road: A more structured and government-led approach, aligning with top-down tactical urbanism, where municipal authorities implement changes based on predefined plans.

Hadigaun: A community-driven and evolving intervention, resonating with bottom-up tactical urbanism, where local actors initiate and adapt projects organically.

B. Key Urban Theories Applied

Jane Jacobs' "Eyes on the Street" (1961)

Jacobs emphasized the role of vibrant streets in fostering social interaction, safety, and economic activity.

New Road: The pedestrianization enhances safety and economic opportunities but lacks continuous street engagement beyond commercial activity.

Hadigaun: The weekly events create spontaneous social interactions, reinforcing Jacobs' vision of lively, human-centered streets.

Henri Lefebvre's "Right to the City" (1968)

Lefebvre argued for democratic access to urban space, where communities shape their environments.

New Road: The project was designed for the people but not by the people, leading to limited direct participation in decision-making.

Hadigaun: The initiative was community-led, demonstrating Lefebvre's participatory urbanism, where residents reclaim urban space.

Kevin Lynch's Image of the City (1960)

Lynch identified legibility and identity as crucial to urban experiences.

New Road: The heritage-focused aesthetic improvements (white walls, green windows) enhance visual coherence but do not directly encourage public interaction.

Hadigaun: The temporary reconfiguration of space through food stalls and cultural events creates a dynamic, evolving urban identity.

Christopher Alexander's "Pattern Language" (1977)

Alexander proposed design patterns that make urban spaces livable.

New Road: Focused on facade improvements but lacked integration of interactive spaces like seating areas or gathering spots.

Hadigaun: Encouraged natural gathering spaces through informal setups, aligning with Alexander's idea of self-organizing urbanism.

2) Similarities Across All Cases

Focus on Pedestrianization

- All four cases focus on the enhancement of pedestrian-friendly spaces by either restricting vehicular access or redesigning streets to prioritize non-motorized movement.

Economic and Social Impact

- Each intervention has influenced local businesses, tourism, and social interactions, though with varying degrees of success.

Stakeholder Involvement

- Whether top-down (New Road, Chandni Chowk) or bottom-up (Hadigaun, NYC), all projects required multi-stakeholder engagement, including planners, businesses, and residents.

Community Engagement

- In all cases, local businesses and residents played a crucial role, either in initiating, resisting, or adapting to the changes.
- Hadigaun and Chandni Chowk faced initial resistance from businesses due to concerns about reduced vehicle access, while New York and New Road experienced mixed reactions, with eventual acceptance due to increased foot traffic.

3) Key Differences in Tactical Urbanism Approaches:

Table 8: Key differences in Tactical Urbanism Approaches

Criteria	New Road	Hadigaun	New York's Pavement to Plazas	Chandni Chowk
Initiation & Leadership	Led by local government and urban planners	Community-driven, led by Jivanta Hadigaun & Digo Bikash Institute	City-led, in collaboration with communities	Government-driven with business consultation
Implementation Strategy	Top-down approach with pre-defined designs	Bottom-up approach with evolving interventions	City-led initiative with pilot projects for temporary plazas	Top-down approach with government planning and regulation
Primary Objective	Footpath extension, Reduce congestion, Enhance pedestrian safety	Community engagement, develop pedestrian-friendly areas, revitalization of neighborhood	Create public plazas from underutilized street spaces	Pedestrianization, preserve heritage, and improve accessibility
Key Physical Changes	Footpath extension, on-street parking removal, White-painted walls, green windows, seating spaces, facade improvements	Periodic pedestrianization, food stalls, street events	Temporary seating, painted plazas, new walkways, street furniture	Street redesign, removal of on-street parking, pedestrian zones, installation of street furniture

Event Nature	Permanent modifications	Temporary, recurring event (vehicle-free Saturdays)	Temporary events tested before permanent implementation	Permanent, phased implementation of pedestrian-friendly zones
Stakeholder Involvement	Businesses, planners, and municipal authorities	Residents, local committees, and businesses	Local businesses, community organizations, residents, city planners	Government, local businesses, traders, residents
Stakeholder Relationship to Place	Mostly tenants and shopkeepers; low emotional ownership	Long-term local residents; strong community ties and ownership	Diverse users; primarily commuters and visitors; city-led process with limited local ownership	Predominantly commercial stakeholders and visitors; moderate connection; limited community participation
Regulatory Involvement	Heavily guided by municipal regulations	Initially informal, later supported by CPC regulations	Led by NYC Department of Transportation (DOT), with support from local agencies	Guided by government urban planning and heritage conservation policies
Outcome	Improved aesthetics and walkability but lacks active community use	Strong local participation, economic boost, and social cohesion	Successful pilot projects, permanent public plazas in some areas, improved	Improved public spaces, mixed reactions from traders, enhanced pedestrian flow

			community spaces	
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Impact Assessment

Social and Cultural Impact:

- New Road: Focused on restoring its historical identity through aesthetic improvements. Cultural engagement was limited as the project was design-centric rather than event-driven.
- Hadigaun: Strengthened community bonds through weekly events, showcasing local Newari culture, dance, and food traditions.
- New York (Pavement to Plaza): Fostered public spaces for social interactions, improving the city's cultural landscape. The initiative encouraged community engagement and was designed to accommodate a variety of cultural events and public performances.
- Chandni Chowk: Focused on preserving cultural heritage through pedestrian-friendly spaces, but cultural engagement through events was limited compared to other areas. The area is historically significant, and the redesign maintained its traditional aesthetics.

Economic Effects:

- New Road: Enhanced retail and visitors attraction, but local businesses had limited direct participation in design decisions.
- Hadigaun: Created direct economic opportunities for local vendors, generating 20–30 lakh NPR per Saturday, benefiting small entrepreneurs.
- New York (Pavement to Plaza): Increased foot traffic in plazas, benefiting local businesses by encouraging pedestrian activity. Economic growth was observed through increased sales and business expansion in areas with successful plazas.
- Chandni Chowk: The economic impact of the Chandni Chowk project has been mixed. While the initiative has led to increased tourism and some retail growth, there have been challenges due to limited vendor engagement in the planning process and concerns from local traders about reduced accessibility resulting from the pedestrianization efforts.

Mobility and Pedestrian Experience:

- New Road: Footpath extension with improved walkability but parking displacement issues.
- Hadigaun: Temporary pedestrianization on Saturdays, offering flexibility but sometimes leading to overcrowding and congestion.
- New York (Pavement to Plaza): Created permanent pedestrian spaces, enhancing walkability in areas like Times Square. However, the transition from vehicular to pedestrian space was challenging in terms of mobility flow, requiring adjustments to traffic and transit systems.
- Chandni Chowk: The redesign significantly improved pedestrian accessibility, creating more space for walking and enhancing the overall experience.

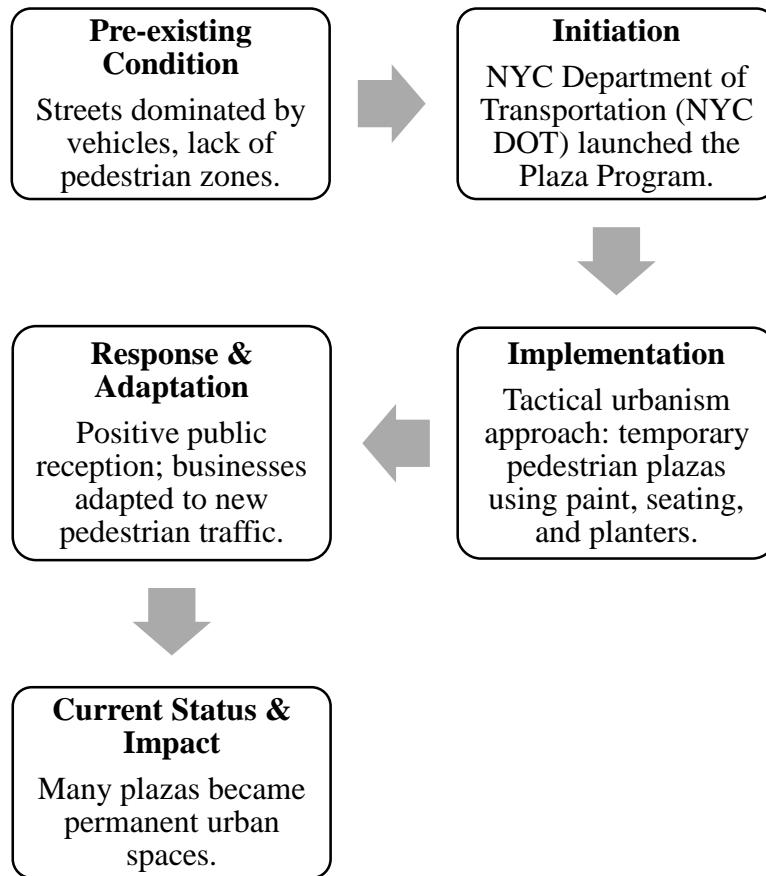
Sustainability and Scalability:

- New Road: A long-term intervention but lacks continuous community engagement.
- Hadigaun: A highly adaptive model, now being replicated in Tokha, Thimi, and Jaya Bageshwori.
- New York (Pavement to Plaza): The program's success has made it a scalable model for transforming urban spaces across the city. The city continues to expand this initiative to other areas, ensuring long-term sustainability.
- Chandni Chowk: While it has seen some success, the pedestrianization efforts are still in a phase of adjustment. Its scalability is limited by space constraints and competing needs for mobility in the area.

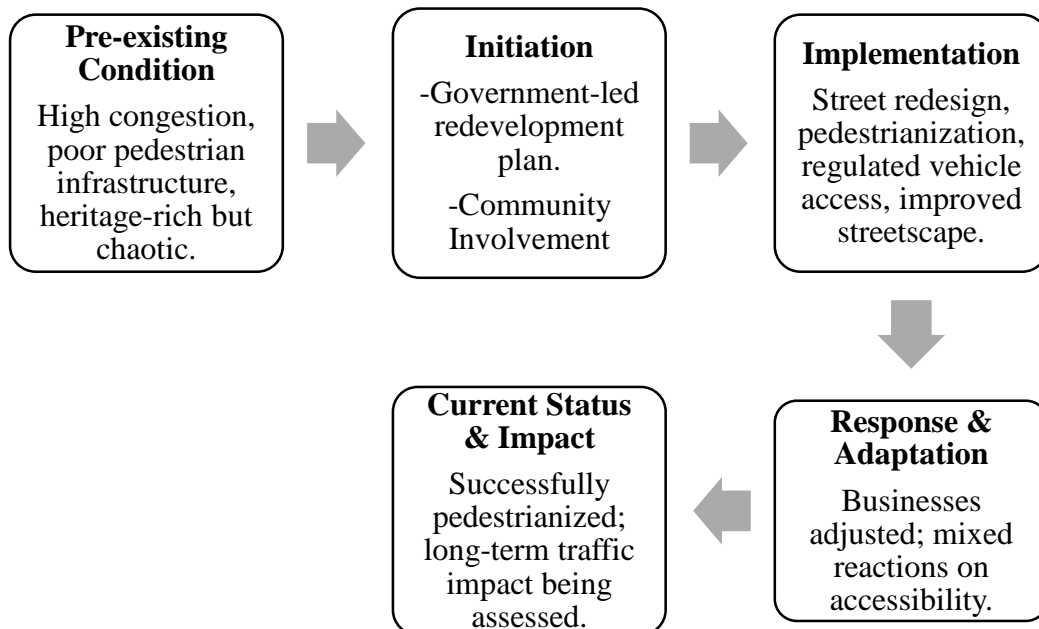
4) Process Followed

The transformation of urban spaces involves a multifaceted approach, with each project adopting its own unique process based on local context, stakeholder involvement, and specific objectives. This section presents a comparative overview of the processes followed in four different case studies New Road, Hadigaun, New York (Pavement to Plaza), and Chandni Chowk.

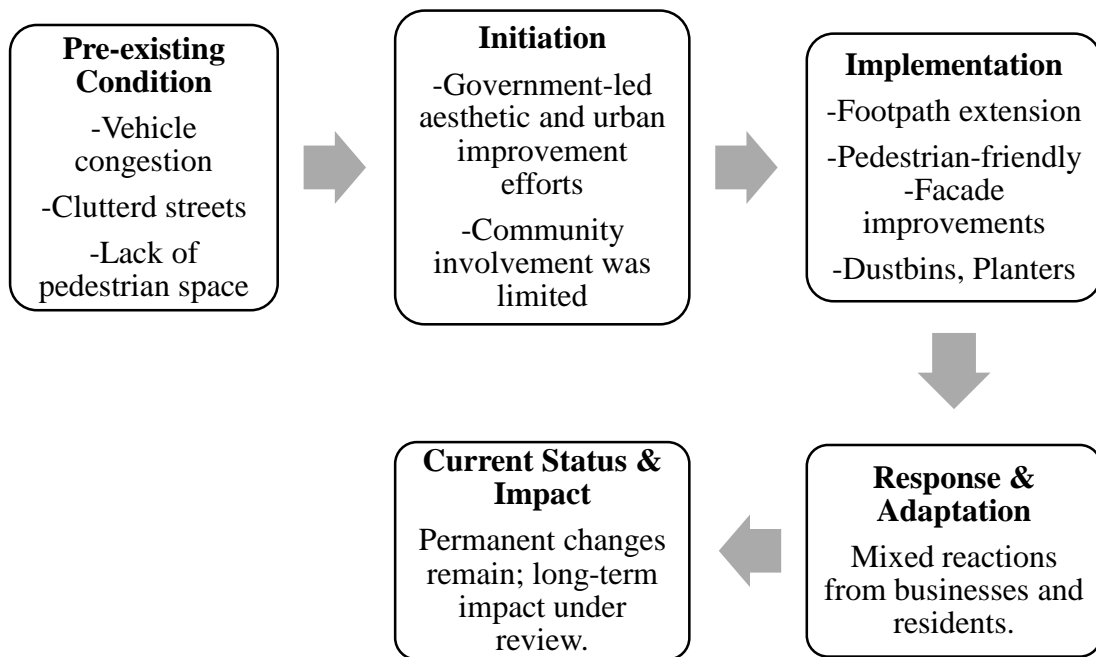
Process Diagram of New York



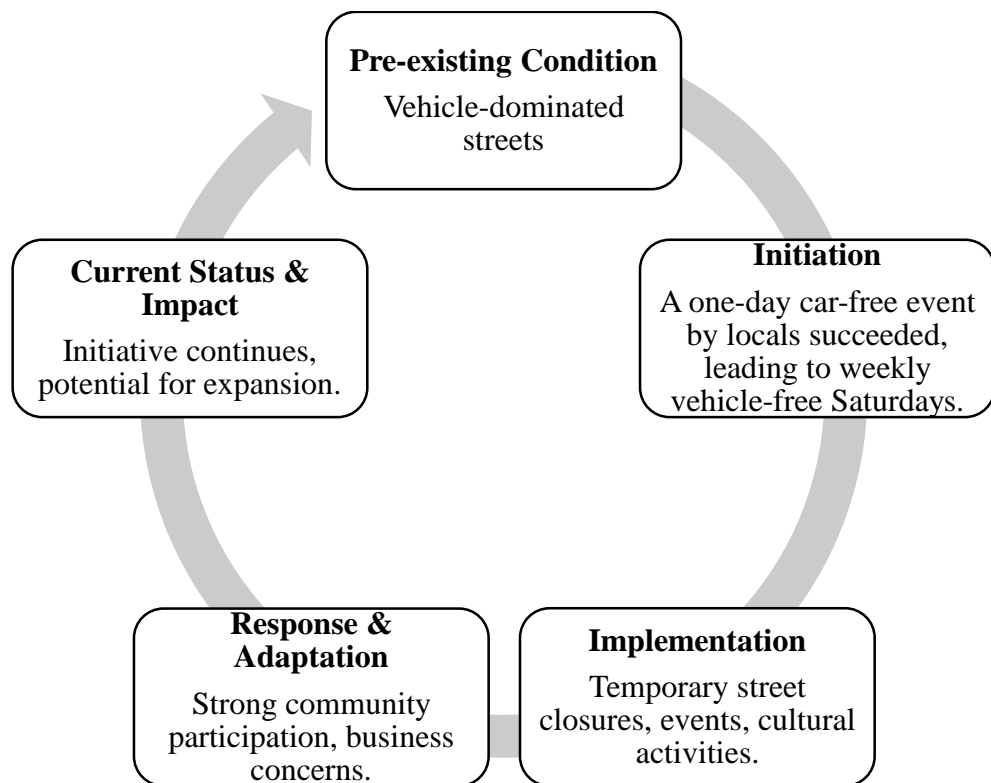
Process Diagram of Chandni Chowk



Process Diagram of New Road



Process Diagram of Hadigaun



5) Challenges Faced:

Table 9: Challenges

Challenge	New Road	Hadigaun	New York's Pavement to Plazas	Chandni Chowk
Business Resistance	Some shops preferred vehicle access for customers	Initially hesitant but later benefited from increased footfall	Some businesses expressed concerns about reduced vehicle access, but later adapted to the increased foot traffic.	Local businesses had mixed reactions due to reduced accessibility for vehicles, although some benefitted from increased foot traffic.
Regulatory Issues	Resistance from local businesses and limited community involvement	Informal at first, later regulated	Maintenance costs & public-private conflicts	Bureaucratic delays and political resistance
Space Utilization	Lacked interactive spaces; more cosmetic improvements	Overcrowding due to high demand for vendor spots	Created vibrant public spaces with seating and events, but occasional underutilization of certain areas.	Some areas experienced overcrowding due to demand for pedestrian zones, leading to limited space for vendors.
Public Reception	Mixed reactions; concerns over lack of	Overwhelmingly positive, with minor complaints	Overall positive reception, especially from pedestrians, but	Mixed reception; while pedestrianizati

	greenery and lack of parking	about noise and alcohol consumption	some concerns about the impact on vehicle accessibility.	on was widely appreciated, concerns about traffic flow and parking remained prevalent.
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6) Lessons Learned:

- Community-driven approaches (Hadigaun) generate stronger public participation and economic inclusivity.
- Permanent changes (New Road) require holistic planning, including solutions for displaced vehicle parking.
- Temporary pedestrianization models (Hadigaun) offer more flexibility but require structured vendor and crowd management.
- Pavement to Plaza (New York) demonstrates that city-led initiatives with clear pilot projects can be effective in transforming public spaces, though ongoing engagement with local businesses is essential for sustainable success.
- Chandni Chowk highlights the importance of balancing historical preservation with modern urban needs, with the challenge of minimizing disruption to both local businesses and traffic flow.
- All cases emphasize the need for balanced urban policies that integrate regulatory frameworks with grassroots initiatives, considering both heritage and modern usage needs.
- Blending structured urban planning with adaptive community-led interventions ensures long-term sustainability, with New York’s top-down approach and Hadigaun’s bottom-up model showing complementary strategies for urban change.

New Road, Hadigaun, New York (Pavement to Plaza), and Chandni Chowk offer valuable insights into different models of tactical urbanism. While New Road’s approach is design and heritage-focused, Hadigaun’s is community-driven and event-centric. New York’s model is a blend of city leadership with pilot projects, and Chandni Chowk’s emphasizes heritage preservation and pedestrianization. All four cases

underline the potential for pedestrian-friendly urban transformations, with varying degrees of permanence and stakeholder involvement. Future urban initiatives should consider:

- Hybrid models combining permanent infrastructure improvements with community-driven activities, as seen in New York and Hadigaun.
- Better integration of businesses in planning phases to balance economic concerns with pedestrian-friendly designs, highlighted by Chandni Chowk.
- Sustained engagement models ensuring long-term participation from local communities, as demonstrated by Hadigaun.

By incorporating both structured and adaptive strategies, urban areas can foster inclusive, dynamic, and sustainable spaces for all.

6.2.7 Tactical Urbanism Framework for Nepal

This framework integrates insights from New Road and Hadigaun, drawing from urban theories and tactical urbanism principles to establish a Nepal-specific model for inclusive, adaptable, and scalable urban transformation.

A. Theoretical Foundations

Jane Jacobs - "Eyes on the Street"

Public engagement ensures safety and vibrancy (e.g., Hadigaun's community events).

Kevin Lynch- Imageability

Enhancing urban identity through design (e.g., New Road's façade improvements).

Lefebvre- The Right to the City

Advocates citizen-driven urban transformations (e.g., Hadigaun's grassroots leadership).

Incremental Urbanism

Tactical interventions evolve into permanent solutions (e.g., trial pedestrianization in Hadigaun).

B. Key Components of the Framework

This tactical urbanism framework consists of five interrelated pillars:

Community-Led Initiatives

Principle: Urban transformations should be bottom-up, encouraging active participation.

Application in New Road: Limited engagement; future projects should incorporate business and resident input.

Application in Hadigaun: Strong local involvement; demonstrates the power of community-driven efforts.

Adaptability and Phased Implementation

Principle: Tactical urbanism should allow for incremental changes before permanent implementation.

New Road: Aesthetic modifications were permanent from the start; testing phases would improve outcomes.

Hadigaun: Weekly interventions provide flexibility and room for evolution.

Public Space Activation & Cultural Integration

Principle: Urban interventions should integrate local identity, heritage, and cultural practices.

New Road: Heritage elements preserved but lacked dynamic community engagement.

Hadigaun: Integrated culture through events, making the space more interactive.

Multi-Stakeholder Collaboration

Principle: Sustainable urban transformation requires cooperation between communities, businesses, and governments.

New Road: Government-led with limited business participation.

Hadigaun: Community-led but later integrated with formal regulations.

Sustainable Mobility & Inclusivity

Principle: Tactical interventions must prioritize walkability, accessibility, and environmental sustainability.

New Road: Improved pedestrianization but lacked solutions for parking displacement.

Hadigaun: Temporary street closures provided a balance but faced occasional overcrowding.

C. Implementation Strategy for Nepal

Step 1: Site Selection and Context Analysis

Identify urban areas suitable for tactical interventions (e.g., commercial hubs, heritage zones, neighborhood markets).

Use Kevin Lynch's Image of the City to analyze spatial elements like nodes, edges, and paths.

Step 2: Community Engagement and Pilot Testing

Organize workshops aligning with Lefebvre's Right to the City, ensuring marginalized voices are included.

Conduct temporary interventions before making permanent changes (Alexander's Pattern Language approach).

Step 3: Policy and Multi-Stakeholder Integration

Develop city-level guidelines incorporating flexible zoning laws and municipal policies.

Establish public-private partnerships to ensure long-term sustainability.

Step 4: Monitoring, Evaluation, and Scaling Up

Set up performance metrics (economic impact, pedestrian engagement, business response).

Use successful models (Hadigaun's event-based approach, New Road's aesthetic improvements) as templates for other cities.

This Nepal-specific Tactical Urbanism Framework balances bottom-up community involvement and top-down urban planning. By integrating cultural identity, adaptability, and sustainability, it provides a flexible model applicable to urban areas like New Road, Hadigaun, and beyond. The future of urban transformation in Nepal should embrace both temporary and permanent interventions, ensuring inclusivity, economic vitality, and resilient public spaces.

CHAPTER SEVEN: CONCLUSION

This study highlights the transformative potential of tactical urbanism in Nepal, with a focus on the case studies of New Road and Hadigaun. Tactical urbanism offers an adaptable, community-driven approach to addressing urban challenges such as congestion, lack of public space, and inadequate infrastructure. The research found that New Road, through a structured, government-led approach, successfully improved its infrastructure but lacked sufficient community engagement, limiting its long-term sustainability. In contrast, Hadigaun's community-driven interventions fostered a more vibrant, culturally rich environment, showcasing the power of bottom-up tactical urbanism in creating spaces that reflect the needs and aspirations of local residents.

The analysis revealed key differences between these two approaches, underscoring the importance of community involvement and adaptability in urban transformation. The study's findings indicate that a more balanced, inclusive approach to urban development, combining both top-down and bottom-up tactics, could significantly enhance urban experiences in Nepal. This requires a reevaluation of current urban policies and processes to integrate the principles of tactical urbanism, ensuring that future urban projects prioritize both the needs of residents and the involvement of local communities.

CHAPTER EIGHT: RECOMMENDATION

The findings of this research emphasize the importance of tactical urbanism as a flexible, community-driven approach to urban transformation. The following recommendations are designed to enhance the integration of tactical urbanism in urban development in Nepal, addressing both process-level improvements and policy-level considerations.

8.1 Process-Level Recommendations

1. Promote Community Engagement
 - Make sure that all urban planning projects include mechanisms for active community involvement, such as public consultations, workshops, and participatory design processes.
 - Engaging local communities in the decision-making process is essential for creating spaces that meet the needs and aspirations of residents. This helps foster a sense of ownership and improves the sustainability of urban projects.
2. Adopt Phased and Flexible Interventions
 - Implement tactical urbanism projects in incremental phases, allowing for flexibility and adaptability based on community feedback and real-time observations.
 - Phased interventions allow for adjustments over time, enabling cities to experiment with different urban configurations and scale interventions that are most effective.
3. Enhance Collaboration Between Stakeholders
 - Strengthen partnerships between local businesses, residents, urban planners, and government authorities to ensure cohesive and coordinated urban interventions.
 - Collaboration among stakeholders helps ensure that interventions meet diverse needs and that there is alignment between public and private sector goals, leading to better outcomes.
4. Develop Funding Mechanisms for Tactical Urbanism
 - Create dedicated funding mechanisms for tactical urbanism projects, including government grants, public-private partnerships, and neighborhood fundraising.

- Financial support is critical for implementing small-scale, community-driven projects, especially in underfunded urban areas. Accessible funding will help catalyze more tactical interventions.
5. Monitor and Evaluate Impact
 - Implement monitoring and evaluation frameworks to assess the effectiveness of tactical urbanism interventions, using both qualitative and quantitative methods (e.g., surveys, public feedback, traffic data).
 - Continuous evaluation will allow for fine-tuning of urban interventions and provide data that can inform future urban planning strategies.

8.2 Policy-Level Recommendations

1. Incorporate Tactical Urbanism in National Urban Policies
 - Revise the National Urban Policy (NUP) and National Urban Development Strategy (NUDS) to integrate tactical urbanism as a valid approach to urban transformation. Policies should support flexible, low-cost, and community-driven urban interventions.
 - Revise city-level urban planning policies to integrate tactical urbanism as a flexible, low-cost approach for urban transformation. Local governments should develop policies that enable community-driven interventions, prioritize short-term and mid-term urban improvements, and support the creation of temporary public spaces, pedestrian zones, and flexible zoning regulations to allow for iterative urban experimentation.
 - Aligning national urban policies with the principles of tactical urbanism will enable a broader adoption of these strategies and promote a more inclusive, adaptable urban environment.
2. Create a Policy Review Mechanism
 - Establish a periodic review of urban policies to evaluate their alignment with current urban planning trends, including tactical urbanism. This process should include input from urban planners, community leaders, and other stakeholders.
 - Regular policy review ensures that urban planning frameworks remain responsive to new approaches and the evolving needs of cities.
3. Develop Clear Guidelines for Tactical Urbanism

- Introduce clear guidelines and frameworks for implementing tactical urbanism projects, including approval processes, safety standards, and impact assessments.
 - Providing clear guidance will help streamline the implementation of tactical urbanism projects and ensure that they align with broader urban planning goals while also following safety and legal standards.
4. Support Pilot Projects and Public Awareness Campaigns
 - Encourage pilot tactical urbanism projects in key urban areas to demonstrate the benefits of this approach. Additionally, launch public awareness campaigns to educate citizens, businesses, and policymakers about the potential of tactical urbanism.
 - Pilot projects and awareness campaigns will help build public and institutional support for tactical urbanism by showcasing its benefits and feasibility.
 5. Promote Cross-Sectoral Collaboration in Policy Development
 - Facilitate greater co-ordination between government agencies, urban planners, community organizations, and local businesses to make sure that urban policies reflect the needs and priorities of all stakeholders.
 - Cross-sectoral collaboration ensures that urban policies are more inclusive, balanced, and responsive to local conditions, promoting a holistic approach to urban development.
 6. Establish a National Urban Transformation Fund
 - Create a fund specifically dedicated to supporting tactical urbanism initiatives, especially in areas where community-driven approaches are needed most. This fund could be a combination of government allocation and private sector contributions.
 - A dedicated fund will provide the necessary financial support for small-scale projects that can have a significant impact on urban revitalization, particularly in underserved areas.

8.3 Framework-Based Implementation

The Tactical Urbanism Framework for Nepal, developed through this research, can serve as a vital tool for guiding future urban transformation efforts. This framework provides actionable principles that balance both top-down support and grassroots engagement, enabling tailored interventions based on local needs. It emphasizes the

importance of participatory design, phased implementation, and sustainable funding, ensuring that urban projects are not only feasible but contextually appropriate and adaptable. In future urban development projects, this framework can be used to structure interventions that are responsive to community feedback, ensuring short-term and mid-term success and relevance to the evolving needs of urban spaces in Nepal.

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ANNEX

ANNEX-I: Questionnaires

NEW ROAD

I. General Public/Visitors

1. Name (Optional)

2. Gender

- a) Male
- b) Female
- c) Non-binary/Other

3. Age:

- a) Under 18
- b) 18-25
- c) 26-40
- d) 41-60
- e) Above 60

4. Occupation:

- a) Student
- b) Employed
- c) Self-employed
- d) Unemployed
- e) Retired

5. How often do you visit the area?

- a) Daily
- b) Weekly
- c) Monthly
- d) Rarely
- e) First time visiting

6. Purpose of visit:

- a) Shopping
- b) Work
- c) Leisure
- d) Passing through
- e) Other (specify):

7. How has the extension of footpaths affected your experience in New Road?

- a) Much Better
- b) Slightly Better
- c) No change
- d) Worse

8. Do you feel safer walking with the extended footpaths?

- a) Yes
- b) No
- c) Not Sure

9. What impact do you think removing on-street parking has had on the area?

- a) Traffic flows better
- b) Less congestion
- c) Harder to find parking
- d) More space for pedestrians
- e) No noticeable change

10. Do you think removing parking has made the area better for pedestrians?

- a) Yes
- b) No

c) Neutral

11. How strongly do you agree with the following statement: Clearing the overhead wires has improved the visual appearance of New Road.

- a) Strongly disagree
- b) Disagree
- c) Neutral
- d) Agree
- e) Strongly agree

12. Do you think these changes (footpath extension, parking removal, wire clearing, façade improvement) have improved New Road?

- a) Yes
- b) No
- c) Somewhat

13. What improvements would enhance your experience as a pedestrian in New Road?(Select all that apply)

- a) More seating areas
- b) Greenery
- c) Safer Pedestrian Crossings
- d) Public Restrooms
- e) Better lighting
- f) Clearer signage and directions
- g) Other (please specify)

14. What challenges do you face as a pedestrian in New Road?(Select all that apply)

- a) Limited seating or resting areas
- b) Difficulty crossing streets

- c) High noise levels or pollution
- d) Inadequate lighting after dark
- e) Other(Please specify)

15. How much do you agree with the idea of community groups, such as the Tole Sudhar Samiti, deciding on improvements through discussions, testing them temporarily, and making them permanent based on evaluation?

- a) Strongly disagree
- b) Disagree
- c) Neutral
- d) Agree
- e) Strongly agree

16. How willing are you to participate in the planning or implementation of small-scale urban experiments (e.g., temporary seating, outdoor art installations) in New Road?

- a) Very willing
- b) Somewhat willing
- c) Not willing
- d) Unsure

17. Which tactical urbanism initiatives do you think would be most beneficial for New Road?(Select all that apply)

- a) Pop-up parks or green spaces
- b) Vehicle-free days
- c) Temporary seating or pedestrian zones
- d) Street art and cultural events
- e) Improved wayfinding or signage
- f) Other(please specify)

18. What do you think would improve your overall experience as a visitor in New Road, beyond the current changes or interventions?(Open-ended)

II. Local Businesses

1. Name (Optional)

2. Gender

- a) Male
- b) Female
- c) Non-binary/Other

3. Age:

- a) Under 18
- b) 18-25
- c) 26-40
- d) 41-60
- e) Above 60

4. Type of business:

- a) Jewelry shops
- b) Clothing stores
- c) Food and beverage
- d) Pharmacies
- e) Fashion Retail
- f) Accessory shops
- g) Banks

5. How long have you been operating your business in this area?

- a) <1 year

- b) 1-5 years
- c) 6-10 years
- d) >10 years

6. How would you categorize the size of your business?

- a) Small(less than 50 sq.m)
- b) Medium(50 to 150 sq.m)
- c) Large(More than 150 sq.m)

7. Property Ownership

- a) Own
- b) Rent
- c) Other(Please specify)

8. How have the recent changes (e.g., footpath extensions, parking adjustments, cleared wires) impacted your business?

- a) Positive impact
- b) Neutral impact
- c) Negative impact

9. Have these changes influenced the number of customers visiting your business?

- a) Increased
- b) Neutral
- c) Decreased

10. Has your business activity (e.g., sales, customer visits) increased or decreased since the transformations (e.g., footpath extension, parking adjustments) were implemented?

- a) Decreased significantly
- b) Decreased slightly
- c) No change
- d) Increased slightly
- e) Increased significantly

11. Were you informed about the planned changes (e.g., footpath extensions, parking adjustments) before they were implemented?

- a) Yes, I was fully informed
- b) Yes, but with limited details
- c) No, I was not informed

12. Were you asked for your input or feedback before the changes were made?

- a) Yes, my input was asked for directly
- b) Yes, indirectly through surveys or community meetings
- c) No, I was not asked

13. What actions did you take when the transformations were being implemented? (Select all that apply)

- a) I attended community meetings or discussions
- b) I provided feedback through surveys
- c) I participated in protests
- d) I supported the changes
- e) I did not take any action

14. Who do you think supported these changes the most? (Select all that apply)

- a) Local authorities or government bodies
- b) Community groups

- c) Residents
- d) Visitors and customers
- e) Other (please specify)

15. Who do you think opposed these changes the most? (Select all that apply)

- a) Local business owners
- b) Residents
- c) Visitors or customers
- d) Community groups
- e) Other (please specify)

**16. What improvements would help your business thrive in New Road?
(Select all that apply)**

- a) Improved parking facilities for customers
- b) Better delivery access for goods
- c) More pedestrian-friendly spaces
- d) Increased street lighting and safety measures
- e) More seating or resting areas for customers
- f) Other (please specify)

17. What are the biggest challenges you face due to the current setup in New Road?

- a) Insufficient parking for customers
- b) Difficulty in receiving deliveries or goods
- c) Reduced visibility of my business due to changes
- d) Limited access for vehicles
- e) Increased competition from nearby businesses
- f) Lack of foot traffic or reduced customer flow
- g) Noise or inconvenience during implementation of changes
- h) Other (please specify)

18. How much do you agree with the idea of community groups, such as the Tole Sudhar Samiti, deciding on improvements through discussions, testing them temporarily, and making them permanent based on evaluation?

- a) Strongly disagree
- b) Disagree
- c) Neutral
- d) Agree
- e) Strongly agree

19. What types of temporary interventions would benefit your business the most? (Select all that apply)

- a) Pop-up markets or events to draw customers
- b) Temporary pedestrian only zones
- c) Street festivals or cultural activities
- d) Additional seating or parklets for customers
- e) Other (please specify)

20. How do you envision New Road being improved to better support businesses, residents, and visitors in the future?(Open-ended)

III. HADIGAUN: Visitors

1. Name (Optional)

2. Gender

- a) Male
- b) Female
- c) Non-binary/Other

3. Age:

- a) Under 18
- b) 18-25
- c) 26-40
- d) 41-60
- e) Above 60

4. Occupation:

- a) Student
- b) Employed
- c) Self-employed
- d) Unemployed
- e) Retired

5. How often do you visit Hadigaun?

- a) Daily
- b) Weekly
- c) Monthly
- d) Rarely
- e) First time visiting

6. What is the main reason for your visit?(choose all that apply)

- a) Vehicle free experience
- b) Newari cuisine & food stalls
- c) Cultural/community events
- d) Leisure & socializing
- e) Shopping
- f) Other (please specify)

7. What attracts you to Hadigaun during vehicle-free hours? (Select all that apply)

- a) Music and dance performances
- b) Availability of Newari cultural foods and other stalls
- c) Safe and clean environment for children to play
- d) Unique shopping opportunities (e.g., handmade items, local goods)
- e) Sense of community and vibrant atmosphere
- f) Other (please specify)

8. Do you believe the vehicle-free initiative has enhanced your experience in Hadigaun?

- a) Strongly disagree
- b) Disagree
- c) Neutral
- d) Agree
- e) Strongly agree

9. What additional improvements would enhance the vehicle-free initiative?(choose all that apply)

- a) Extending the vehicle free hours
- b) More live music or cultural performances
- c) Cooking classes or food preparation demonstrations
- d) More diverse food and beverage stalls
- e) Local artisan or craft fairs
- f) Storytelling or educational sessions about local history and culture
- g) Social awareness campaigns or workshops
- h) Better seating and shaded rest areas
- i) Clear signage and directions
- j) Accessible washroom facilities
- k) Other (please specify)

10. Would you support making the vehicle-free initiative a full-day or permanent feature?

- a) Strongly oppose

- b) Oppose
- c) Neutral
- d) Support
- e) Strongly support

11. What types of tactical urbanism initiatives would you like to see during the vehicle-free hours? (Select all that apply)

- a) Rotational food festivals featuring local and regional cuisines
- b) Cultural or craft workshops (e.g., pottery, traditional Newari crafts)
- c) Pop-up parks or greenery for relaxation
- d) Designated play zones for children with activities and games
- e) Evening movie screenings or storytelling sessions
- f) Other (please specify)

12. What do you think could be added or improved to make your experience during the vehicle-free hours in Hadigaun more enjoyable?(open-ended)

ANNEX-II: Key Informant Interviews

New Road

KII No.1

Name: Binod Kumar Rajbhandari

Position: Ward Chairman, ward no-24

1. How did the initiative for urban transformation in New Road begin, and what prompted it?

The New Road urban transformation effort started as a reaction to the area's urgent problems. Particularly in this busy commercial center, the narrow walkways caused extreme traffic, making the pedestrian environment chaotic. Additionally, women were disproportionately affected by the area's high rate of sexual harassment and pickpocketing reports. Authorities took action as a result of the public's broad concern over these issues, particularly among women. In order to improve pedestrian safety, accessibility, and the general urban experience on New Road, the transformation project gave priority to the enlargement of the pathway.

2. What were the key objectives when this transformation project was first envisioned?

The key objectives of the New Road transformation were to reduce congestion, enhance pedestrian safety by addressing issues like harassment and pickpocketing, and create a more accessible and comfortable walking environment for the community.

3. Who were the primary stakeholders involved in the planning and decision-making process?

The primary stakeholders involved in the planning and decision-making process were the ward chairman and the mayor, who consulted with each other to initiate and implement the transformation project.

4. What were the initial challenges faced during the implementation of these changes, and how were they addressed?

The initial challenge was dealing with the interference from the Department of Roads, which opposed the footpath expansion. We had to file a petition, and after the court's

decision in our favor, we were able to complete the project. Now, everyone is happy, and the area looks much more aesthetic and welcoming.

5. How has the transformation impacted pedestrian activity, local businesses, and the community so far?

The transformation has made the area much easier to navigate, and pedestrians are very happy with the changes. Local businesses have seen an increase in customers, and everyone has been supportive throughout the process. People were also supportive of Nepal Telecom removing the overhead wires, which has significantly improved the area's aesthetics. Now, many people visit the area not just for shopping but also to appreciate its improved look and feel.

6. Are there any additional improvements or projects planned for New Road in the near future?

In order to accommodate the needs of the elderly and others with disabilities, we have installed seating chairs in the area. This will allow them to relax comfortably while managing the lengthy distance. Because smaller vases have been stolen, we intend to use larger ones with plants going forward. In order to improve the area's overall aesthetics, we are also working on facade treatment, which will involve painting all of the walls white and applying a dark green finish to the windows.

7. How do you see tactical urbanism, such as temporary interventions or community-led projects, playing a role in further enhancing public spaces and addressing challenges in New Road?

He mentioned that tactical urbanism is a great idea and said, 'You should have come earlier,' as it would have given him the opportunity to learn from it and apply the concepts more efficiently during the project.

8. Is there a possibility of making New Road a vehicle-free zone in the future?

No, it seems not possible. One major issue is the lack of adequate parking, as even the basement parking of Bishal Bazar is filled up by business owners, which makes it challenging to implement a vehicle-free zone.

KII No.2

Name: Aanchal Sah

Position: Architect

1. What were the primary objectives of the transformations in New Road?

Footpath extension, wire clearance, pedestrian walkable street, no vehicular zone for better walking experience and good air quality.

2. Were stakeholders like business owners, residents, and visitors consulted during the planning phase?

Yes, community meetings were used to consult stakeholders during the planning stage, including residents, business owners, and visitors.

3. **What were the main challenges faced during the implementation of these changes?**

Coordinating with other government agencies and handling public opposition or protests were the two biggest obstacles encountered throughout the execution of these measures.

4. How do you evaluate the success of these interventions?

A noticeable decrease in traffic congestion and an increase in pedestrian activity are two quantifiable results that are used to assess the effectiveness of these interventions.

5. **How has the transformation affected New Road in terms of:** (*Rate each on a scale from 1 = Negative Impact to 5 = Positive Impact*)
 - a) *Pedestrian accessibility-4(Slightly positive)*
 - b) *Business activity-4(Slightly positive)*
 - c) *Traffic management-3(Neutral)*
 - d) *Aesthetic appeal-(Neutral)*

6. Do you believe these changes have achieved the intended goals?

Yes, the planned goals have been partially met by these improvements.

7. Would you consider tactical urbanism approaches (e.g., temporary trials of pedestrian zones or pop-up parks) for future projects in New Road?

Yes, I strongly agree that tactical urbanism techniques, such pop-up parks or temporary pedestrian zones, would be beneficial for future New Road developments. They make

it possible to test creative concepts on a smaller scale, get input from the community, and make well-informed decisions prior to making long-term adjustments.

8. What steps do you think are needed to ensure better stakeholder participation in future transformations?

Involving stakeholders from the very beginning of the initiation of the project and spreading awareness about the impact of the project is probably going to ensure better stakeholder participation in future transformations.

9. **Are there any additional improvements or projects planned for New Road in the near future?**

Yes, the discussion is going on to declare certain stretch “car free zone” but the implementation has not been done yet.

KII No.3

Name: Manish Shrestha

Position: Resident of New Road

1. How has urban transformation affected your daily life and business in New Road?

Because more people are visiting the area, there is a greater flow of customers and better business prospects, which has improved New Road's everyday life and business.

2. What challenges have you faced due to recent urban changes in this area?

There have been no major challenges, but during the transformation process, there was some disturbance as each phase took time and one transformation followed another. This caused temporary disruptions, but overall, the changes have been beneficial.

3. Do you think tactical urbanism initiatives, like pedestrian zones or public spaces, have benefited the community? Why or why not?

Yes, these initiatives have benefited the community by increasing foot traffic, boosting local businesses, and making the area more accessible and vibrant. They have also created safer spaces for pedestrians and improved the overall urban experience.

4. What improvements would you suggest to make urban transformations in New Road more inclusive and sustainable?

Enhancements include allocated parking spaces, universally accessible pathways, and additional green spaces would help make New Road's urban transitions more sustainable and inclusive.

Hadigaun

KII No.1

Name: Ananda Manandhar

Position: Architect

Understanding the process:

1. What inspired the implementation of tactical urbanism in this area?

In Hadigaun, the application of tactical urbanism was motivated by initiatives to promote community involvement, develop pedestrian-friendly areas, and revitalize the neighborhood. The initiative was led by Niharika Mathema and Digo Bikash Institute and emphasized placemaking and tactical placemaking to improve the public environment.

The Swochha Hawa Programme jointly campaigned for pedestrianization, and the vehicle-free movement was launched for the first time on World Car-Free Day (23 September) in partnership with Digo Bikash Institute. On this day, various activities such as street games, artwork, sketches, and dance performances were organized, creating a vibrant and dynamic atmosphere. The success of this event led to the establishment of the Saturday vehicle-free zone.

2. How were stakeholders (e.g., residents, businesses, planners) engaged in the process?

Through joint initiatives headed by the Digo Bikash Institute, Heritage and Environment Departments, and Jivanta Hadigaun Committee, stakeholders were involved. Businesses provided traditional food stalls, and residents took part in street activities, artwork, and cultural performances. Niharika Mathema and other planners concentrated on strategic placemaking techniques.

3. What methods or tools were used to implement these initiatives?

The methods involved committee formation, focus group discussions (FGDs), and workshops to gather input and collaborate on the implementation.

Challenges and solutions:

4. What were the major challenges during implementation?

During implementation, there were few or no major hurdles; everything proceeded without any major setbacks.

5. How were conflicts (if any) between businesses, residents, and planners managed?

Evaluating outcomes:

6. How do you measure the success of these initiatives?

The success of this initiative is measured by the number of people coming and the overall engagement of the crowd. Initially, our vision was to preserve, celebrate, and generate economic benefits. These objectives are all being met: people are actively celebrating, heritage is being maintained, and the economic impact has been very favorable.

7. Have these transformations led to any unexpected results (positive or negative)?

Yes, while the transformations were expected, one somewhat unexpected positive outcome is that people are really enjoying the Saturday Mela. It has gained popularity and has been well received by the community.

8. What are the plans for scaling or sustaining these changes?

This began as a pilot project, but due to its success, it has now been implemented in other areas such as Tokha, and Thimi. Additionally, there are plans to pedestrianize the area and develop a market in Jaya Bageshwori similar to Hadigaun.

Temporary vs. Permanent Effects:

9. Were these initiatives designed to address immediate needs or to inspire long-term transformation?

Hadigaun's vehicle-free Saturdays were first created to meet a pressing need: giving kids a secure area to play. As the initiative has developed into a commercial center, mostly featuring food stalls, the emphasis has shifted to economic activities. A ambition for long-term urban development is indicated by plans to create a permanent vehicle-free zone. This effort can strike a balance between immediate advantages and long-term urban enhancements with the right design and administration.

10. How do you ensure that temporary tactical urbanism projects have lasting impacts?

Vehicle-free Saturdays in Hadigaun have been a success, but for long-term effects, management needs to be improved. Clear pedestrian routes and designated vending zones are two approaches to improve organization and eliminate problems like stalls obstructing the road.

Policy Alignment:

11. Did you face any regulatory challenges while implementing these initiatives?

There weren't any significant regulatory obstacles at first because this project is community-led. However, problems like site allotment, vendor rules, and traffic management emerged as the event increased. The City Planning Commission (CPC), has issued a karya bidhi (guideline) to address problems and streamline procedures. The Jivanta Hadigaun Committee is also crucial to the initiative's management, stakeholder coordination, and its execution. To enforce laws and preserve a balance between public areas and commercial activity, however, continuous efforts are required.

KII No.2

Name: Krishna Prajapati

Position: Member of Jivanta Hadigaun Committee

1. What inspired the vehicle-free Saturdays initiative in Hadigaun?

With the help of the metropolitan office and in partnership with Balen Shah, the concept was first introduced as a trial on Car-Free Day. It was started by Sunita Dangol with the goal of giving kids access to a car-free area where they may participate in enjoyable and interactive activities including skating, ludo, football, carrom board, and art.

2. How has the community responded to this initiative?

The community has responded positively to this initiative, embracing it as a vibrant social and commercial space. The presence of food stalls, especially those offering Newari cuisine, has attracted more visitors, making the area lively and engaging. This transformation has not only encouraged local businesses but also strengthened community interaction and cultural expression.

3. What role do local residents and businesses play in planning and implementing such interventions?

Local residents and businesses play a major role in planning and implementing this initiative. The Jivanta Hadigaun Committee, with 21 members, actively manages the event alongside the ward office, ensuring smooth operations. Businesses, especially food stalls, contribute by attracting visitors and making the space vibrant. With 95% of the community expressing satisfaction, the initiative has successfully continued for 1.5 years, proving that strong local engagement is key to its consistency and success. Furthermore, the initiative's economic impact and sustainability are demonstrated by the substantial revenue it generates roughly 20 to 30 lakh on a single Saturday.

4. How has the vehicle-free initiative impacted the local environment (e.g., pollution levels, noise)?

The vehicle-free initiative has had a positive impact on the local environment, particularly by reducing pollution levels.

5. In what ways has the initiative influenced social interaction and community engagement?

The project has turned the area into a lively gathering place for people of all ages, greatly increasing social interaction and community involvement. Residents can freely walk, interact, and engage in a variety of activities without being disturbed by vehicles. Giving kids a secure place to play, skate, and make art helps them develop their creativity and social skills. The presence of food stalls, Newari cuisine, and cultural events has further strengthened community bonds, encouraging more gatherings and local participation.

6. Have there been any economic benefits or drawbacks for local businesses due to this initiative?

The initiative has brought economic benefits to local businesses, as the area has transformed into a commercial hub. The increase in food stalls and vendors has attracted more visitors, boosting local trade and business opportunities. However, while it was initially started as a space for children to play, the growing commercialization sometimes overshadows its original purpose. Balancing economic growth with the initiative's social and recreational goals remains a key challenge.

7. What challenges have you faced in implementing and sustaining the vehicle-free initiative?

The main challenges in implementing and sustaining the vehicle-free initiative include managing commercialization, as the increasing number of food stalls and vendors sometimes overshadows the original purpose of providing a safe space for children. Space management has become an issue, with stalls encroaching on pedestrian areas. Furthermore, although 95% of individuals are in favor of the project, 5% are not because they find it inconvenient or are unwilling to participate.

8. How do you ensure the initiative remains inclusive and accessible to all residents?

To ensure the initiative remains inclusive and accessible to all residents, the Jivanta Hadigaun Committee and the ward office regulate the placement of stalls, requiring vendors to register before setting up. The fact that only locals are permitted to run stalls guarantees that the profits remain in the neighborhood. Numerous community

organizations actively engage, promoting diversity and representation, like Didi Bahini Samuha, Pariwartit Naari Samuha and Aama Samuha. Ayurvedic and wellness sellers are also welcome to contribute to the marketplace's diversity.

9. Are there plans to expand or scale up these interventions?

The effort has been successful, and plans are in place to scale it up and expand it. There are currently between 10,000 and 15,000 visitors each Saturday, indicating a high level of community involvement. Discussions are therefore underway to expand the event's existing 2 PM–8 PM time frame to a full day. The idea of car-free public areas has also been further promoted in other places by this project, which has sparked comparable initiatives in other municipalities like Tokha, Thimi, and Jaya Bageshwori.

10. What lessons from Hadigaun's tactical urbanism efforts can be applied to other areas?

Hadigaun's tactical urbanism efforts offer several key lessons that can be applied to other areas. Community involvement and local leadership are essential for success, as seen in the role of the Jivanta Hadigaun Committee and ward office in managing the initiative.

11. Do you think the area requires new or extended tactical urbanism projects, such as pop-up parks, cycle lanes, or more pedestrian zones?

In order to improve accessibility and urban livability, the neighborhood would indeed benefit from new or enlarged tactical urbanism projects like pop-up parks, dedicated cycle lanes, and increased pedestrian zones. More volunteers are also required for improved management and coordination, especially considering the initiative's ability to draw sizable audiences. Additionally, there are plans to incorporate old musical instruments, adding a cultural dimension to the space and enhancing the overall experience for visitors.

12. Is there anything else you feel is important to consider about tactical urbanism in these areas that hasn't been addressed?

An important consideration for sustaining tactical urbanism in these areas is ensuring proper management, financial transparency, and emergency preparedness. The Jivanta Hadigaun Committee collects Rs. 500 from stalls to help organize events and programs, which supports the initiative's continuity. However, balancing funding, public space usage, and community interests is crucial. Additionally, better crowd management, an increase in volunteers, and structured policies can further enhance the initiative's impact. Public safety and well-being should also be guaranteed by putting emergency management measures in place, such as first aid stations, trained volunteers, and rapid response plans for situations like fainting or injuries.

KII No.3

Name: Ganga Prajapati

Position: Food stall owner in Hadigaun

1. How has the vehicle-free initiative changed the area since food stalls were introduced?

Initially, we were four people who started making and selling Newari cuisine for around 5 to 6 months. After Mayor Balen posted about it on social media, the number of visitors increased significantly, leading to a rise in the number of food stalls. As more people joined, the stalls grew to around 90 to 100, attracting large crowds. Now, the demand is so high that during the evening hours, food often gets sold out. This shift has increased foot traffic, promoted local culture through Newari cuisine, and boosted economic activity.

2. Do you think this initiative has improved public space and community interaction?

Yes, the initiative has improved public space by transforming it into a vibrant area that promotes local culture and community interaction. Initially, people were hesitant to set up food stalls, considering it a cheap or shameful activity meant only for earning. However, the ward office instructed us that the goal was not just to earn but also to promote Newari cuisine and culture. Over time, those who were initially critical have

overcome their hesitation and have also set up their own stalls, contributing to the initiative's growth and success.

3. How has your business benefited from this initiative?

Our business has benefited significantly from this initiative as it has increased foot traffic and attracted a large number of visitors. Initially, groups like Didi Bahini Samuha, Aama Samuha, Didi Bhai Samuha, and Pariwartit Naari Samuha, with 8 to 9 members, registered stalls, but now individual vendors and families have also started setting up stalls. This initiative has provided work opportunities on Saturdays, whereas earlier, we had nothing to do. On average, one person earns around Rs. 4,000 to 5,000 per Saturday, making it a valuable economic opportunity. It has not only created an earning opportunity but also made it enjoyable to work together, meet new people, and see everyone having a good time.

4. What challenges do you face regarding space, regulations, or infrastructure?

The main challenges we face include limited space, as the increasing number of stalls and visitors leads to congestion, especially in the evening. At first, setting up the stalls was really challenging, but now that we have shutters to keep everything, it's much simpler. Vendor competition is another difficulty because many of them sell the same food items, making it more difficult to stand out and attract customers. Additionally, crowd management becomes challenging during peak hours, necessitating the need for additional volunteers to improve organization.

5. What improvements would help balance business interests with community needs?

In order to combine commercial interests with community demands, improved space management is necessary to ease traffic and provide easy mobility for both sellers and visitors. Introducing a rotation system for stalls or designating specific areas for different types of vendors could help maintain variety and fairness. Additionally, more seating areas and organized stall layouts would enhance the experience for customers. Striking a balance between commercialization and cultural promotion is also important, ensuring that the initiative continues to highlight Newari cuisine and traditions while

supporting local businesses. More volunteers for crowd management and clear regulatory guidelines would also improve overall organization.

6. Would you support expanding this initiative? If so, how should it be improved?

Yes, we would support expanding this initiative as it has provided economic opportunities and boosted community engagement. Expanding to a full-day event would further enhance the initiative's impact by allowing more time for community engagement and business opportunities. To improve the experience, better stall management and designated spaces are needed to reduce congestion and ensure smooth operations. Additionally, enhanced marketing efforts would help attract more visitors, while better signage and navigation aids would make it easier for them to explore the space.

7. Do you think other areas could replicate this model? What lessons from Hadigaun would be useful?

Yes, other areas could replicate this model. Key lessons from Hadigaun include the importance of local collaboration, with residents, businesses, and authorities working together. Effective space management and designated stall areas are important for smooth operations.

KII No.4

Name: Krishna Maharjan

Position: Local Resident of Hadigaun

1. How has the vehicle-free initiative impacted your daily life and the community?

Significant disruptions to daily life have resulted from the vehicle-free initiative. It should be stopped since it causes inconvenience and interferes with daily routines.

2. What challenges have you faced due to this initiative?

The initiative has led to several challenges, including disturbances for children during exams and safety concerns due to people drinking chyaang and engaging in fights, such as a recent incident where a helmet fight caused injuries. Emergency access is another major issue, as ambulances struggle to reach the area. Additionally, the lack of separate washroom facilities for males and females creates inconvenience. Health emergencies,

like someone falling ill or fainting, raise concerns about how they would receive timely medical assistance.

3. Do you think the balance between business interests and community needs is maintained?

The balance between business interests and community needs is not always maintained. While the food stalls and businesses have benefited economically, some community needs, such as noise control, emergency access, and sufficient facilities, are still lacking. .

4. What improvements would you suggest to make the initiative more inclusive?

To make the initiative more inclusive, improvements such as better crowd management, stricter regulations on alcohol consumption to prevent fights, and enhanced emergency response measures are needed. Ensuring ambulance access, setting up first aid stations, and providing separate washroom facilities for males and females would address major concerns. Furthermore, creating quiet areas during exam times and recruiting additional volunteers to help with organizing could make the event more accessible to everybody.

5. Would you support expanding this model to other areas? Why or why not?

No, unless appropriate management is in place, I would not advocate for this model's expansion. It is crucial to consider the needs and concerns of all stakeholders. Without careful planning for issues like noise control, emergency access, and adequate facilities, the model may face challenges. If these aspects are addressed and everyone's interests are considered, then expansion could be more successful and beneficial for other areas.

KII No.5

Name: Hari Shankar Prajapati

Position: Local Resident of Hadigaun

1. How has the vehicle-free initiative impacted your daily life and the community?

The vehicle-free initiative has had a positive impact, attracting people from various places to experience the mela, which has increased foot traffic and boosted my shop's income. The event's increasing popularity has improved community involvement and opened up new economic options.

2. What challenges have you faced due to this initiative?

There are no major challenges, but excessive chyaang consumption has become a concern, leading to occasional problems. Serving chyaang for cultural reasons is fine, but it should be controlled to make sure it stays within reasonable bounds and doesn't cause any disruptions.

3. Do you think the balance between business interests and community needs is maintained?

Yes, since businesses are doing well and the community is participating in social and cultural events, the balance is largely maintained.

4. What improvements would you suggest to make the initiative more inclusive?

Better crowd management, regulated alcohol consumption, and improved emergency medical support would enhance the inclusivity and safety of the initiative.

5. Would you support expanding this model to other areas? Why or why not?

Yes, because people come here specifically for this event, and it has made our place well-known. Even you came for research due to this initiative, which shows its impact and recognition.

ANNEX-III: Photographs



Figure 90: Conducting a survey with visitors in New Road



Figure 91: Conducting a KII in New Road



Figure 92: Conducting survey and KII in Hadigaun



Figure 93: Conducting KII in Hadigaun

ANNEX-IV: IOEGC Acceptance Letter and paper



त्रिभुवन विश्वविद्यालय
Tribhuvan University
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गोश्वारा पो. नं. २८०, थापाथली, काठमाडौं

फोन: ०१-५३३९७६६

Date: April 21, 2025

To Whom It May Concern:

This is to certify that the paper titled "Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation" (Submission# 344) submitted by Sujata Yadav as the first author, which had been accepted for presentation after the peer-review process, has successfully been presented at the 16th IOE Graduate Conference held during April 18 - 20, 2025. Kindly note that the final revision of the papers and publication process of the conference proceedings is still underway and hence inclusion of the accepted manuscript in the conference proceedings is contingent upon timely response to further edits during the publication process.



Dr. Raj Kumar Chaulagain,
Convener,
16th IOE Graduate Conference



Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

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Abstract

Public spaces are vital centers of community life, and urban areas are constantly being shaped by expanding populations, shifting economic conditions, and environmental issues. The process of transforming these areas is difficult and calls for solutions that manage the fast pace of urbanization while attending to contemporary urban needs. Cities today face many challenges, including environmental sustainability, conflicting stakeholder interests, social change, and economic pressures. Creative approaches are required as cities deal with these problems in order to promote engagement and inclusivity. A strategy that uses short-term, inexpensive, and adaptable interventions, tactical urbanism has drawn interest as a means of addressing pressing urban problems and promoting long-term change. Before making long-term investments, tactical urbanism enables cities to test and improve urban changes, promoting experimentation and community involvement.

This research examines two case studies the New Road area and Hadigaun to explore how tactical urbanism can address urban transformation challenges in Nepal. These locations, each with distinct socioeconomic and cultural dynamics, provide contrasting perspectives on community engagement and urban change. The study uses a mixed-methods approach, such as surveys, interviews, direct observations, and municipal data to analyze the role of tactical urbanism in shaping public spaces. The findings highlight its impact on businesses, residents, and the overall urban experience. In New Road, aesthetic and functional improvements aimed to enhance the area's vibrancy, while Hadigaun's vehicle-free initiative exemplified a community-led intervention fostering social interaction and accessibility. Through these cases, the study reveals the complexities of tactical urbanism in creating more inclusive and adaptive urban environments. Hence, this research contributes to a deeper understanding of tactical urbanism's role in Nepal's urban transformation, demonstrating its potential as an effective strategy for sustainable and community-driven urban development.

Keywords

Tactical Urbanism, Urban Transformation, Inclusive Planning, Community Engagement, Short-term Interventions

1. Introduction

Urban transformation, a crucial element of modern city development, presents both opportunities and challenges, particularly in rapidly growing cities like Kathmandu. Innovative approaches to urban planning are becoming more and more necessary as these cities struggle with the demands of modern infrastructure, congestion, and population growth. Tactical urbanism, a planning approach that uses temporary, low-cost, and flexible interventions to address immediate urban issues has gained popularity [1]. Mike Lydon, who coined the phrase, defined tactical urbanism as “short-term action for long-term gain,” which effectively captures its spirit. For a more precise description: “Tactical urbanism is a city, organizational, and/or citizen-led approach to

neighborhood development, utilizing short-term, low-cost, and scalable interventions to drive long-term change.” While this concept has been widely explored in global contexts, its application in Nepal remains underexamined. In Nepalese cities, including Kathmandu, pedestrian infrastructure and services are often overlooked in municipal planning and budgeting, despite the fact that a significant portion of trips are made on foot [2]. This neglect is especially troubling because pedestrian mobility is essential to the daily operation of cities, particularly in crowded urban settings like Kathmandu where pollution and traffic congestion are major problems. Historically, streets in the Kathmandu Valley were designed with walking in mind, offering communal spaces for people to meet and interact. However, research published by ADB in 2011 highlights that Kathmandu

ranks among the least walkable cities in Asia [3]. Urban planners and designers need to address urban transformation using a comprehensive and forward-thinking approach that improves the quality of public spaces [4]. The recent protests in Kathmandu's New Road area against expanding footpaths demonstrate how such projects, if planned without community input, can face strong resistance, causing delays and disrupting urban development [5].

Traditional urban planning efforts often depend on large, permanent changes, but these can create tension when they do not address the concerns of those affected. For example, large-scale redevelopment projects, such as Seoul's Cheonggyecheon Stream restoration, initially faced opposition from street vendors and businesses due to displacement concerns[6]. Similarly, highway expansion projects in various cities have led to resistance from local communities fearing loss of homes and public spaces, as seen in the displacement caused by the U.S. Interstate Highway System[7]. Tactical urbanism focuses on empowering individuals to take charge of city planning by providing citizens with the tools and opportunities to influence their urban environment. It is a bottom-up approach that places people at the heart of the planning process. The appeal of tactical urbanism lies in its ability to implement small-scale interventions using minimal resources, often without requiring formal approval from city planners. Simple actions, such as painting crosswalks or creating temporary public seating areas, can make a tangible difference. Through these interventions, tactical urbanism becomes a powerful tool for citizen engagement, fostering a more democratic and inclusive approach to urban planning[8]. Hence, a comprehensive study to understand the influence of tactical urbanism on urban transformation, its impact on the built environment, and its role in shaping community dynamics was necessary for a deeper insight into Nepal's evolving urban landscape. Focusing on New Road and Hadigaun as case studies, this research was conducted to explore how tactical urbanism exhibits in these areas and contributes to their ongoing urban changes.

2. Research Question

The primary question of this study is how can tactical urbanism address the challenges of urban transformation while balancing the needs of local businesses, residents, and planners?

The specific questions of this research are:

- What are the main challenges of urban transformation that tactical urbanism can address?
- How can tactical urbanism interventions create balance among the needs of local businesses, residents, and urban planners?

3. Literature Review

3.1 Tactical Urbanism Definition

According to Urban Dictionary, Tactical Urbanism focuses on action. Often called DIY Urbanism, Planning-by-Doing, Urban Acupuncture, or Urban Prototyping, this method involves city, organizational, or community-led initiatives that use short-term, affordable, and scalable strategies to generate lasting improvements in neighborhoods [9]. As stated by Lydon and Garcia, tactical urbanism is an intentional approach to city-making characterized by:

- A deliberate, phased strategy for driving change
- Local solutions for addressing local planning challenges
- Short-term commitments with realistic expectations
- Low-risk initiatives with potential for high rewards
- Building social capital among citizens and organizational capacity among public/private institutions, nonprofits, and NGOs.

Tactical Urbanism, often referred to as "Pop-Up Play," has become increasingly prevalent, especially during the COVID-19 pandemic when physical distancing facilitated its adoption. But the idea existed before the pandemic. It broadly covers any temporary transformation or creative repurposing of built environments to enhance functionality or community engagement [9].

3.2 Tactical Urbanism Timeline

Tactical urbanism has evolved over the past century, with major cities setting the standard for short-term, inexpensive urban interventions. The concept dates back to 1914 when New York City launched its Play Streets program, later influencing London. Over the decades, various initiatives emerged, such as Seattle's Open Streets in 1965, San Francisco's Park(ing) Day in 2005, and New York's Pavement to Plazas in 2007, all of which contributed to reimagining urban spaces.

Notably, tactical urbanism is not a modern phenomenon. The bouquinistes of Paris, who began selling books along the Seine in the 16th century, faced early forms of urban regulation, reflecting contemporary tensions seen in informal urban activities. Despite initial prohibitions, these booksellers were eventually legalized, and their presence remains a lasting example of adaptive urbanism. Recognized as a UNESCO World Heritage site in 2007, the bouquinistes highlight how tactical interventions can shape urban landscapes over time. Today, with the digital age facilitating the exchange of ideas, tactical urbanism continues to spread globally, influencing cities across different contexts [1].

3.3 Principles of Tactical Urbanism

Tactical urbanism is an evolving urban planning trend that focuses on community engagement, incremental change, low-cost interventions, and testing ideas through small-scale, temporary actions. It empowers local residents, business owners, and stakeholders to actively participate in shaping their neighborhoods, shifting away from top-down planning. This community-driven approach promotes a sense of ownership and pride, ensuring that projects align with local needs and goals. Tactical urbanism focuses on incremental, manageable changes, allowing cities to test interventions in real-time and adjust based on feedback. The use of low-cost materials makes it an affordable option, providing cities with an opportunity to improve public spaces without exceeding budget limitations. Before making significant investments, urban planners can test the feasibility and long-term effects of possible projects by experimenting with these short-term interventions, making sure that the solutions continue to be responsive to changing community needs [10].

3.4 Practical Applications of Tactical Urbanism

Practical applications of tactical urbanism include a variety of temporary, creative interventions that improve urban spaces and foster community engagement. Parklet installations, which transform reclaimed parking spaces into public gathering areas, provide pedestrians with spaces to relax and socialize. Pop-up markets and street festivals bring energy to urban environments by restoring vacant areas and showcasing local businesses. Temporary bike lanes and pedestrian walkways highlight the potential

benefits of long-term infrastructure improvements while promoting active transportation and reducing dependence on cars. Guerrilla gardening revitalizes neglected spaces by planting greenery without formal permissions, improving aesthetics and air quality. Outdoor art installations, such as murals and sculptures, add cultural vibrancy and provide local artists with a platform to display their creations. Lastly, intersection makeovers utilize paint, planters, and creative elements to transform intersections into safer, more aesthetically pleasing spaces. These interventions show how tactical urbanism can be used to change urban surroundings in an affordable and flexible way [10].

3.5 Tactical Urbanism Spectrum

Tactical urbanism projects range from unsanctioned, grassroots initiatives to officially recognized efforts, demonstrating their adaptability and impact. One example is the Depave program, which started in Portland, Oregon, as a community-driven effort to remove unnecessary pavement and replace it with green spaces. Over time, it has evolved into a nonprofit organization, supported by both local government and environmental agencies like the U.S. Environmental Protection Agency (EPA) and regional sustainability programs. This evolution demonstrates how tactical urbanism can move from temporary, immediate actions to long-term, sustainable transformations, bridging grassroots action with institutional support [1].

3.6 Thematic Interventions in Tactical Urbanism

Tactical urbanism employs various thematic interventions to address urban challenges through low-cost, temporary solutions that improve connectivity, mobility, public space accessibility, and overall livability [11].

Connecting Places and People: Initiatives like extended sidewalks and pop-up bike lanes enhance pedestrian and cyclist connectivity, promoting active mobility while rethinking street design.

Reducing Conflict Between Mobility and Livability: Strategies such as streamlining roadways, intersection redesigns, traffic calming measures, and organized parking solutions improve urban flow while ensuring safety and comfort for all users.

Improving Access to Public Transport: Enhancements

to bus stops, bus lanes, and designated waiting areas make public transit more efficient and accessible, integrating livability features like seating and shade structures.

Placemaking for Livability: The creation of public seating areas, shade structures, landscaping, lighting, and street art fosters social interaction, cultural vibrancy, and a stronger sense of place.

Wayfinding for Legibility: The addition of signboards, floor signage, and trail markings improves urban legibility, making navigation easier for pedestrians and cyclists.

These interventions show how tactical urbanism reclaims underutilized spaces, fosters social engagement, and enhances urban environments with simple yet effective design solutions.

3.7 Challenges to Tactical Urbanism

Tactical urbanism, though effective in tackling immediate urban challenges, encounters several obstacles that affect its long-term viability. Its temporary nature often restricts its capacity to deliver sustainable solutions for complex urban issues. Critics argue that these short-term interventions may give the impression of quick fixes rather than comprehensive solutions, which can weaken public trust in urban planning. Moreover, tactical urbanism frequently faces difficulties in driving substantial policy changes, as temporary interventions are hard to align with long-term urban development frameworks. Resistance from stakeholders, including businesses and residents, along with insufficient integration into broader urban strategies, further limits the effectiveness and sustainability of such initiatives [10].

3.8 International context

3.8.1 Pavement to Plazas

The Pavement to Plazas initiative, seen in cities like New York and San Francisco, illustrates tactical urbanism by converting underutilized roadways into dynamic public spaces with minimal investment. These transformations begin as temporary interventions using low-cost materials such as paint, planters, and folding chairs to create pedestrian-friendly plazas. One important component of this approach is collaborative management, where city governments initiate the projects while local businesses and advocacy groups handle maintenance.

By employing a pilot-based strategy, cities can evaluate community responses and usage patterns before committing to permanent designs. A notable example is New York's Times Square pedestrian plaza, which led to a 63% reduction in motorist and passenger injuries and a 35% drop in pedestrian injuries, even as foot traffic increased. Simple interventions, such as adding public seating, significantly enhanced urban experiences, demonstrating the potential for scalable, long-term transformations in street design [1].

3.8.2 Chandni Chowk

The redevelopment of Chandni Chowk in Delhi exemplifies a strategic approach to urban renewal, balancing heritage conservation with modern infrastructure improvements. As a historic and commercial hub within Shahjahanabad, the area has long faced challenges such as severe traffic congestion, pollution, overcrowding, and unorganized market spaces. The redevelopment efforts prioritize hybrid pedestrianization by restricting vehicular access during the day while allowing essential services at night, leading to reduced congestion and improved pedestrian safety. Integrated utilities streamline essential services, including drainage, waste management, and electrical wiring, enhancing urban resilience. The project also incorporates public amenities such as seating areas, drinking water kiosks, wayfinding signage, and dedicated vending zones. Additionally, inclusive design strategies, including barrier-free pathways, tactile paving for visually impaired pedestrians, and improved lighting, enhance accessibility for all users. Comprehensive traffic management measures further contribute to a well-organized and pedestrian-friendly urban environment. These initiatives have significantly improved the area's walkability, visual appeal, and economic vitality while preserving its cultural heritage. By reclaiming public spaces and promoting sustainable urban growth, Chandni Chowk's transformation serves as a model for historic urban renewal in India, demonstrating how cities can harmonize tradition with modernity [12].

4. Methodology

This research method uses pragmatic paradigm which focuses on practical, real-world solutions to complex urban issues. The pragmatic paradigm is particularly suited for research that seeks to address complex,

dynamic issues, such as urban transformation, through flexible, adaptable, and outcome-driven approaches. In this case, the study blends both qualitative and quantitative data collection methods. An in-depth literature review and case study analysis were conducted to understand the standards for tactical urbanism and various international practices of urban transformation in diverse urban contexts. Qualitative data include the interview, key informant interview etc. and quantitative data were obtained through surveys on pedestrian movement, public satisfaction, and commercial activity, while observations captured street usage patterns, traffic flow etc. Both qualitative and quantitative data are utilized to understand public perceptions of urban transformation and the evolving built environment in areas like New Road and Hadigaun.

Ontology

The ontological position of this research is that urban transformation in both Kathmandu's New Road and Hadigaun involves tangible changes that affect the environment and community dynamics. These transformations are not only physical but are also shaped by the perspectives and interactions of various stakeholders, including local residents, business owners, and planners. While the physical changes, such as improvements in infrastructure and public spaces, are real, their impact and interpretation vary based on the social context and experiences of those involved in the transformation process.

Epistemology

The epistemological position of the research is that the study is a social science exploration into understanding the influence of tactical urbanism on urban transformation. The insights into the impacts of tactical urbanism on areas like New Road and Hadigaun can be gathered through direct interactions with stakeholders, including interviews, surveys, and observations, as well as through secondary data sources.

5. Site Context

The study area of this research includes Hadigaun and New Road, selected as case study locations to investigate the application of tactical urbanism in Nepal. These areas were chosen to understand the practical implementation and impact of tactical urbanism in the urban transformation of Nepalese

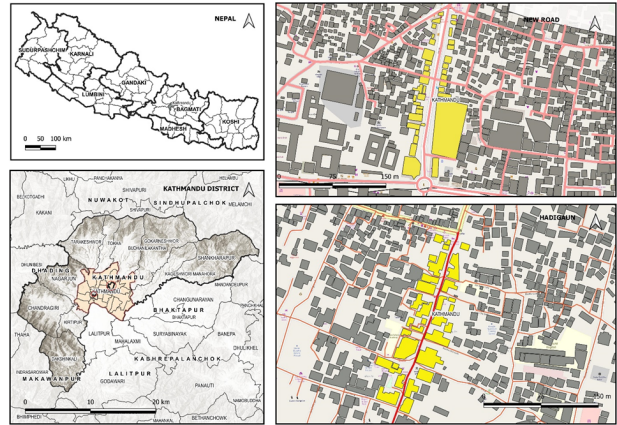


Figure 1: Location of study area

cities. New Road, situated in the heart of Kathmandu, is a bustling commercial center with heavy foot traffic, a blend of traditional and modern businesses, and a dense urban fabric, making it a relevant example for studying high-density area revitalization. As a government-led initiative, tactical urbanism interventions in New Road primarily focus on structured pedestrianization and commercial enhancement. On the other hand, Hadigaun is known for its historical significance and cultural heritage, with its traditional temples, courtyards, and vibrant festivals. The area has also embraced community-driven urban solutions, such as vehicle-free Saturdays, which provide opportunities for social interactions, recreational activities, and pedestrian-friendly spaces. This contrast between a formal, government-led intervention in New Road and a grassroots, community-led initiative in Hadigaun allows for a comparative analysis of different tactical urbanism models in Nepal, offering insights into their effectiveness, challenges, and long-term sustainability.

The development of New Road and Hadigaun has been a transformative undertaking, with initiatives such as pedestrianization efforts, facade improvements, and community-led interventions. In New Road, enhancements include designated pedestrian zones, footpath extensions to support heavy foot traffic, aesthetic upgrades like uniform facade painting, and the addition of street furnitures to create a more inviting streetscape. In Hadigaun, community-driven efforts such as vehicle-free Saturdays have provided a safe space for children to play and residents to gather, fostering a more inclusive and culturally vibrant public space. These initiatives have provided both the local population and the government with various benefits, including economic growth, enhanced public spaces, and improved social interactions. What were once

congested and underutilized areas have been revitalized through tactical urbanism interventions, turning them into more pedestrian-friendly and community-oriented spaces. These transformations have not only improved the aesthetic and functional aspects of the areas but have also fostered local businesses and tourism, contributing to both local government and resident economic growth.

6. Findings, data analysis and discussion

6.1 Survey Results and Analysis

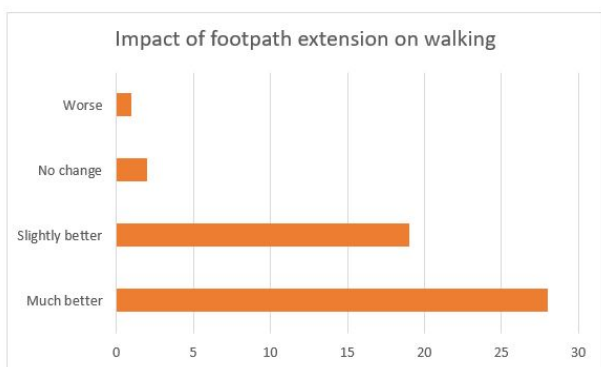


Figure 2: Chart showing impact of footpath extension on walking in New Road

The extension of footpaths has been widely appreciated, with most respondents stating that walking conditions have become "much better." A smaller portion admitted slight improvements, while very few observed no change or a negative impact.



Figure 3: Chart showing the impact of removing on-street parking in New Road

The removal of on-street parking has been largely perceived as beneficial, with the majority mentioning improved pedestrian space, better traffic flow, and reduced congestion. A smaller section expressed

difficulties in finding parking, though minimal respondents reported no noticeable impact. With the reduction of parking spaces due to the extension of pedestrian areas, local businesses, especially those relying on vehicle access, have expressed concerns about decreased customer visits. This issue highlights a potential trade-off between improving public space accessibility and maintaining commercial access for small businesses.

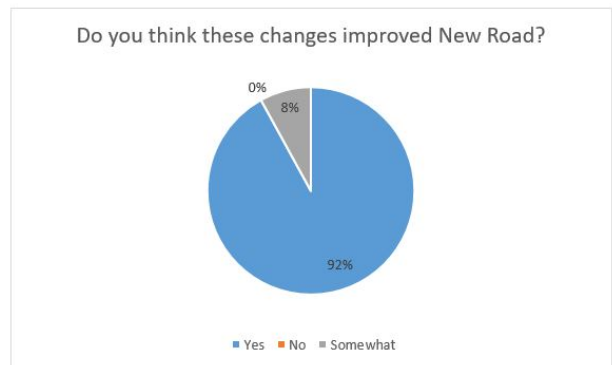


Figure 4: Pie chart showing responses on whether the changes improved New Road

The vast majority of responders 92% think that New Road has improved as a result of the changes. Only 8% felt that the improvements were partial, while no respondents indicated a lack of positive change.

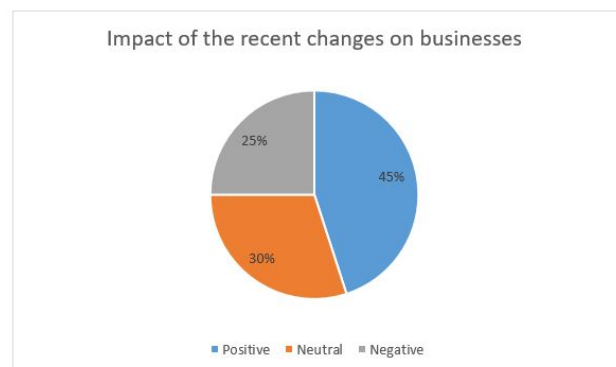


Figure 5: Pie chart showing perceived impact of recent changes on businesses in New Road

The changes were met with varying responses from business owners. A favorable impact on customer access and ambiance was mentioned by 45% of respondents. 25% of respondents thought the modifications were bad, especially in regards to less vehicle access for deliveries and consumer convenience, while 30% were neutral.

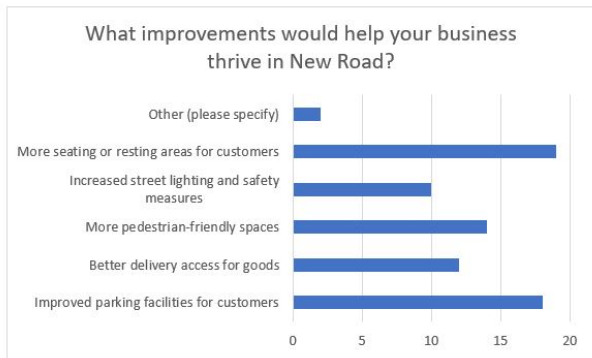


Figure 6: Chart showing suggested improvements to support businesses in New Road

To enhance commercial viability, business owners suggested more seating/rest areas for customers, better parking facilities, and increased pedestrian-friendly spaces. Additionally, improved delivery access, enhanced street lighting, and safety measures were identified as key priorities.

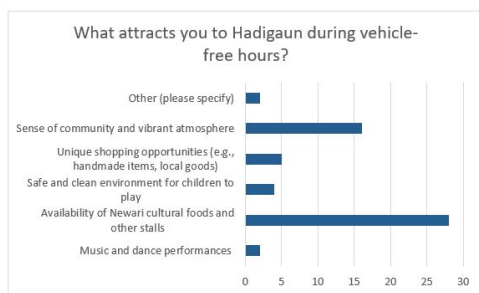


Figure 7: Chart showing attractions of Hadigaun during vehicle-free hours

The primary attraction for visitors is the availability of Newari cultural foods and stalls, followed by the vibrant sense of community. Other significant factors include unique shopping experiences, a safe play environment for children, and music/dance performances, all contributing to a lively urban atmosphere.

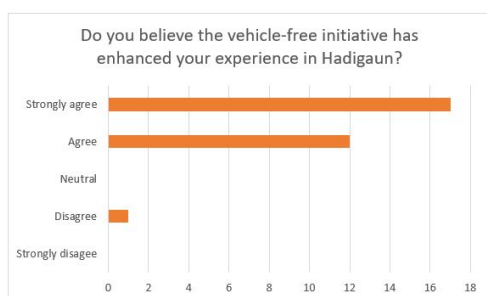


Figure 8: Chart showing perception of the vehicle-free initiative’s impact on the Hadigaun experience

The initiative has received strong public support, with most visitors strongly agreeing that it enhances their experience. A small percentage disagreed, indicating that the benefits might not reach everyone.

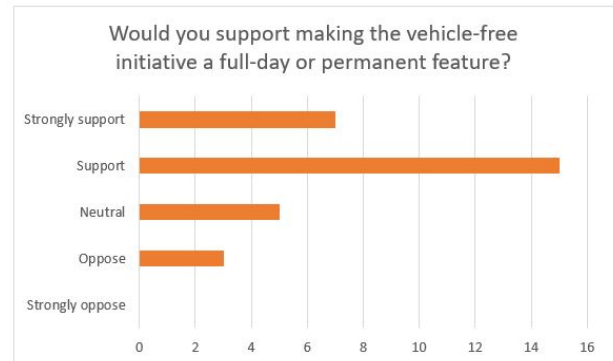


Figure 9: Chart showing support for extending the vehicle-free initiative in Hadigaun

The majority of respondents preferred making the initiative a full-day or permanent feature, with only a few expressing neutrality or opposition. significantly, no respondents strongly opposed the idea, highlighting a general preference for expanding the concept.

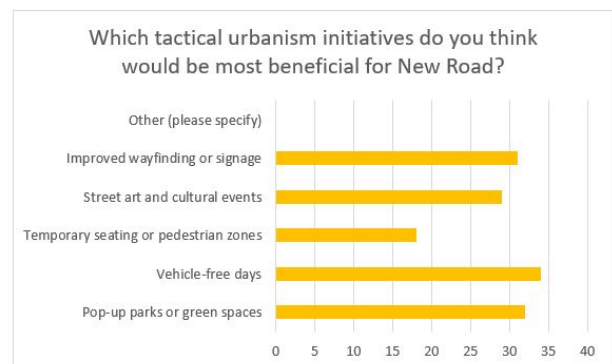


Figure 10: Chart showing preferred tactical urbanism initiatives in New Road

The most preferred initiative was vehicle-free days, reflecting strong public support for reducing congestion and enhancing walkability. This was followed by pop-up parks/green spaces, which could improve urban livability. Other popular suggestions included improved wayfinding signage, street art, and cultural events, as well as temporary seating and pedestrian zones.

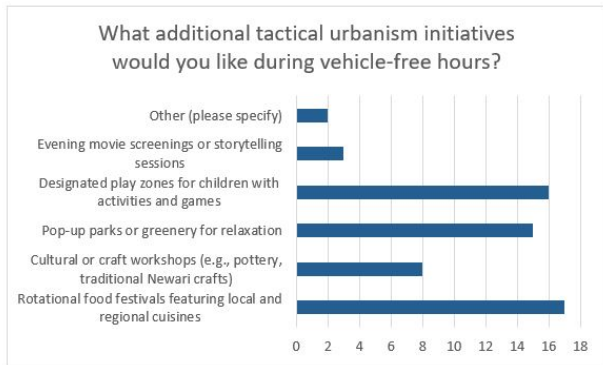


Figure 11: Chart showing preferred tactical urbanism initiatives for vehicle-free hours in Hadigaun

The preferred initiatives focused on rotating food festivals, emphasizing local and regional cuisines. Respondents also favored dedicated play zones for children, pop-up parks, and cultural craft courses (e.g., pottery and traditional Newari crafts). Evening activities like storytelling and movie screenings were also recommended, highlighting a demand for a more engaging and family-friendly public space.

6.2 Observations from the Study Areas

Recent modifications in New Road, including footpath extensions and the removal of on-street parking, have improved pedestrian accessibility. The clearance of overhead wires and facade improvements has enhanced the area’s visual appeal. However, congestion remains an issue, with taxis stopping in undesignated areas and pedestrians sharing space with vehicles. Limited seating areas and noise pollution also affect the pedestrian experience. Introducing safer crossings and enhancing space utilization could further enhance mobility and comfort. Although tactical urbanism has brought positive changes, it has not been without its challenges. In New Road, for example, there was significant resistance from local businesses who feared a loss of customers due to the removal of parking spaces. The approval process for the projects was also delayed due to bureaucratic procedures, which slowed down the implementation of certain interventions.

The vehicle-free Saturday initiative has successfully created a vibrant pedestrian-friendly space in Hadigaun. However, food stalls occupying large portions of the street create accessibility challenges, particularly in emergencies. While the initiative promotes Newari culture, a lack of food diversity and the extensive availability of chyaang (local alcohol) raise concerns. Over time, the initiative has shifted towards a commercial focus, reducing space for

children’s activities and public leisure. Despite strong community support, some residents have expressed dissatisfaction regarding the movement of emergency vehicles and the disruptions caused by the restrictions. A balanced approach is needed to maintain the original intent while supporting its evolving role in the community.

6.3 Comparative Analysis of Tactical Urbanism Initiatives

Tactical urbanism initiatives in New Road and Hadigaun highlight distinct approaches to urban transformation, emphasizing pedestrianization, public space activation, and economic vibrancy. While New Road follows a structured, government-led approach aligning with top-down tactical urbanism, Hadigaun embodies bottom-up tactical urbanism, where community-driven efforts shape the space organically. To critically examine the impacts of tactical urbanism in New Road and Hadigaun, this study draws on key urban theories that help contextualize their transformations. Concepts such as Jacobs’ ‘Eyes on the Street’, Lefebvre’s ‘Right to the City’, Lynch’s urban legibility, and Alexander’s ‘Pattern Language’ provide valuable insights into the role of pedestrianization, community participation, and spatial design in shaping urban experiences. These frameworks help distinguish the structured, government-led transformation of New Road from the organic, community-driven interventions in Hadigaun.

Tactical urbanism projects in New York and Delhi share several similarities with those in Nepal but also exhibit key differences in approach, implementation, and outcomes. In all cases, pedestrianization has been a central focus, with efforts aimed at improving walkability and creating vibrant public spaces by restricting or reconfiguring vehicular access. These projects have also influenced economic and social dynamics, impacting businesses, tourism, and community interactions. Stakeholder involvement has been crucial, whether through government-led initiatives, as seen in Chandni Chowk, or more experimental, trial-based approaches, as in New York’s Pavement to Plaza program. However, one of the biggest challenges across all cases has been resistance from business owners concerned about reduced customer access, alongside ongoing struggles with managing vendor spaces, seating areas, and congestion.

Despite these similarities, Nepal’s tactical urbanism

projects differ from those in New York and Delhi in several ways. New York's Pavement to Plaza initiative followed a phased, iterative approach, allowing temporary interventions to be tested before permanent implementation, which minimized business disruptions and enabled gradual community acceptance. In contrast, Chandni Chowk's transformation was a government-led, top-down effort, aligning with tactical urbanism principles such as reclaiming public space for pedestrians. Nepal's interventions, while sharing elements of both models, often lack structured policy backing and long-term institutional support.

The lessons from New York and Delhi suggest that tactical urbanism succeeds when temporary interventions are supported by long-term planning and inclusive stakeholder engagement. Kathmandu can benefit from structured policies that enable bottom-up initiatives like Hadigaun's while ensuring government support to scale up and sustain efforts like New Road's transformation. Unlike New York and Delhi, Nepal's context is shaped by a blend of formal and informal urbanism, limited institutional backing, and strong community agency, requiring a hybrid approach that integrates grassroots-driven and policy-supported tactical urbanism strategies.

Theoretical insights from urban scholars further illuminate these differences. Jane Jacobs' concept of 'Eyes on the Street', which emphasizes the role of natural surveillance through social interactions and pedestrian activity in creating safer urban environments, is reflected in Hadigaun's lively public spaces. In contrast, New Road's pedestrianization primarily enhances commercial engagement rather than fostering social surveillance. Henri Lefebvre's 'Right to the City', advocating for citizens' participation in shaping urban spaces, is evident in Hadigaun's participatory model, where residents actively reclaim public space. Meanwhile, New Road's transformation was implemented for the people but not by the people, making it a less participatory process. Kevin Lynch's concept of urban legibility, which refers to how easily people can navigate and understand urban spaces, is visible in New Road's heritage-focused aesthetic improvements, enhancing visual identity. However, these changes do not necessarily encourage greater public engagement. In contrast, Hadigaun's temporary reconfigurations foster a dynamic and evolving urban character, aligning with Christopher Alexander's 'Pattern

Language', which emphasizes organic, human-centered urban design. Hadigaun's informal setups naturally create gathering spaces, whereas New Road, despite its enhancements, lacks integrated social spaces. These differences underscore the varying impacts of tactical urbanism, offering insights into how structured and community-driven approaches can influence urban experiences in Nepal.

6.4 Tactical Urbanism Framework for Nepal

The Tactical Urbanism Framework for Nepal integrates insights from New Road and Hadigaun, drawing from key urban theories and tactical urbanism principles to create an inclusive, adaptable, and scalable model for urban transformation. Jane Jacobs' concept of 'Eyes on the Street' highlights the role of public engagement in safety and vibrancy, as seen in Hadigaun's community events, while Kevin Lynch's idea of imageability is reflected in New Road's façade improvements. Lefebvre's 'Right to the City' emphasizes citizen-driven urban change, evident in Hadigaun's grassroots leadership, whereas incremental urbanism supports evolving interventions, such as Hadigaun's trial pedestrianization.

This framework consists of five core components: (1) Community-led initiatives that encourage local participation, seen in Hadigaun but lacking in New Road; (2) Adaptability and phased implementation, where Hadigaun allowed flexibility while New Road implemented fixed modifications; (3) Public space activation and cultural integration, with Hadigaun incorporating local identity through events, whereas New Road focused more on aesthetics; (4) Multi-stakeholder collaboration, where Hadigaun transitioned from a community-led initiative to formal integration, while New Road remained government-driven; and (5) Sustainable mobility and inclusivity, balancing walkability, accessibility, and environmental concerns, though both cases faced challenges such as overcrowding and parking displacement. The implementation strategy involves site selection and analysis using Lynch's spatial principles, community engagement through Lefebvre's participatory approach, pilot testing following Alexander's Pattern Language, and policy integration with flexible zoning laws and public-private partnerships. Effective monitoring and evaluation will ensure successful scaling of tactical urbanism, using Hadigaun's event-based model and New Road's heritage enhancements as references.

This Nepal-specific framework balances structured planning with grassroots involvement, advocating for a hybrid model of temporary and permanent interventions that promote inclusive, dynamic, and sustainable urban spaces.

7. Conclusion and Recommendation

Conclusion: This study highlights the transformative potential of tactical urbanism in Nepal, with a focus on the case studies of New Road and Hadigaun. Tactical urbanism offers an adaptable, community-driven approach to addressing urban challenges such as congestion, lack of public space, and inadequate infrastructure. The research found that New Road, through a structured, government-led approach, successfully improved its infrastructure but lacked sufficient community engagement, limiting its long-term sustainability. In contrast, Hadigaun's community-driven interventions fostered a more vibrant, culturally rich environment, showcasing the power of bottom-up tactical urbanism in creating spaces that reflect the needs and aspirations of local residents. The analysis revealed key differences between these two approaches, underscoring the importance of community involvement and adaptability in urban transformation. The study's findings indicate that a more balanced, inclusive approach to urban development, combining both top-down and bottom-up tactics, could significantly enhance urban experiences in Nepal. This requires a reevaluation of current urban policies and processes to integrate the principles of tactical urbanism, ensuring that future urban projects prioritize both the needs of residents and the involvement of local communities.

Recommendation: Drawing from the research outcomes, the following recommendations are provided to further enhance the integration of tactical urbanism in urban development in Nepal.

At the process level, it is essential to promote active community engagement in urban planning. Mechanisms for public consultations, workshops, and participatory design should be included in all urban projects to ensure that spaces align with local needs. Implementing phased and flexible interventions will allow for real-time adjustments based on community feedback, creating more responsive and adaptable urban environments. It is also essential to enhance collaboration among key stakeholders including residents, local businesses, urban planners,

and government authorities to ensure interventions address diverse needs and are executed in a coordinated manner. Dedicated funding strategies, such as government grants and public-private partnerships, should be established to support tactical urbanism initiatives, empowering communities to carry out small-scale yet impactful projects. Lastly, a robust monitoring and evaluation framework should be introduced to measure the success of interventions and guide future urban planning efforts.

On the policy level, Nepal's National Urban Policy (NUP) and National Urban Development Strategy (NUDS) should be revised to incorporate tactical urbanism as a valid approach to urban transformation. This alignment would help integrate community-driven interventions into broader urban development frameworks. Establishing a periodic policy review mechanism is also recommended to evaluate the relevance and effectiveness of urban policies, ensuring they remain responsive to emerging trends. Clear guidelines for implementing tactical urbanism projects, along with safety standards and approval processes, will help streamline these initiatives and ensure they are executed effectively. Additionally, promoting pilot projects and public awareness campaigns will build support for tactical urbanism and showcase its potential benefits. Cross-sectoral collaboration in policy development is vital to ensuring that urban policies are inclusive, responsive, and reflect the diverse needs of all stakeholders. Finally, establishing a National Urban Transformation Fund would provide the necessary financial resources to support tactical urbanism initiatives, particularly in marginalized and underserved communities.


The Tactical Urbanism Framework for Nepal, developed through this research, offers a critical tool for guiding future urban transformation initiatives. This framework provides actionable principles that balance both top-down support and grassroots engagement, facilitating customized interventions based on local needs. It emphasizes the importance of participatory design, phased implementation, and sustainable funding, ensuring that urban projects are practical, context-sensitive, and adaptable. In future urban development projects, this framework can be used to structure interventions that are responsive to community feedback, ensuring long-term success and relevance to the evolving needs of urban spaces in Nepal.

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ANNEX-V: Plagiarism Check Report

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ANNEX-VI: Final Presentation Slides

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

April, 2025

Submitted To:
Department of Architecture

Submitted By:
Sujata Yadav (079MSURP023)

TABLE OF CONTENTS:

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- BACKGROUND
- NEED
- IMPORTANCE
- PROBLEM STATEMENT
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- CASE STUDY AREAS
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- COMPARATIVE ANALYSIS
- TACTICAL URBANISM FRAMEWORK
- CONCLUSION & RECOMMENDATIONS

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

INTRODUCTION

- Urban spaces evolve with **growing populations, economic shifts, and environmental challenges.**
- Public spaces are vital for community, interaction, and inclusivity.
- Transformation can affect** social, economic, aesthetic aspects, involving diverse groups and **creating complex dynamics.**
- Urban transformation needs innovative, adaptable solutions.
- Focus:** Tactical urbanism for reimagining public spaces effectively.

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

WHAT IS TACTICAL URBANISM?

SHORT - TERM ACTION **LONG - TERM CHANGE**

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

TACTICAL VS. STRATEGIC URBANISM

Aspect	Tactical Urbanism	Strategic Urbanism
Scale	Small-scale interventions	Large-scale urban planning
Duration	Temporary or short-term	Long-term and permanent
Initiators	Community groups, activists, or local governments	Governments, urban planners, policymakers
Cost	Low-cost, fast implementation	High-cost, requires significant investment
Objective	Testing new ideas, quick improvements, citizen engagement	Long-term city development, economic or infrastructural goals
Examples	Pop-up bike lanes, parklets, pedestrian plazas	Metro systems, highways, master plans for urban redevelopment

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

BACKGROUND

- Public spaces support social interaction, culture, and livelihoods.
- Kathmandu faces urban challenges:** congestion, pollution, and loss of green and cultural spaces.
- Tactical Urbanism:** Low-cost, temporary interventions for adaptable and inclusive urban spaces.
- Empowers communities and offers sustainable solutions for modern urban needs.

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

NEED

- Urban transformation affects businesses, residents, and commuters.
- Traditional planning faces resistance without community input (e.g., New Road protests).

Tactical Urbanism:

- ✓ Low-risk, flexible interventions to test changes.
- ✓ Builds community trust and creates vibrant, inclusive spaces.
- Essential for Kathmandu's sustainable urban transformation.

(Wardham-Giblin, 2020)



Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

IMPORTANCE

- **Practical insights** for students on adaptive, community-focused urban planning.
- **Framework** for planners to implement socially accepted, low-risk projects.
- Highlights **benefits** of walkable, sustainable spaces for communities.
- **Promotes** inclusive design and healthier urban living.
- Offers a **model** for flexible, responsive urban transformation.



<https://www.archdaily.com/909008/ignores-matters-tactical-urbanism-project-look-briefly-at-the-plan-organize-and-design-communication>

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

PROBLEM STATEMENT

- Kathmandu faces rapid, unplanned urban expansion, neglecting pedestrian infrastructure and community-focused design.
- Public spaces lack safety, accessibility, and vibrancy.
- According to ADB, **Ranked among Asia's least walkable cities**, Kathmandu struggles with congestion, pollution, and poor mobility.
- Government interventions often lead to conflicts.



RESEARCH QUESTION

How can tactical urbanism address the challenges of urban transformation while balancing the needs of local businesses, residents, and planners?

Sub-Questions:

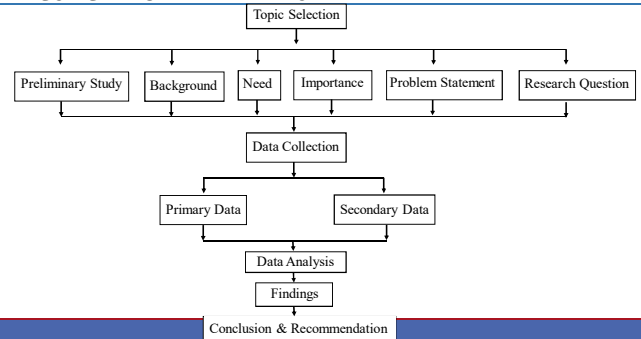
1. What are the main challenges of urban transformation that tactical urbanism can address?
2. How can tactical urbanism interventions create balance among the needs of local businesses, residents, and planners?

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

LIMITATION

- The research focuses on **New Road and Hadigaun**, which may not fully represent the diverse applications of tactical urbanism across Nepal.
- The research focuses on **studying and understanding tactical urbanism** rather than directly testing or implementing solutions in real-life settings.

CONCEPTUAL FRAMEWORK



Conclusion & Recommendation

RESEARCH METHODOLOGY

RESEARCH PARADIGM

Study Falls Under Pragmatic Paradigm:

- Focuses on practical, outcome-driven solutions.
- Combines qualitative and quantitative methods for holistic understanding.
- Aligns with the study's goal to explore actionable, context-specific applications of Tactical Urbanism.

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

RESEARCH METHODOLOGY

Ontology: This study adopts a constructivist realist ontology, where urban transformation is **real but socially constructed** through interactions and perspectives. Physical changes (e.g. extended footpaths) and social dynamics (e.g. stakeholder conflicts) shape outcomes.

Epistemology: This research integrates **diverse perspectives and data** to explore urban transformation in Kathmandu. By combining qualitative and quantitative methods, it engages stakeholders to develop actionable, context-specific solutions through tactical urbanism, recognizing the socially constructed nature of knowledge.

Methodology: Using a **mixed-methods approach**, this study collects data using both qualitative and quantitative techniques.

METHODS

Research Method	Type	Qualitative/Quantitative	Purpose
Literature Review	Secondary	Qualitative	To determine the gaps in knowledge, theory, and context.
Surveys and Questionnaires	Primary	Quantitative	To evaluate the social, economic, accessibility, and satisfaction effects.
Key Informant Interviews	Primary	Qualitative	To gather in-depth stakeholder perspectives, including authorities, planners, and residents.
Observation	Primary	Qualitative	To understand interactions and acts in public areas in real time.
Data Analysis	Primary	Mixed	To analyze data and identify trends and insights.
Comparative Analysis	Primary	Qualitative	To understand differences and similarities.
Tactical Urbanism Framework	Primary	Qualitative	To develop a context-specific Tactical Urbanism Framework for Nepal.

LITERATURE REVIEW

Principles of Tactical Urbanism: Community Engagement and Collaboration | Incremental Change
Low-Cost and Temporary Interventions | Testing Ideas

Benefits of Tactical Urbanism: Community Engagement | Rapid Experimentation | Iterative Design
Safe Space for Innovation | Policy and Perception Change

Stakeholders: Governments | Businesses | Nonprofit Organizations | Citizen Collectives | Individuals

Practical Applications: Parklet Installations | Pop-up Markets | Bike Lanes and Pedestrian Walkways | Guerrilla Gardening | Intersection Makeovers

| Outdoor Art Installations |

(What is Tactical Urbanism, 2023)

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

LITERATURE REVIEW

The Tactical Urbanism Spectrum:

Why Use This Approach?

- Inspire action** (City of Amsterdam)
- Draw attention to perceived shortcomings** (Memorial Road, Morgan Hill)
- Widen public engagement** (Urban et al., 2016)
- Deepen understanding** (Urban et al., 2016)
- Encourage people to work together** (Urban et al., 2016)
- Test** (Urban et al., 2016)

Thematic Interventions: Placemaking to improve livability

Challenges: Sustainability Issues | Stakeholder Resistance | Limited Long-term Impact

(What is Tactical Urbanism, 2023)

CASE STUDIES

PAVEMENT TO PLAZAS

Key Features

- Popularized in NYC, adopted in cities like San Francisco.
- Use of paint, planters, folding chairs, etc.
- **Converts vehicle space into pedestrian-friendly plazas.**
- Cities fund implementation.
- Local businesses/advocacy groups handle maintenance and operations.
- Cities experiment with layouts and usage patterns.
- Low financial risk approach to assess community response.

Outcomes

- **63% fewer injuries** to motorists/passengers.
- **35% drop in pedestrian injuries** despite increased foot traffic.
- Simple interventions (e.g., 376 folding chairs).
- Transformed space for millions to enjoy.
- Successful pilots led to permanent changes.

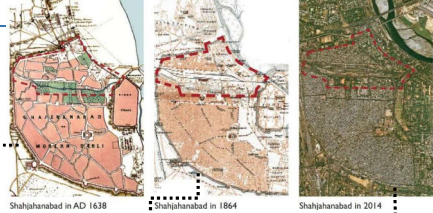
(Urban & Carron, 2013)

CASE STUDIES

CHANDNI CHOWK

Historic Evolution:

- The Walled City of Delhi (Shahjahanabad) was founded by **Emperor Shahjahan**.
- Chandni Chowk was designed as the **commercial spine**, lined with shops, upper-floor residences, and public squares (chowks).
- The city **grew organically**, forming a rich urban fabric of alleys, markets, and neighborhoods.



Shahjahanabad in AD 1638 Shahjahanabad in 1864 Shahjahanabad in 2014

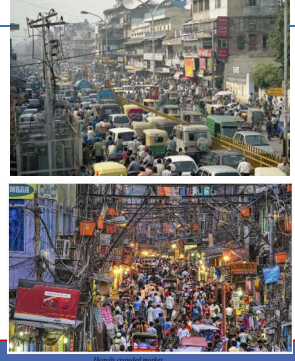
- After the Revolt of 1857, the British undertook major spatial reordering.
- Daryaganj and Kashmiri Gate became administrative hubs, with colonial buildings introduced.
- In 1864, the **railway line was built through the city**, leading to: Demolition of historic buildings and gardens. Severing of the northern part from the rest of the city. A significant shift in urban morphology.
- The area witnessed **intense commercialization**, especially due to railway station proximity.
- Emergence of godowns, wholesale markets, and high-density trade zones.

CASE STUDIES

NEED FOR TRANSFORMATION

Issues & Challenges Faced Along Chandni Chowk Stretch:

- Ever Increasing Congestion
- Fire Accidents
- Crime & Safety Concerns
- No equity distribution of the space
- Pollution
- Chaotic market
- Scattered & Tangled Utilities
- Not User Friendly
- No last mile for public transport solutions
- Limited economic potential

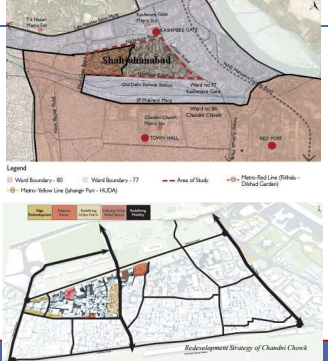


CASE STUDIES

CHANDNI CHOWK

Key Transformations:

- Hybrid Pedestrianization:** Motorized vehicles banned (9AM-9PM), reducing pollution.
- Walkability improved:** Wider footpaths (5-10m) & Non-Motorized Vehicle (NMV) lanes introduced.
- Integrated Utilities, Public Amenities**
- Public plazas created** at Town Hall Chowk & Fountain Chowk.
- Heritage conservation ensured** while upgrading electrical & civic infrastructure.



Legend: Word Boundary - 85, Word Boundary - 77, Area of Study, Metro-Feet Line (Walk-Dial Garden), Metro-Feet Line (Shangri Ppt. - HUDA)

Redevelopment Strategy of Chandni Chowk

CASE STUDIES

CHANDNI CHOWK

Multiple Stakeholders:

- Civic Agencies, Political reps
- Tourists, Residents
- Shoppers, Business Owners
- Schools, Hospitals

Project Involves

Challenges Faced:

- Stakeholder resistance:** Traders & residents opposed vehicle restrictions.
- Infrastructure relocation** without damaging heritage sites (e.g., Sheeshganj Gurudwara, Town Hall).
- Coordination among 18 departments**, including Delhi Police, DMRC, Transport Dept., etc.

Execution & Implementation:


- Project approved in **August 2018**, execution began **December 2018**.
- Original target: **March 2020**, completed in **September 2021** (delayed due to challenges).
- 3.5m median, 5.5m NMV lanes, and footpaths (5-10m wide)** developed.

CASE STUDIES

CHANDNI CHOWK

Impact & Benefits:

- Traffic congestion reduced**, AQI significantly improved.
- Increased footfall** in the market, boosting local businesses.
- Chandni Chowk Metro Station saw a **rise in passengers**, proving a modal shift to public transport.
- Successful pedestrianization model**, showcasing sustainable urban transformation.

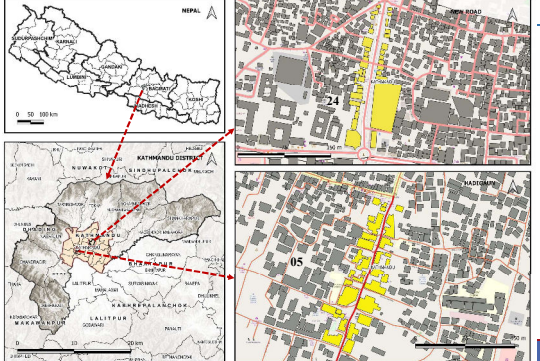


The redeveloped Chandni Chowk

Before After

CASE STUDY AREAS

New Road & Hadigaun


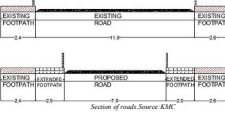




NEW ROAD




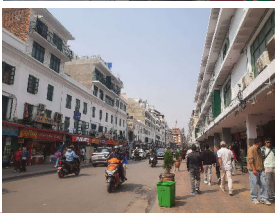

NEW ROAD

- Overview:** Key commercial hub with high foot traffic and diverse businesses.
- History:** Modernized post-1934 earthquake; evolved into a retail hub by the 1960s.
- Recent Changes:** Extended footpaths, removed parking, and cleared overhead wires.
- Future Plan:** Develop into a vibrant cultural corridor.




OBSERVATIONS IN NEW ROAD

- Recent modifications in New Road, including footpath extensions and the removal of on-street parking, **have improved pedestrian accessibility.**
- The clearance of overhead wires and facade improvements has **enhanced the area's visual appeal.**
- Placement of dustbins to promote cleanliness and **waste management.**

OBSERVATIONS IN NEW ROAD

- The **streets are still vibrant**, full of activity and energy, creating a lively atmosphere.
- Congestion remains an issue, with taxis stopping in undesignated areas and pedestrians sharing space with vehicles.
- Limited seating areas and noise pollution also affect the pedestrian experience.

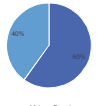




Visitors- New Road

- A stratified random sampling technique was used.
- Criteria such as gender, age, and occupation were used to confirm the inclusion of diverse respondents.


A survey was conducted with 50 visitors in New Road.

Gender



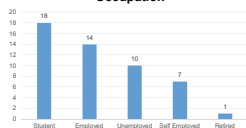
60% Male, 40% Female

Age



64% Young adults (18-40), 32% Students

Occupation



Students form the largest group, followed by employed.

- 60% male, 40% female.
- Young adults dominate, making up 64% of total visitors.
- Students form the largest group, followed by employed.

Findings & Analysis: Visitor Survey Results

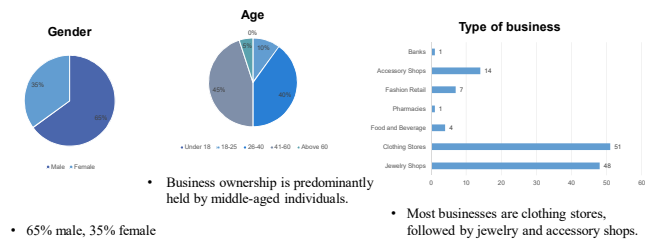
Category	Findings	Analysis
Visitor Frequency	Most visit weekly; notable daily visitors indicate high footfall.	High foot traffic, suggesting New Road is a popular destination.
Visitor Purpose	Majority visit for shopping, followed by employment, commuting, and leisure.	Shopping is the main draw, with retail being a significant factor.
Footpath Extension	Most felt improved pathways; few reported no change.	Positive reception to pathway improvements.
On-Street Parking Removal	Beneficial for pedestrians and traffic flow; some face parking challenges.	Parking removal improved walkability, but parking access remains a concern.
General Perception of Changes	92% believe the changes had a positive impact.	High approval suggests interventions are effective.
Suggested Improvements	Safer crossings, more greenery, signage, restrooms, seating, lighting.	Respondents want more pedestrian amenities and safety.

Findings & Analysis: Visitor Survey Results

Category	Findings	Analysis
Pedestrian Challenges	Noise, pollution, difficult crossings, lack of seating, poor lighting.	Pedestrian challenges points to areas for improvement.
Community Participation	Strong support for community-led improvements and testing.	High interest in participatory initiatives.
Urban Experiment Participation	Majority willing to join temporary initiatives like seating and art.	Positive response to temporary urban experiments.
Favored Tactical Urbanism Initiatives	Vehicle-free days, pop-up parks, improved signage, street art, cultural events.	Support for initiatives enhancing the pedestrian experience and culture.
Suggestions from open ended responses	Vehicle-free zones, greenery, parking, signage, cultural improvements, traffic management.	Respondents want a more comprehensive approach, focusing on comfort, infrastructure, and cultural elements.

Business Owners- New Road

A survey was conducted with 20 business owners in New Road.



Findings & Analysis: Business Owners Survey Results

Category	Findings	Analysis
Business Longevity	Most businesses have been operating for over 10 years.	Indicates a stable, long-standing commercial environment.
Business Size	Majority run medium-sized shops (50-150 m ²), followed by smaller ones (<50 m ²).	Reflects a mix of small and medium businesses.
Business Ownership	Most businesses rent their space.	Tenant-driven market.
Reactions to Changes	45% positive, 30% neutral, 25% negative.	Mixed reactions, with some appreciating changes.
Customer Visits	45% saw increased visits, 25% saw no change, 30% saw a decrease.	Some businesses saw benefits, while others faced reduced foot traffic.
Business Activity	Most saw no significant change.	Minimal impact on overall business activity.

Findings & Analysis: Business Owners Survey Results

Category	Findings	Analysis
Awareness of Changes	Majority were not informed about changes beforehand.	Lack of communication on changes.
Consultation in Decision-Making	No business owners were fully consulted.	Limited involvement in decision-making.
Actions during changes	Most engaged in meetings, few protested.	Need for consideration of diverse opinions.
Supporters of Changes	Local authorities and visitors.	Changes are mainly supported by authorities and visitors.
Opponents of Changes	Business owners and residents.	Concerns from business owners and residents.
Suggested Improvements	More seating, better parking, pedestrian-friendly spaces, lighting, safety.	Focus on infrastructure and convenience improvements.
Challenges Faced	Insufficient parking, reduced visibility, limited access.	Need for better accessibility and customer flow.

Findings & Analysis: Business Owners Survey Results

Category	Findings	Analysis
Community-Led Decisions	Most support community-led decisions.	Support for community involvement in changes.
Effective Initiatives	Pop-up markets, street festivals, seating, pedestrian-only zones.	Favorable toward initiatives that drive foot traffic.
Suggestions from open ended responses	Themed mascots, Better parking, green spaces, business-friendly regulations, vehicle-free Saturdays, seating.	Desire for better accessibility, visibility, and customer engagement.

Key Takeways From KII- New Road

- Improved pedestrian accessibility and business activity, but parking remains a major issue, and early stakeholder involvement was limited.
- Tactical Urbanism and public participation are crucial for future urban developments.



Final Insights: New Road

Insight	Key Point
Pedestrian & Vehicular Balance	Improvements in pedestrian access are positive, but some visitors perceive parking issues.
Stakeholder Engagement	Early consultation with business owners and residents is essential for smoother transitions.
Support for Community-Led Initiatives	Both visitors and business owners support temporary, community-driven urban interventions.
Infrastructure Improvements Needed	Focus on better seating, signage, and pedestrian-friendly spaces for all users.
Mixed Business Impact	Some businesses benefit from increased foot traffic, while others face challenges in visibility and accessibility.
Parking Capacity Analysis	Parking availability in key nearby areas (Bishal Bazar, Dharhara, Civil Mall, Kathmandu Mall) is sufficient.
Evolving Tactical Urbanism	Temporary urban interventions have potential to become permanent fixtures, benefiting the community.

New Road- After



New Road- Before & After



Before

After



HADIGAUN

- A small village in Kathmandu, situated at Latitude 27° 43' 4.31" and Longitude 85° 20' 10.5".
- Known for its deep connection with the Newari community.
- Recognized as one of the earliest urban settlements in the Kathmandu Valley, as noted by cultural historian Sudarshan Raj Tiwari.
- Home to the famous "**Kahi Navako Jatra Handigaun ma**," a joyful and vibrant celebration that reflects the community's rich cultural traditions.



Jatra of Hadigaun

Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

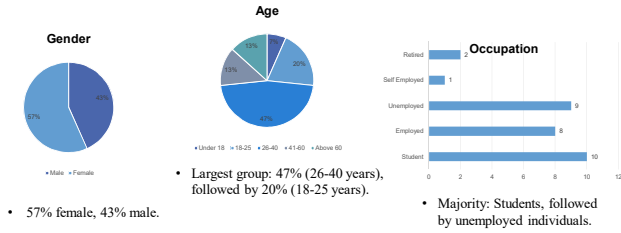
OBSERVATIONS IN HADIGAUN

- The vehicle-free Saturday initiative has successfully created a vibrant pedestrian-friendly space in Hadigaun.
- Food stalls occupying large portions of the street create accessibility challenges, particularly in emergencies.
- While the initiative promotes Newari culture, a lack of food diversity and the extensive availability of chyaang (local alcohol) raise concerns.
- The initiative has shifted towards a commercial focus, reducing space for children's activities and public leisure.



Visitors-Hadigaun

A total of 30 visitor surveys were conducted in Hadigaun.



INSIGHTS FROM HADIGAUN

Theme	Key Findings
Visit Frequency	Weekly visits common, especially during the Mela.
Purpose of Visit	Main draw: Newari cuisine, cultural events, and vehicle-free atmosphere.
Attractions	Community vibe, food stalls, traditional shopping, entertainment activities.
Desired Improvements	More food variety, better seating, shaded areas, accessible restrooms.
Suggested Additions	Storytelling, workshops, live shows, artisan fairs, cooking demos.
Infrastructure Suggestions	Clear signage, organized stalls, parking zones, extended vehicle-free hours.
Community Feedback (KII)	95% support the initiative; strengthens culture and local economy.
Vendor Impact (KII)	Rs. 4,000-5,000 earnings per vendor per Saturday.
Challenges Identified (KII)	Commercialization
Recommendations (KII)	Better stall layout, emergency plans, alcohol control, improved regulations.

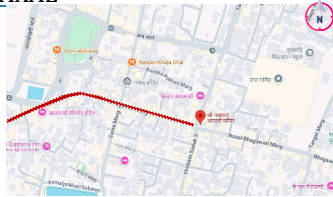
Hadigaun-Before & After



NAXAL

Transformation Stretch :NAXAL

- Represents a **live, ongoing intervention** within the city
- Helps visualize the transformation process in stages
- Highlights effort to prioritize pedestrians
- Adds local relevance to the tactical urbanism



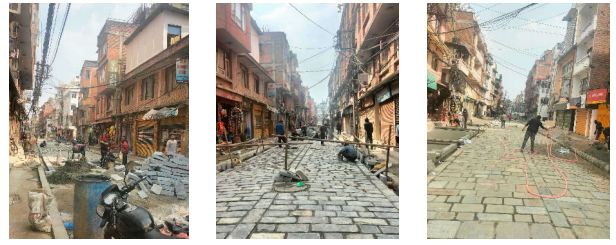
Transformation Stretch :NAXAL



Transformation Stretch :NAXAL



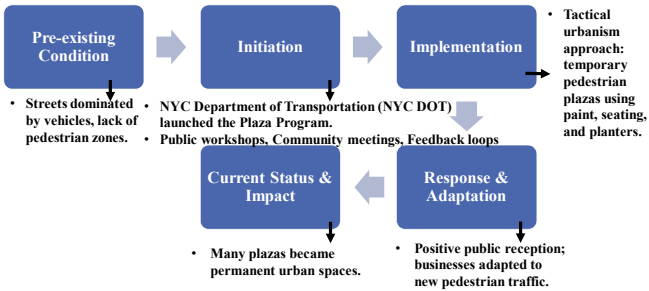
Transformation Stretch :NAXAL



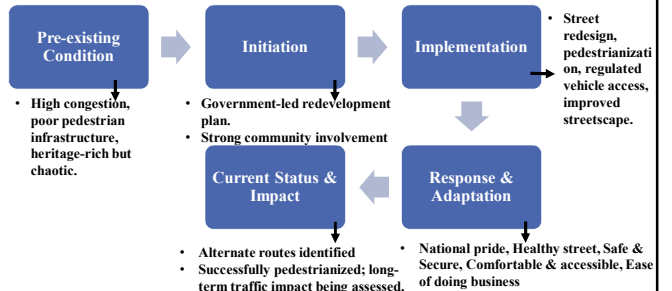
COMPARATIVE ANALYSIS

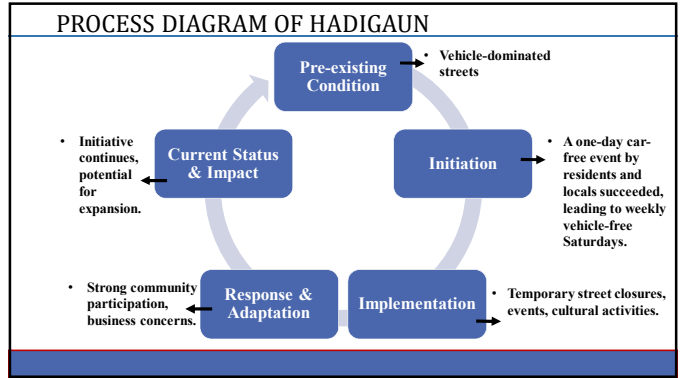
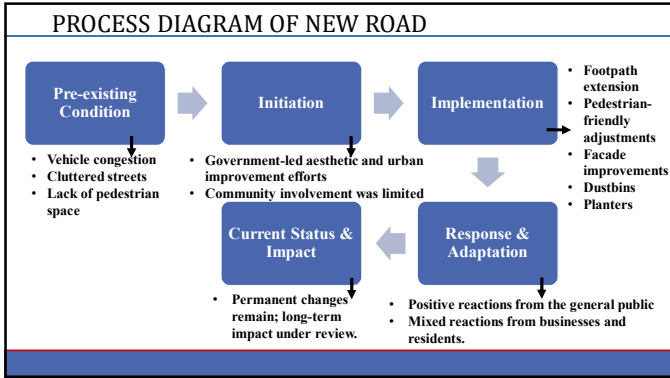
COMPARING PROCESS OF EACH CASE

PROCESS DIAGRAM OF NEW YORK



PROCESS DIAGRAM OF CHANDNI CHOWK





Comparison of 4 case studies

SIMILARITIES ACROSS ALL CASES

- **Pedestrianization Focus:**
All four cases aim to improve walkability and create people-centric spaces by restricting or reconfiguring vehicular access.
- **Economic & Social Impact:**
Each intervention has influenced local businesses, tourism, and social interactions, though with varying degrees of success.
- **Stakeholder Involvement:**
Whether top-down (New Road, Chandni Chowk) or bottom-up (Hadigaun, NYC), all projects required multi-stakeholder engagement, including planners, businesses, and residents.
- **Challenges with Business Owners:**
Initial resistance from businesses due to concerns about reduced accessibility and potential loss of customers.
- **Space Management & Congestion Issues:**
Managing vendor space, seating areas, and crowd movement has been a challenge, particularly in Hadigaun and Chandni Chowk.

Comparison of 4 case studies

Key Differences Between Cases

Criteria	New Road, Kathmandu	Hadigaun, Kathmandu	New York's Pavement to Plazas	Chandni Chowk Redevelopment, Delhi
Approach	Government-led (Top-down)	Community-driven (Bottom-up)	Public-private collaboration	Government-led (Top-down)
Implementation	Permanent changes	Temporary event-driven	Permanent but flexible plazas	Permanent pedestrianization
Primary Focus	Heritage preservation, walkability	Community engagement, cultural revival	Public space activation	Heritage restoration, pedestrian mobility
Event Nature	One-time infrastructure change	Recurring weekly interventions	Long-term but flexible	Phased long-term project
Social Engagement	Limited beyond commercial activity	High community participation	High due to open space use	Moderate, limited to heritage and tourism
Economic Effects	Boosts retail but lacks direct local engagement	Strong vendor-led economy (20–30 lakh NPR per Saturday)	Increases retail & property value	Boosts tourism but disrupts traditional vendors

Comparison of 4 case studies

CHALLENGES FACED BY EACH CASE

Challenges	New Road	Hadigaun	New York	Chandni Chowk
Business Resistance	Shop owners opposed parking removal, footpath extension	Vendors initially hesitant	Initial opposition from businesses	Vendors protested displacement
Space Utilization	No interactive gathering spaces	Overcrowding due to food stalls	Maintenance & seating space limitations	Street congestion post-redevelopment
Regulatory Issues	Resistance from local businesses and limited community involvement	Informal at first, later regulated	Maintenance costs & public-private conflicts	Bureaucratic delays and political resistance
Sustainability Issues	Lacks continued engagement	Needs better vendor management	Requires upkeep & programming	Struggles with balancing pedestrians & vehicles

Tactical Urbanism Framework for Nepal

Phase	Stage	Description	Example
1. INITIATION	1.1 Context Mapping	Understand socio-cultural, spatial, and governance context	Mapping Hadigaun's community use of streets and public spaces
	1.2 Problem & Opportunity Identification	Identify key issues and untapped potential in urban spaces	New Road's congestion, Safety issue, need for public seating
	1.3 Stakeholder Engagement	Involve local government, community groups, residents, businesses & vendors, urban planners early	Hadigaun ward officials and community groups planning closure hours

Tactical Urbanism Framework for Nepal

Phase	Stage	Description	Example
2. CO-CREATION & IMPLEMENTATION	2.1 Collaborative Design	Co-design low-cost, temporary solutions with community input	Co-designed street furniture, cultural events
	2.2 Pilot Implementation	Set up interventions temporarily to test their impact	Hadigaun vehicle-free Saturdays from 12–7 pm
	2.3 Feedback & Rapid Assessment	Gather quick feedback through observation, surveys, informal talks	Observing footfall and street activity in Hadigaun post-closure

Tactical Urbanism Framework for Nepal

Phase	Stage	Description	Example
3. REFLECTION & INSTITUTIONALIZATION	3.1 Impact Analysis	Evaluate effects on mobility, economy, perception, space use	Assess whether businesses saw more customers after New Road's facelift
	3.2 Iteration or Adaptation	Modify design or timing based on outcomes and responses	Adjust timing of Hadigaun closure to better fit local rhythms
	3.3 Institutional Embedment or Replication	Include successful tactics in policy, budget, or city plans	KMC including similar transformation in other wards or events

RECOMMENDATIONS

Process-Level Recommendations

- Ensure urban planning projects include mechanisms for community involvement, such as consultations, workshops, and participatory design.
- Engage local communities in decision-making to meet residents' needs, fostering ownership and sustainability.
- Implement tactical urbanism in phases, allowing flexibility and adaptability based on community feedback and observations.
- Strengthen partnerships among local businesses, residents, planners, and authorities for cohesive interventions.
- Create dedicated funding mechanisms (grants, public-private partnerships, neighborhood fundraising) for tactical urbanism projects.
- Establish monitoring and evaluation frameworks using qualitative and quantitative methods to assess the effectiveness of interventions.

RECOMMENDATIONS

Policy-Level Recommendations

- Revise the National Urban Policy (NUP) and National Urban Development Strategy (NUDS) to incorporate tactical urbanism as a valid approach.
- Align national urban policies with tactical urbanism principles for broader adoption and a more adaptable urban environment.
- Establish periodic reviews of urban policies to evaluate their relevance to current trends, including input from urban planners, community leaders, and stakeholders.
- Introduce clear guidelines for implementing tactical urbanism projects, including approval processes, safety standards, and impact assessments.

RECOMMENDATIONS

Policy-Level Recommendations

- Encourage pilot tactical urbanism projects in key urban areas to showcase their benefits.
- Launch public awareness campaigns to educate citizens, businesses, and policymakers about tactical urbanism.
- Facilitate coordination between government agencies, urban planners, community organizations, and businesses to ensure policies reflect all stakeholders' needs.
- Create a dedicated fund for supporting tactical urbanism, combining government and private sector contributions, especially in community-driven areas.

RECOMMENDATIONS

Framework-Based Implementation

- The Tactical Urbanism Framework for Nepal guides future urban transformation efforts.
- It balances top-down support with grassroots engagement for tailored interventions.
- Emphasizes participatory design, phased implementation, and sustainable funding.
- Ensures urban projects are feasible, contextually appropriate, and adaptable.
- Can structure interventions that are responsive to community feedback for long-term success and relevance.

CONCLUSION

- Tactical urbanism offers flexible, community-focused solutions to urban issues like congestion and limited public space.
- This study found that New Road's top-down approach improved infrastructure but lacked community input, while Hadigaun's bottom-up efforts created a vibrant, resident-driven space.
- The contrast highlights the need for a **balanced approach** that combines government support with local involvement.
- Integrating tactical urbanism into urban policy can lead to more inclusive, sustainable urban transformation in Nepal.

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Tactical Urbanism Unveiled: Navigating Complexities in Urban Transformation

THANK YOU