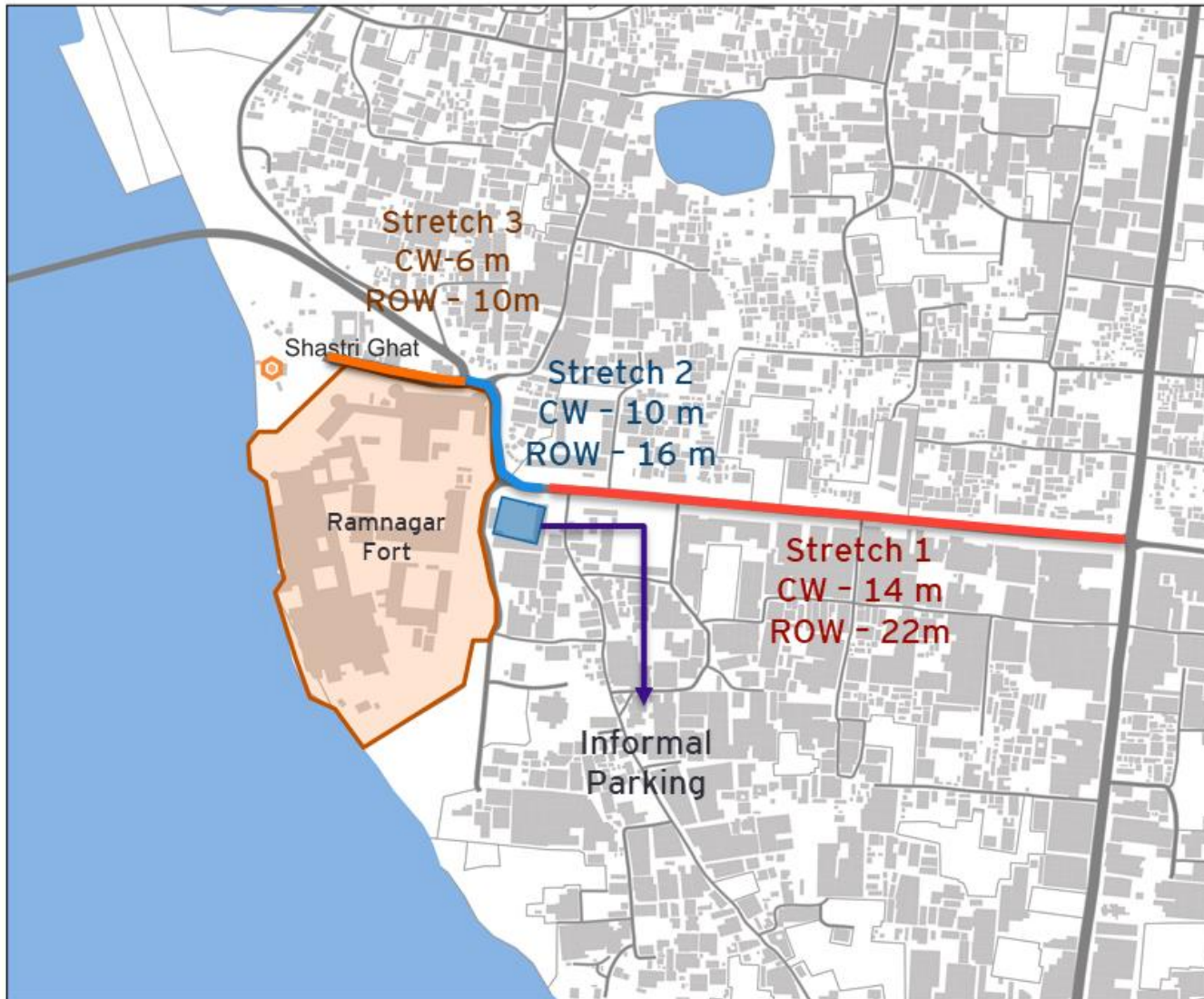


# Placemaking and Tactical Urbanism of stretch in Ramnagar

Varanasi Development Authority



# Ramnagar



The Ramnagar fort lies about 14 km. from Varanasi and is situated on the opposite of Tulsi Ghat. The building was constructed with creamy-coloured chunar sandstone. It is built in typical Mughal style of architecture. The fort houses the Veda Vyasa Temple, Dakshin Mukhi temple of Hanuman, a museum, and the king's residential complex.

- Commercial activities can be seen mushrooming near the Fort in Stretch 1,2 &3.
- Street Vending activities are predominant in stretch 1.
- Development of Sastri Ghat is ongoing by the UP tourism Department.



# Earth View with stretch



- Stretch 3
- Stretch 2
- Stretch 1



# Issues



- The roads are encroached by street vendors, hence reducing the effective carriageway and causing congestion
- There is no formal parking facility nearby, however informal parking of two-wheeler is just near the Ramnagar Fort, and four wheelers are parked on road.
- Incompatible land uses can be found on stretch 3 towards the Ghat. Slaughterhouse is predominant on the stretch which would make it difficult for commercial development of the space.
- There is no footpath for pedestrian safety
- Lack of median/divider on roads increases the traffic in the area



# Ramnagar



# Issues

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Road Network



Traffic Congestion



Pedestrian Access



Parking



Public Transport



Aesthetic appeal



Safety & Security



Signages



# Principles for street design



## Safety

- Streets must be **safe for all users**.
- Every street should include a slow zone where **pedestrians have priority**.
- All users, including **pedestrians, vendors, cyclists, and cars**, share the space safely

## Mobility

- Larger roads can include a **mobility zone for vehicle** movement.
- Mobility zones are physically **separated from slow zones**.
- Dedicated bus lanes improve public transport service quality

## Pedestrian accessibility

- All streets should have **continuous footpaths** or safe shared spaces.
- Ensure **minimal grade differences** for pedestrian safety.
- Provide adequate clear **width for smooth pedestrian movement**.

## Liveability

- **Tree lines, landscaping, and street furniture** enhance the slow zone.
- These elements **create spaces for relaxation, interaction, and vending**.
- They contribute to a more **vibrant and functional street environment**

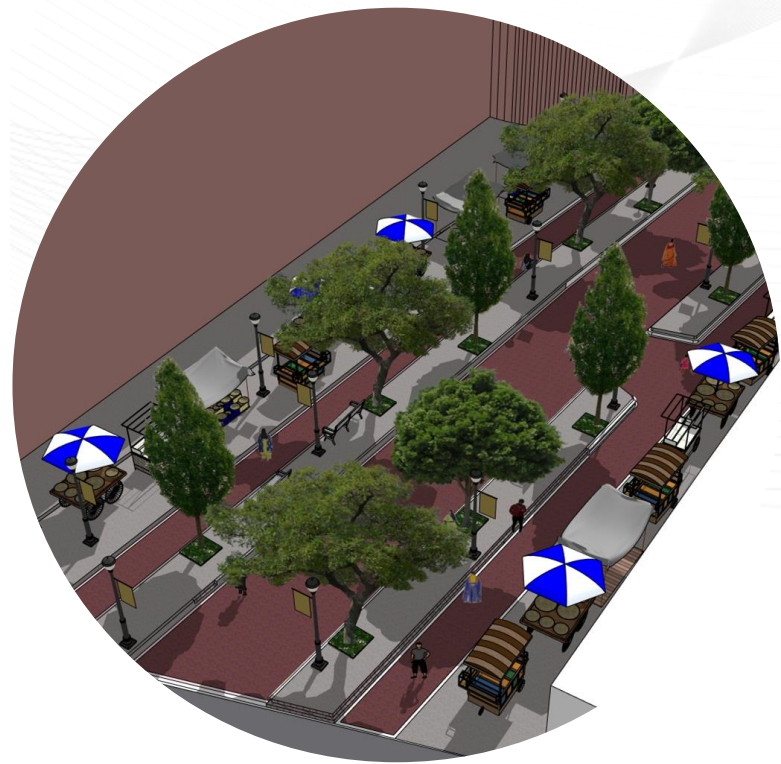
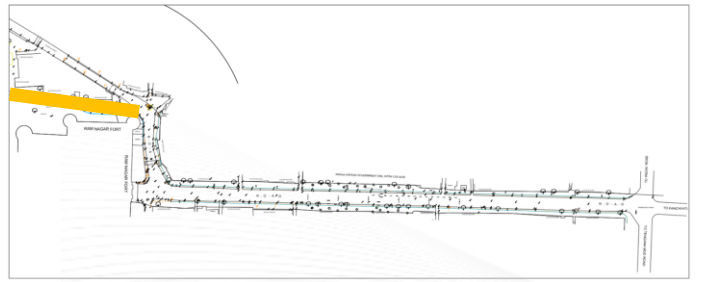
## Sensitivity to local context

- Street design should account for **local street activities and pedestrian movement**.
- Consider nearby **land uses when designing streets for better functionality and flow**.

## Creative use of street space

- A parking lane can become **multi-functional with occasional bulb-outs**.
- Bulb-outs can be used for **street vending or street furniture, enhancing the space's utility**.

# Street design for stretch 3





# Street design for stretch 3

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## Reference case studies



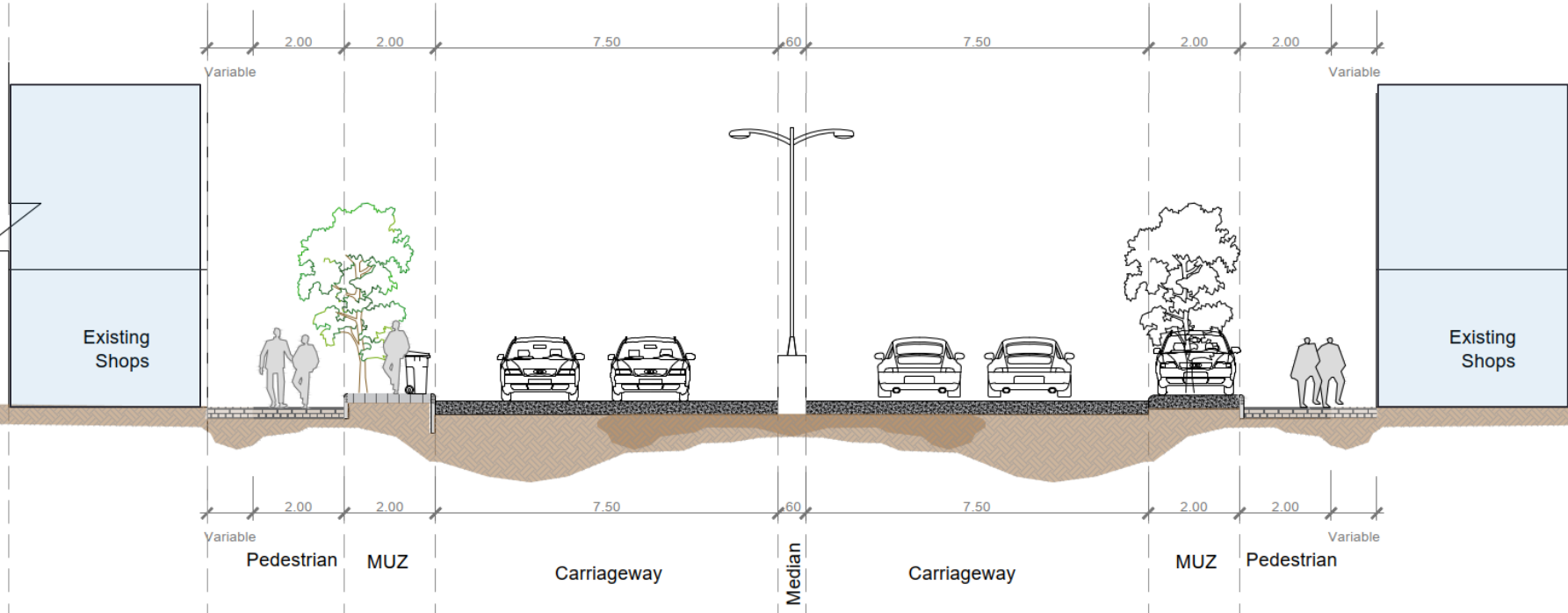
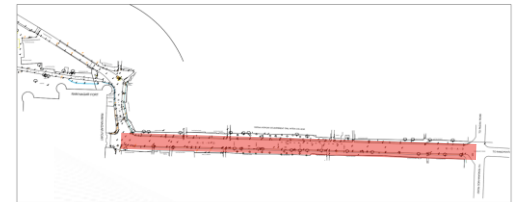
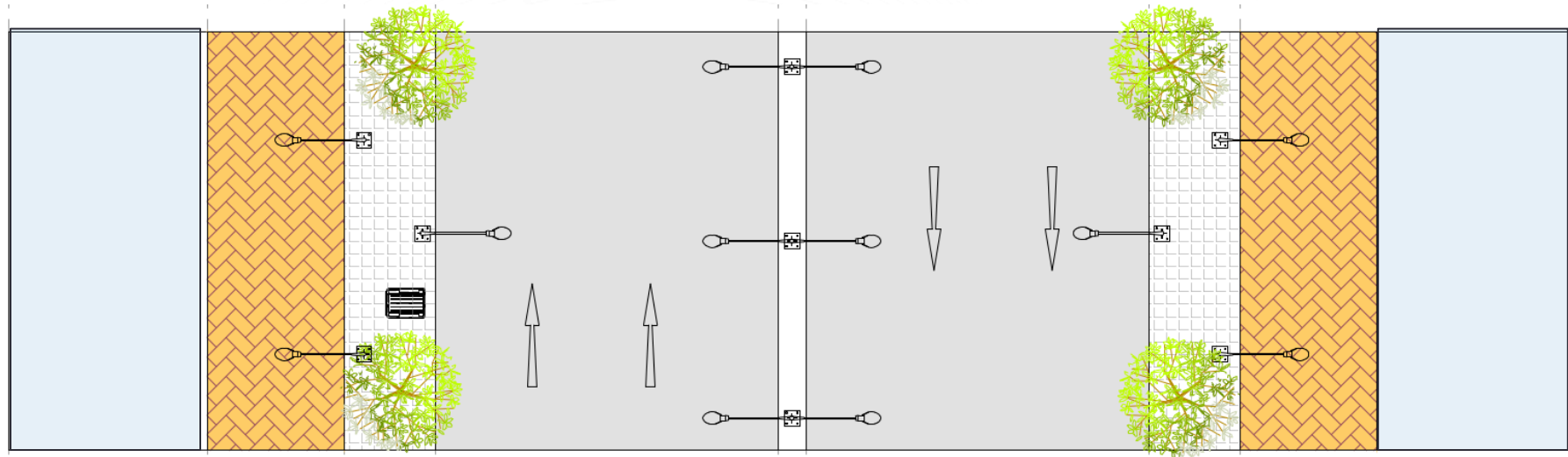
Mattancherry Bazaar Street in Ernakulam



Chandni Chowk, New Delhi



# Street design for stretch 3



# Pedestrian crossing near school



- Carriageway
- Multi-Utility Zone
- Pedestrian Footpath
- Table top crossing
- Vending zone
- Median



Continues footpath along the road



**Thank You**

