Tactical Urbanism for Inclusive Transport

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List of Acronyms and Abbreviations

ICLD	Swedish International Centre for Local Democracy
ITDP	Institute for Transport and Development Policy
JICA	Japan International Cooperation Agency
KENHA	Kenya National Highways Authority
KII	Key Informant Interview
KPLC	Kenya Power and Lighting Company
KURA	Kenya Urban Roads Authority
NTSA	National Transport and Safety Authority
PPP	Public Private Partnership
PSV	Public Service Vehicle
PWD	People with Disability
SDMUAK	Street Design Manual for Urban Areas in Kenya
WRI	World Resources Institute

Abstract

Tactical urbanism, a citizen-led, resource-efficient strategy for urban improvement, is largely unexploited in rapidly urbanizing African cities. This approach promotes safety, inclusivity, and democracy, aligning with Sustainable Development Goal 11. In response to prevalent urban challenges in Sub-Saharan Africa such as slums and inequality, tactical urbanism could enhance urban landscapes by involving communities in low-cost interventions. This study reviews literature and best practices from the global south, and recounts a "safety audit" conducted in Thika Town, Kenya, to advise on tactical urbanism's potential to improve public transport safety in Africa, especially for women and vulnerable groups. The findings highlight the transformative potential of grassroots action in shaping urban landscapes, when local governments emphasize inclusivity and citizen empowerment.

Preface

By Johan Lilja, Secretary General, Swedish International Centre for Local Democracy

The mission of the Swedish International Centre for Local Democracy (ICLD) is to contribute to poverty reduction by promoting local democracy. In order to fulfil this, we promote and encourage decentralised cooperation through municipal partnerships programme; adding capacity-building through our international training programmes; and investing in relevant research and creating research networks that support democratic policy development and implementation. ICLD connects research and practice by publishing key lessons learned from our programmes, initiating and funding relevant studies, connecting academicians with practitioners, and organising workshops. "Tactical Urbanism for Inclusive Transport" is the 30th report to be published in ICLD's Research Reports series. It is a practitioner-oriented, needs-driven study of one of the most fascinating approaches to meet the challenges of urbanization.

Following successful "Safety Audits" – participatory exercises to review the physical environment from the perspective of marginalized groups – around East African cities, this study zooms out to place the method in the context of Tactical Urbanism. By doing so, Flone Initiative unlocks a host of best practices and empirical arguments for local governments to embrace the increasingly popular approach in the African context. At its core, this study illustrates the transformative power of grassroots actions in shaping urban landscapes: which necessitates the support of local authorities in principle and practice. By emphasizing local empowerment and inclusivity, it provides actionable insights and scalable interventions to enhance public transport safety and accessibility.

This is an endeavor to connect research and practice by leveraging the expertise of civil society. My genuine opinion is, to fight poverty and reach the ambitious goals set out by Agenda 2030, change must be anchored at the local level through data-driven, community-based improvements in means of transparency, participation, and accountability. At ICLD we will continue to support local governments to be brave enough ask complex questions, to learn, and to fill the gaps identified. I hope that this project can continue to inspire and inform local policymakers to utilize community stewardship for a safer, vibrant environment that responds to real needs on the ground.

Visby, Sweden

Johan Lilja,
Secretary General, ICLD
May 2024

About the authors

Flone Initiative

Established in 2013, Flone Initiative is a women-led organization, working towards the creation of safe, sustainable and accessible public transport and associated spaces for women and vulnerable groups in Africa by influencing behavioral change, generating knowledge and movement-building. Flone Initiative generates knowledge, convenes inclusive dialogues, supports women in transportation and builds key stakeholders' capacity to contribute to realizing an equitable and socially just mass transportation ecosystem in Africa.

https://floneinitiative.org

Lead author: Naomi Mwaura, Executive Director of Flone initiative

Executive Summary

Introduction

Urban development often faces challenges due to time-consuming planning processes, financial constraints, and bureaucratic obstacles, hindering the timely implementation of necessary spatial changes. This issue is particularly pronounced in rapidly urbanizing regions of Africa, including Kenya, where limited budgets and competing priorities often leave vulnerable populations, such as children, persons with disabilities, and the elderly, facing mobility and safety challenges in public spaces.

Tactical Urbanism as a Solution

Tactical urbanism emerges as a proactive approach to address some limitations of traditional development processes. This action-oriented method, which can be initiated by various actors, ranging from NGOs to citizens, aims to disrupt and reclaim underutilized spaces through nimble, quick, low-cost, flexible, activist, and experimental interventions. By placing the local community and public space users at the core of the change process, tactical urbanism introduces temporary adjustments that can trigger lasting and profound transformations.

Applicability and Users of Tactical Urbanism

Grassroots organizations, NGOs, and citizens can leverage tactical urbanism to instigate low-cost interventions or advocate for positive changes, thereby enhancing mobility, safety, and inclusiveness in urban centers. Tactical urbanism empowers residents to actively participate in shaping their urban environment, fostering a sense of ownership and democracy at the local level.

Tactical Urbanism in Africa and India

The study theoretically brings forth Tactical Urbanism (TU) as an ideal approach for implementing low-cost interventions aimed at enhancing safety and inclusiveness in public spaces. Despite its popularity being concentrated in high-income countries, the literature review reveals a dearth of information on tactical urbanism in the African context. A review of tactical urbanism interventions in various African and Indian cities, including Cairo, Egypt, Kigali, Rwanda, Mumbai and several towns in Kenya and Tanzania explore its suitability and extract best practices. The findings underscore the rarity of tactical urbanism interventions in African settings despite their practical and effective nature, particularly in the face of rapid urbanization. Notably, the approach aligns with participatory and democratic principles, offering fast, affordable, flexible, and less bureaucratic procedures.

Application in Thika Municipality

This gap underscores the need to further explore and understand how tactical urbanism can be applied in African cities, especially considering the operational challenges faced by regional and local governments in countries like Kenya, which operate within inadequate, fixed, and sometimes delayed budgetary allocations from the National government. The study aims to contribute valuable insights to this underrepresented area by utilizing the TU approach to pilot a specific low-cost intervention in Thika Municipality.

Safety audit

A safety audit of the transportation system in Thika, consisting of interviews and a Public Safety Walk with key stakeholders, is carried out to map out gaps and provide recommendations for TU and other types of interventions to increase public safety for all segments of society in Thinka Municipality.

Introduction

Both developed and developing nations are experiencing a surge in urbanization, with the global urban population projected to increase from 47% in 2000 to approximately 57% by 2050. Particularly noteworthy is the expectation that large cities in developing countries will absorb more than 90% of future population growth. Africa, in particular, stands out for its remarkable urban expansion, boasting the fastest growth rate in the developing world at 3.5% annually over the past two decades. This trend is anticipated to persist until 2050, with projections indicating that by 2025, certain African cities will accommodate up to 85% of the continent's population.

The rapid urbanization across Africa has resulted in significant demographic shifts, yet inclusive growth remains elusive, contributing to the proliferation of slums, urban poverty, and heightened inequality. African cities exhibit staggering levels of inequality, characterized by an average Gini coefficient of nearly 0.58, surpassing the global average of 0.4. This disparity is fueled by factors such as natural population growth rates within cities and rural-urban migration. However, despite the overall urbanization trend, notable disparities exist across African regions. Comparatively, Sub-Saharan Africa (SSA) has a lower urban population percentage (32.8%) compared to North Africa (47.8%).

The discrepancy in slum prevalence between these regions can be attributed to improved urban development techniques, including infrastructural investments and urban settlement upgrades, particularly evident in North African nations. Conversely, Sub-Saharan Africa grapples with a disproportionate burden of slum dwellers, accounting for 65% of its urban population. Basic infrastructure deficiencies plague many SSA cities, especially in low-income areas, where only 20% of residents have access to electricity, while 84% have access to potable water and 54% to sanitation. This infrastructure deficit exacerbates issues like insecurity, crime rates, and the emergence of informal settlements, highlighting the challenges posed by rapid urbanization in Africa.

Furthermore, Africa's urban expansion exerts tremendous pressure on natural resources and ecosystems, resulting in deforestation, increased pollution, and related health hazards. The relentless expansion of cities often comes at the expense of environmental degradation, underscoring the urgent need for sustainable urban development practices to mitigate these adverse effects.

Urbanization serves as a vital determinant for economic growth and development, with urban areas emerging as hubs of socio-economic activity. Consequently, regions previously considered rural are experiencing rapid urbanization as people migrate to urban centers. For instance, according to Kenya Vision 2030[1], Kenya's urban population is projected to reach 60% by 2030, signifying substantial urban growth. However, this urbanization brings forth transportation challenges, including escalating traffic congestion due to sprawling car-centric development, neglecting non-motorized transport modes like walking and cycling.

Tactical urbanism for inclusive and sustainable urban transport systems

Tactical urbanism, within the context of inclusive and sustainable urban transport systems in African cities, represents a pragmatic and grassroots approach to addressing the pressing challenges of urbanization. Literature on tactical urbanism portray it as citizen-led initiatives that are low-cost, adaptable, and scalable interventions to enhance inclusiveness, safety, and usability in urban and peri-urban centers, making it particularly suitable for resource-constrained environments.

In their book Tactical Urbanism: Short-term Action for Long-term Change, Mike Lydon and Anthony Garcia define tactical urbanism as "an approach to neighborhood building and activation using short-term, low-cost, and scalable interventions and policies." (Lydon & Garcia, 2015, page 2)

This approach allows for experimentation and innovation in urban design and transportation planning,

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1 https://vision2030.go.ke/

enabling communities to address their specific mobility needs effectively. The premise is that by empowering communities to take ownership of their streets and public spaces, tactical interventions can foster social cohesion, improve accessibility for vulnerable groups, and contribute to the creation of vibrant, livable urban environments.

Purpose and Scope of the study

The overarching goal of this action research is to address inclusiveness and safety in public transport and associated spaces within African urban and peri-urban settings, particularly focusing on vulnerable groups such as children, women, the elderly, and persons with disabilities. It has the following specific objectives:

1. Identify challenges and urgent needs: comprehensively assess the current gaps and needs of vulnerable groups concerning inclusiveness and safety in public transport and associated spaces across African urban and peri-urban areas through surveys, interviews, and safety audit.
2. Learn from Tactical Urbanism interventions: analyze and draw lessons from existing case studies of tactical urbanism interventions implemented in African urban and peri-urban settings, to inform the development of effective strategies and interventions.
3. Recommend contextually relevant, low-cost interventions: formulate a set of practical interventions aimed at improving safety and inclusiveness for vulnerable groups in rapidly urbanizing contexts across Kenya and Africa. These recommendations address specific challenges identified in the research and prioritizes community participation and sustainability.

Additionally, the study envisions implementing one of the recommended interventions as a pilot project in Thika town, Kiambu County, Kenya. This pilot initiative will serve as a practical demonstration of the effectiveness of the proposed interventions and will provide valuable insights for scaling up similar efforts in other urban and peri-urban areas across Africa. Through this

action-oriented approach, the research aims to catalyze positive change and contribute to the creation of more inclusive, safe, and accessible public transport and associated spaces for all members of society.

Methodology

This is an action-research project, intending to advance collective understanding of safe and inclusive urban planning, while using experimental methods to achieve real impact in a given locality as part of the research process. As such, it followed a three-step process.

A thematic analysis of academic and non-academic literature on tactical urbanism from 2009 onwards, focusing on its potential impact on enhancing urban safety and inclusivity, provided the theoretical foundation and evidence of its practical application. The timeframe was selected to capture the evolution and emerging trends in tactical urbanism, ensuring a better understanding of its theoretical underpinnings and practical applications within contemporary urban contexts. The selection process involved a systematic review of scholarly databases, such as academic journals and conference proceedings, as well as non-academic sources including reports, case studies, media articles, and community-driven initiatives. Key search terms such as "tactical urbanism," "urban safety," and "urban inclusivity" were employed to identify relevant literature across multiple disciplines including urban planning, sociology, geography, and architecture. The synthesis of academic and non-academic literature was instrumental in enriching theoretical literature on tactical urbanism by grounding it in real-world application. Additionally, it helped to democratize knowledge and perspectives, acknowledging the valuable contributions of practitioners, community activists, and local stakeholders in shaping urban landscapes. Some critique and limitations of the approach are reviewed, but this research assumes the position of identifying benefits and best practices applicable in the African context.

Secondly, the research reviewed documented applications of tactical urbanism principles in various Afri-

can urban contexts. Due to limited documented cases from Africa, the review also incorporates examples from India, which shares similarities in the challenges of urbanization, as a global south context with large cities with limited resources. These case studies provided valuable insights into the effectiveness of tactical interventions in addressing urban challenges and fostering community engagement.

As a way to identify possible Tactical Urbanisms interventions for improving safety and inclusiveness, a safety audit was conducted in Thika Municipality, Kiambu County, Kenya. Thika Municipality was selected since it is in the process of becoming a city, rapidly urbanising and hence the possibility to integrate new innovative approaches such as Tactical Urbanism. A safety audit is a participatory process that involves assessing the safety and security of public spaces through the eyes of the users, with the aim of identifying potential safety issues and recommending improvements.

As part of this action-research project, the safety audit in Thika Municipality encompassed various aspects:

• Stakeholder engagement: consultations with local residents, and relevant stakeholders to gather diverse perspectives on safety concerns and potential solutions. Qualitative insights were gathered through interviews. This data was analyzed to identify patterns, trends, related to safety and inclusiveness in the study area. This participatory approach also ensured that the safety audit findings reflected the needs and priorities of the community especially vulnerable groups
• Physical environment assessment: Guided by a standardized safety audit toolkit[2], this involved a safety walk to observe and assess the safety condition of streets, sidewalks, lighting, and other infrastructure elements in view of vulnerable groups such as women, children and persons with disability.

• Recommendations and action plan: The findings of the safety audit gave way to recommendations to address identified safety concerns and promote inclusivity in Thika Municipality. These recommendations formed the basis of an action plan outlining specific low-cost interventions and strategies for implementation.

The safety audit was a crucial component of the research methodology, providing valuable insights into the existing safety challenges and opportunities for improvement within the study area. The findings informed the development of context-specific interventions to be developed by Thika Municipality. Finally, the findings from the safety audit were analysed against the background of the literature review and case studies to draw conclusions about the potential for Tactical Urbanism in Africa and provide general recommendations to local governments, scholars and community organisations.

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2 Flone Initiative's Safety Audit Toolbox: https://icld.se/en/publications/naomi-mwaura-2021-how-to-plan-for-inclusive-and-sustainable-urban-transport-a-toolbox-to-conduct-a-safety-audit/

Tactical Urbanism in theory and practice

This section highlights the core characteristics and diverse ways that tactical urbanism (TU) can enhancing both urban and peri-urban environments. Through an examination of various case studies in African contexts, this research seeks to equip local officials, city planners, and community organizations with insights and lessons learned from successful TU projects, showcasing their adaptability in addressing a wide array of urban challenges, including pedestrian safety, accessibility, public space revitalization, and social cohesion. Drawing upon these experiences, stakeholders can derive practical guidance and inspiration for tailoring TU projects to meet the specific needs and aspirations of their communities.

Contextualizing Tactical Urbanism

Over the past decade, there has been a notable global shift towards embracing small-scale, incremental "tactical" urban interventions. This dynamic approach to placemaking is known as "Tactical Urbanism," characterized by its citizen-led, low-budget, and often temporary nature. Coined and defined by Lyndon & Garcia in their seminal 2011 book, Tactical Urbanism is defined as an "approach to neighborhood building and activation that uses short-term, low-cost, and scalable interventions and policies to catalyze long-term change" (Lyndon & Garcia, 2011, p. 2).

Tactical Urbanism finds application across various sectors, including governments, businesses, non-profits, citizen groups, and individuals. For citizens, it offers the opportunity for immediate reclamation, redesign, or reprogramming of public spaces. Developers and entrepreneurs benefit from gaining design intelligence from the market they aim to serve, while advocacy organizations utilize it to showcase possibilities and garner public and political support. From a governmental perspective, Tactical Urbanism serves as a rapid means of implementing best practices into action (Lydon and Garcia, 2015, p. 29). This approach encompasses a spectrum of activities, ranging from government-led, sanctioned interventions to unsanctioned individual or community actions, as illustrated in Figure 1.

Figure 1: The Tactical Urbanism Spectrum
Source: Lydon et al., 2012

As described by Silva (2016) "Tactical urbanism encompasses a diverse range of interventions within a city, serving various purposes such as creating temporary use models for vacant lands, testing cost-effective solutions, and reclaiming abandoned spaces" (p. 1044). Dube (2009) further elucidates that tactical urbanism refers to low-cost, temporary actions aimed at enhancing urban areas and neighborhoods. Rebar (2014) reinforces its temporary nature as minor or temporary modifications to induce significant environmental changes. This approach is known by various names including "DIY urbanism," "guerrilla urbanism," "temporary urbanism," "pop-up urbanism" (Bishop and Williams, 2012), and "insurgent urbanism" (Hou, 2010), as Courage (2013) suggests. However, it's crucial to distinguish tactical urbanism from other guerilla movements such as DIY Urbanism, which focuses solely on community-led interventions. Lydon and Garcia (2015) (p.6) assert that not all DIY urbanism initiatives are tactical, and vice versa, emphasizing that true tactical interventions are designed to foster long-term change.

Mike Lydon outlines five key characteristics of tactical urbanism as a city-building approach (Lydon et al., 2012, p.1): 1) a deliberate, phased approach to instigating change, 2) offering local solutions for local planning challenges, 3) a short-term commitment with realistic expectations, 4) low-risk endeavors with potentially high rewards, and 5) the cultivation of social capital among citizens and the enhancement of organizational capacity among public-private institutions, non-profits/NGOs, and their constituents. These characteristics underscore the pragmatic, community-driven, and adaptable nature of tactical urbanism and holds it as a powerful tool for catalyzing positive change in urban environments while fostering collaboration and innovation among diverse stakeholders.

Benefits of Tactical Urbanism

An extensive review of scholarly work on tactical urbanism reveals a myriad of benefits which can be categorized into four key areas:

Responsiveness

Tactical urbanism, as highlighted by Pfieffer (2013), exhibits flexibility and responsiveness to evolving social, physical, and economic conditions, contrasting with traditional strategic planning approaches characterized by fixed and long-term implementation perspectives. It redefines urban planning as a process aligned with citizens' expectations for immediate responses from government, emphasizing a bottom-up approach initiated by local citizens and actors (Lyndon & Garcia, 2011; L. and K. Alisdairi, 2014). This grassroots methodology has garnered praise from both scholars and neighborhood activists, proving effective in effecting vital changes within the urban fabric (Hou, J., 2010).

Community Engagement

Tactical urbanism interventions serve as effective platforms for community engagement by translating planning concepts into tangible solutions that citizens can actively participate in and experience (Lyndon and Garcia, 2011). As emphasized by Lak and Kheibari (2020), a harmonious balance between community and professional/outsider involvement is essential for successful municipal projects, fostering meaningful interactions that facilitate "co-evolution" and mutual understanding (Silva, 2016).

Cost-effectiveness

Tactical urbanism's swift acceptance is attributed to its efficiency in both physical and financial resource utilization. Sadik-Khan (2016) underscores the affordability of materials used, reducing risks and costs for city officials and citizens alike, while fostering bold and innovative urban improvement initiatives. Moreover, Thakkar (2022) and Ramos (2022) highlight the cost-effectiveness of TU interventions, which often repurpose existing urban spaces and structures without significant alterations to existing infrastructures.

Project Manageability

In terms of project management, TU interventions embrace a multi-stakeholder approach involving community, government, and private sector actors. The scalability and performance measurement of TU initiatives are facilitated by their smaller scale, short implementation periods, and incremental nature, as emphasized by Thakkar (2022) and Ramos (2022).

Criticism and Limitation of Tactical Urbanism

One significant concern raised in TU literature is its potential to exacerbate urban inequality and contribute to gentrification by overlooking historical trends (Mould, 2014; Mukhija and Loukaitou-Sideris, 2014; Spataro, 2016). There's a risk that TU initiatives may not fully represent the broader community and could inadvertently support neoliberal urban development agendas (Mould, 2014).

Critics argue that TU's broad definition, encompassing various grassroots initiatives, has led to the oversimplification of its lexicon, overlooking nuanced differences in practices (Mould, 2014). Additionally, TU efforts often focus on short-term changes, delaying or neglecting long-term urban development goals (Silva, 2016). While TU interventions can be beneficial in public spaces, they may not always lead to lasting transformations, particularly in densely populated areas where feasibility and scalability are challenges (Thakkar, 2022; Ramos, 2022).

Despite the excitement generated by successful TU pilot projects, there's no guarantee of their permanent implementation by city officials, highlighting the need for a nuanced understanding of TU's potential and limitations in shaping urban environments for the future.

Case Studies: Tactical Urbanism in African Cities

This section highlights selected case studies of tactical urbanism practices in public urban spaces across Africa, supplemented by a few examples from India. While there may be contextual differences between India and African countries, many of the principles and strategies underlying tactical urbanism interventions are transferable. Analyzing case studies from India allows for the identification of successful tactics, approaches, and challenges that may resonate with African cities, facilitating cross-contextual learning and adaptation in the Global South.

Some of these initiatives were uncovered in published reviews by reputable organizations such as the Institute for Transport and Development Policy (ITDP) and the World Resource Institute (WRI). Others were discovered through direct internet searches using keywords like "tactical urbanism" and "pop-up urbanism," as well as through snowballing from previously identified examples mentioned in literature and on relevant websites.

The prevalence of initiatives explicitly labelled tactical urbanism in Africa is limited, with many similar interventions being described as "urban informality" instead (African Urbanism, 2017). For the purposes of this study, the term "tactical urbanism" encompasses not only cases explicitly labelled as such but also includes innovative, short-term instances that embody the principles and strategies associated with tactical urbanism, which can often be observed in practices labeled as "urban informality." – or not labelled so at all. To capture the breadth of innovative urban interventions occurring in African cities, integrating examples from Kenya, Tanzania, Rwanda, Egypt, and India helps understanding the diverse range of urban interventions taking place in the Global South. While the number of documented cases may be modest, these examples offer valuable insights into the potential of tactical urbanism in addressing urban challenges in Africa. By examining the design, transformation, and impact of these initiatives, particularly in terms of their low-cost, temporary nature and their grassroots-driven development processes, these case studies seek to elucidate the applicability and effectiveness of

tactical urbanism in addressing public space challenges within African cities.

To organize these case studies effectively, they were categorized based on the seven parameters outlined in the Flone Initiative Safety Audit Toolkit, which informs the safety audit process integral to the research's action-oriented methodology. The safety audit tool was co-created by Flone Initiative and ICLD. It is adopted from an original safety audit (SA) tool that was developed by the Metropolitan Toronto Action Committee on Violence Against Women and Children (METRAC) (UN Habitat, SIDA 2008). It is also borrows from an India-based organization called Safety Pin that has been involved in several safety audits. The toolkit delineates the safety audit into 7 parameters namely: First Impressions, Lighting, Facilities and Maintenance, Busy areas and isolated spaces, Signage, Intimidating groups of people and Formal/informal surveillance. These parameters were used as a guide to review relevant case studies of tactical urbanism as part of the desk review of this action research.

A wide four-lane per direction street in Addis Ababa

Table 1: Case Studies of Tactical Urbanism in Africa and selected examples from India

City, Country	Interventions
Urban Socio-economic development: these entail projects that use tactical urbanism to address socio-economic challenges within urban spaces.	
Cairo, Egypt	**Development of the Luxor Street in Mansheit Nasser** Nebny, a non-profit organization originating as a social entrepreneurship initiative, focuses on enhancing living conditions and quality of life in impoverished areas by actively involving local communities in development efforts. One notable project undertaken by Nebny is the transformation of Luxor Street in Mansheit Nasser, initiated after conducting a survey to identify the population's key needs. Selected buildings were renovated to establish a touristic street, leveraging the skills of Cairo's skilled craftsmen who had been affected by decreased tourism post-revolution. Nebny supported these craftsmen through a development program (Nebny, 2015). This project exemplifies the essence of tactical urbanism, as it invited inhabitants to participate in shaping and utilizing urban space. A simple yet impactful intervention, such as the application of a vibrant color scheme, endowed Luxor Street with additional character, effectively positioning it as a focal point and vital public space hub. The low-cost nature of this intervention enhanced the street's overall livability while also yielding long-term benefits through incremental investments. As the street gained recognition among residents, developers, and municipal authorities, donations poured in, and a surge of volunteers with diverse backgrounds and expertise contributed to various activities. Moreover, the project achieved significant social and economic goals while also fostering environmental benefits through the cultivation of plants within urban areas.
Cairo, Egypt	**Friday Market (Weekly Market):** The weekly markets in Cairo, as described by the Informal Settlements Development Fund (ISDF), exemplify tactical urbanism through their grassroots organization and spontaneous evolution to meet the needs of local communities. These markets, akin to flea markets, attract thousands of people weekly from various areas, offering a diverse range of goods at affordable prices. The layout of these markets, with vendors and stalls situated closely together along narrow alleys and amidst houses and shacks, epitomizes the ad-hoc and adaptive nature of tactical urbanism. These markets are not only places of commerce but also hubs of social interaction and entertainment, showcasing the organic development of public spaces to cater to the needs and preferences of low to middle-class citizens. The Friday used-cars market, known as Sook Al-Sayarat, underscores the versatility of these weekly markets, serving as a platform for residents to sell, buy, or exchange vehicles, thereby addressing a specific demand within the community. Overall, these weekly markets in Cairo illustrate how informal, community-led initiatives can transform urban spaces to fulfill essential needs and foster social cohesion.

First Impressions (aesthetics and maintenance) – this entails how a place looks at a glance for instance if the streets are clean and well maintained.

Dandora, Nairobi, Kenya

UN-Habitat's Model Street Initiative[3]

Dandora, once a well-planned neighborhood in Nairobi, Kenya, built with support from the World Bank in the 1970s, gradually deteriorated into a slum due to poor management, marked by the emergence of a large dumpsite and rampant criminal activities including violence, drug abuse, and prostitution. However, a transformative initiative known as the Dandora Transformation League, in collaboration with UN-Habitat Public Space Programme, Making Cities Together coalition, and Nairobi City County Government, launched the Model Street initiative to reimagine the neighborhood's streets.

Following the TEST-LEARN-SCALE approach (Testing designs through pilot interventions, Learning from pilots with citizens, and Scaling up solutions across the city), the initiative aimed to create a safe, healthy, and accessible environment for residents.

The initiative began with a group of young people, many of whom were previously involved in crime, initiating changes such as cleaning, planting, opening drainages, and painting facades. These initial actions resulted in increased local retail activities, improved safety and security, and enhanced social cohesion within a short period. By upgrading public spaces through collaborative and participatory processes, the program facilitated easier access to the estate while fostering the growth of small-scale roadside businesses.

This project exemplifies the potential of low-cost tactical urbanism interventions in transforming neighborhoods and fostering unlikely alliances among grassroots groups, the private sector, local government, and other professionals. Serving as a benchmark for future interventions, the initiative embodies an incremental process of community-led neighborhood regeneration, paving the way for a cascade of empowerment initiatives by various stakeholders.

Photos: UN-Habitat

3 https://www.archdaily.com/951250/how-can-one-public-space-transform-an-entire-neighborhood-un-habitats-model-street-initiative

Cairo, Egypt	**Al-Sa'ada project (Darb Sa'ada event) & (Haret ElGedawy) in Bab Al-Khalk**
	"Mashrou Al-Sa'ada," also known as the Al-Sa'ada project, emerged in 2013 through the efforts of a sophomore architecture student and a group of volunteers. Their objective was to utilize their architectural expertise to provide psychological support to people through color therapy. The project involved the strategic use of vibrant colors, abstract calligraphy, full spectrums, creative designs, and inspiring quotes to transform urban spaces.
	Crucially, residents actively contributed to this endeavor, fostering a sense of pride and ownership within the community. The first event, Darb Sa'ada, held in old Cairo, marked the inception of the initiative, followed by subsequent events in locations like Haret ElGedawy, which shared similar characteristics. "Mashrou Al-Sa'ada" exemplifies collaborative urban planning, demonstrating how urban planners, residents, and non-governmental organizations can collectively engage in the process of city-building, fostering community pride and cohesion along the way.

Lighting: the availability, adequacy and quality of street lighting to enhance walking safety and security.

Machakos, Kenya	**Flone Initiative street safety interventions**
	As Flone Initiative, a women-led organization dedicated to fostering safe, sustainable, and accessible public transport and associated spaces for women and vulnerable groups in Africa and the authors of this report, collaborated with the County Government of Machakos to address safety concerns in Machakos town. Through a comprehensive safety audit, it was revealed that several streets, bus parks, markets, and other bustling public spaces were inadequately lit, exacerbating insecurity issues during the evening hours.
	As part of their initiative, Flone Initiative empowered local citizens to conduct safety audits, hold the local government accountable, and take action to address safety challenges in their community. This capacity-building effort empowered citizens to initiate positive changes and advocate for improved safety measures. In response to the safety audit report, the County Government of Machakos, particularly through the Directorate of Transport, Roads, and Safety, committed to repairing faulty street lights, installing floodlights in busy areas, and adding additional street lights along roads, thereby enhancing safety and security in Machakos town.
	Overall, the safety audit conducted by Flone Initiative is a low-cost intervention aimed at identifying specific safety concerns in the urban environment. By focusing on improving lighting in key areas, the initiative addresses a critical safety issue using a relatively simple and cost-effective solution.

Machakos, Kenya

Newly installed street lights on a previously dark street

Facilities and maintenance: availability, adequacy and proper maintenance of town facilities such as roads, footpaths, shades, garbage bins and manholes among others.

**Kisumu, Kenya
Dar-salaam, Tanzania
and Cairo, Egypt**

Actionable steps towards reclaiming-streets in Africa

Urban streets serve as vital arteries of transportation, accommodating a diverse array of users ranging from pedestrians and cyclists to motorists and public transport passengers. Ensuring the safety and efficiency of these streets is paramount, particularly for vulnerable road users like pedestrians and cyclists, while also prioritizing the seamless operation of public transport systems.

The Institute for Transportation and Development Policy (ITDP), a non-governmental organization dedicated to sustainable urban transportation solutions, focuses on developing innovative transportation infrastructure such as bus rapid transit systems and advocating for the promotion of biking, walking, and non-motorized transport options. Additionally, ITDP engages in initiatives aimed at improving the operational efficiency of private bus operators and implementing reforms in parking management and traffic demand.

ITDP's emphasis on developing innovative transportation infrastructure reflects a tactical approach to urban planning by implementing low-cost, scalable interventions to improve public transportation. The intervention also exemplifies tactical urbanism by advocating for sustainable, inclusive, and people-centred approaches to urban transportation planning, with a focus on addressing the diverse needs of urban communities with innovative methods to identify and determine the intervention.

Examples of effective local solutions that can be implemented to prioritize pedestrians and cyclists:

Kisumu, Kenya Dar-salaam, Tanzania and Cairo, Egypt

Bollards protect a footpath in Kisumu

A wide raised pedestrian crossing that comfortably accommodates a large number of pedestrians, in Kisumu, Kenya

Car-free streets provide comfortable spaces for pedestrians and cyclists

Physically separated footpaths and cycle tracks in Dar es Salaam, Tanzania

In Cairo, ITDP worked with stakeholders such as motorists, cyclists, and urban planners to evaluate how reducing turning radii at intersections could reduce speeds while also incorporating cycle tracks would influence the current conditions.

A temporary bike lane used by a delivery cyclist carrying freshly baked bread during a tactical urbanism event in Cairo

https://africa.itdp.org/actionable-steps-towards-reclaiming-streets-in-africa/

Busy areas, isolated spaces and ease of movement: busy public areas, ease of movement within these areas for instance free flow of traffic and ability to walk or cycle; isolated spaces that may be insecure.

Mumbai, India

Reclaiming the streets with traffic cones and paint: World Resources Institute (WRI) India

WRI, a global research organization dedicated to enhancing societal well-being and environmental sustainability, has embarked on numerous projects in India that exemplify tactical urbanism principles. Over the past year, WRI India has collaborated closely with local authorities and stakeholders across various cities to enhance pedestrian experiences at busy intersections and optimize traffic flow. Through the strategic application of temporal urban design strategies, street geometry modifications, and innovative use of paint, these initiatives have facilitated rapid transformations in urban spaces.

The inaugural project commenced in Mumbai, targeting the bustling 'HP Junction,' where two arterial roads intersected with several other thoroughfares. Through a collaborative effort involving the Municipal Corporation of Greater Mumbai (MCGM), Mumbai Traffic Police (MTP), and a coalition of community advocates supported by the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), the intersection underwent a remarkable overnight makeover. Utilizing basic tools such as traffic cones and paint, the roads were reconfigured to prioritize pedestrian safety, introducing tighter corner radii, expanded pedestrian spaces, and median refuge islands.

Tactical urbanism at Mumbai intersection, India; Photo by Saurabh Jain/WRI

This initiative epitomizes tactical urbanism by employing swift, cost-effective interventions to enhance urban safety and accessibility. The use of traffic cones and paint to redesign the HP Junction demonstrates a quick and resident-led intervention to prioritize pedestrian safety and inclusive street design.

The initiative in Mumbai catalyzed similar transformations in other Indian cities, underscoring its scalability and replicability—a hallmark of tactical urbanism. The adoption of the temporary intervention at the Pune University intersection and the permanent implementation of the new design at Rupali Square in Bhubaneswar showcase how tactical urbanism strategies can trigger widespread urban revitalization efforts. Jointly, WRI India's projects leverage collaborative partnerships and innovative solutions to create safer, more livable urban spaces for all.

https://wri-india.org/blog/how-tactical-urbanism-can-improve-road-safety

**Kisumu, Kenya
Dar-salaam, Tanzania
and Cairo, Egypt**

Transformation along Sringeri Mutt Road - ITDP India

An exemplary demonstration of community-led transformation through participatory urbanism is showcased in the tactical intervention along Sringeri Mutt Road, facilitated by the ITDP India Programme in Chennai. This initiative, driven largely by the local community, sought to enhance road and personal safety, particularly for women and children, in the neighborhood.

Collaborating with the Chennai Traffic Police, Greater Chennai Corporation, civic action groups like the Thiruveedhi Amman Koil Street Residents Association (TAKSRA), Karam Korpom, and Chennai High School (Mandaveli), alongside the ITDP India Programme, Sringeri Mutt Road underwent a remarkable revitalization. Leveraging temporary measures such as paints and traffic cones, the intervention reclaimed the street for pedestrians, notably benefiting children who access the seven nearby schools, offering them a secure and vibrant walking environment.

Initially, the Chennai Traffic Police removed abandoned vehicles to create space for enhancements. With both sides of the road adorned with fresh coats of paint, a collaborative effort ensued, involving students, volunteers, and enthusiastic traffic officials, who transformed bland walls into colorful murals. As such, a swift and impromptu tactical urbanism intervention resulted in the rapid conversion of the once-dreary stretch into a safe and lively footpath. Post-intervention surveys revealed a significant increase in perceived safety, with over 90% of users expressing heightened confidence in utilizing the street.

The Sringeri Mutt Road intervention exemplifies tactical urbanism principles through its community-driven approach, rapid implementation, and cost-effective strategies. By empowering local residents, schools, and civic organizations to actively participate in the transformation of their neighborhood, this initiative aligns with the ethos of tactical urbanism, which emphasizes bottom-up, grassroots interventions. The use of temporary measures such as paints and traffic cones underscores the adaptability and scalability of tactical urbanism, allowing for swift changes with minimal resources.

Furthermore, the collaboration between various stakeholders, including government agencies, community groups, and educational institutions, exemplifies the multi-sectoral approach advocated by tactical urbanism. By fostering partnerships and engaging diverse actors, the intervention addresses immediate safety concerns and sets a precedent for future community-driven initiatives.

**Kisumu, Kenya
Dar-salaam, Tanzania
and Cairo, Egypt**

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Laying a new footpath may take about six months.
However, these small-scale, cheap, and quick
interventions showcase the impact that a design
proposal can have on a space. Tactical Urbanism
initiatives have grown in popularity across the world
and cities are experimenting with this approach to
reclaim spaces for pedestrians.

Aswathy Dilip
*Senior Programme Manager
ITDP India Programme*

❝

The Corporation is interested in taking up
more such streets near schools and
anganwadis across Chennai to transform the
activity of walking for children into a vibrant,
safe and positive experience.

G Prakash
*Commissioner
Greater Chennai Corporation*

https://www.itdp.in/tag/tactical-urbanism/

Ranchi, India

Overnight Transformation of M.G.Road – ITDP India

M.G. Road, leading to the Albert Ekka Chowk in Ranchi, stands as one of the city's busiest thoroughfares, characterized by a constant stream of cars and two-wheelers, congested sidewalks, and encroaching shop fronts. Despite the chaotic vehicular activity, over four thousand pedestrians maneuver through this bustling street every hour with significant safety challenges. Recognizing the urgent need to address traffic congestion and pedestrian safety issues, the Ranchi Municipal Commissioner and Deputy Mayor, in collaboration with the ITDP India Programme, embarked on a tactical urbanism intervention to transform M.G. Road.
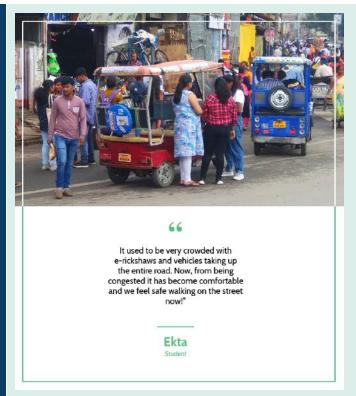
Enthusiastically embracing the concept of tactical urbanism, the stakeholders proposed a low-cost, temporary solution involving barricades and paints to enhance pedestrian conditions on M.G. Road. The intervention aimed to carve out wide dedicated walking paths, adorned with colorful patterns, fostering a sense of public ownership and community engagement. By actively involving pedestrians in the design process, the initiative sought to raise awareness and generate public demand for a permanent intervention, a pioneering endeavor in Ranchi and the state.

Upon approval, the project swiftly gained momentum, with the Ranchi Municipal Corporation (RMC) and the Ranchi Traffic Police (RTP) collaborating to expedite the implementation process. Within only two days, stakeholders were engaged, detailed studies conducted, and designs finalized. A 6-meter-wide walking space was delineated on both sides of the stretch between Sarjana Chowk and Albert Ekka Chowk, complemented by the removal of parked vehicles and the installation of barricades for a two-day trial period.

The M.G. Road intervention was collaborative, community-driven and rapid, with cost-effective implementation. Mobilizing government authorities and civil society organizations leveraged collective expertise and resources, while the use of temporary measures such as barricades and paints demonstrates the adaptability and scalability of tactical urbanism.

Furthermore, the active engagement of pedestrians in the design process underscores the participatory aspect of tactical urbanism, fostering a sense of ownership and community empowerment. By catalyzing public awareness and demand for long-term solutions, the intervention shows a way of transforming chaotic streets into vibrant, pedestrian-friendly environments conducive to public well-being and mobility.

Ranchi, India	
	" It used to be very crowded with e-rickshaws and vehicles taking up the entire road. Now, from being congested it has become comfortable and we feel safe walking on the street now!" Ekta *Student* https://www.itdp.in/tag/tactical-urbanism/
Kigali, Rwanda	**Car-free days, Car-free streets and traffic Calming measures in Kigali - ITDP** Car-free days and streets can be effective mechanisms for reshaping perceptions of public space and promoting sustainable modes of transportation. In Kigali, the introduction of monthly car-free days was a strategic move aimed at encouraging the use of alternative transportation and community advocacy for reduced carbon emission by motor vehicles. Notably, these events were both inclusive and had high-level recognition, with the president participating, underscoring their significance and broad appeal (NGARI, 2022). As the initiative gained momentum and garnered widespread support, it evolved into a popular biweekly occurrence with enduring impact. The transformation of car-free streets into vibrant plazas has not only enhanced the city's aesthetic appeal but also provided a conducive environment for local businesses to thrive. Adjacent businesses have welcomed these interventions, recognizing the positive effects on foot traffic and economic activity within the area (ITDP Africa, 2022). Kigali's car-free days and streets exemplifies tactical urbanism principles through its innovative approach to reclaiming public space and promoting community interaction. By temporarily repurposing streets for non-motorized activities, the initiative encourages residents to reimagine urban environments and prioritize

Kigali, Rwanda

pedestrian-friendly infrastructure. The inclusive nature of these events, with participation from all segments of society, reflects a bottom-up, participatory approach characteristic of tactical urbanism.

The evolution of monthly car-free days into biweekly events demonstrates the scalability and adaptability of tactical urbanism interventions, as they respond to changing community needs and preferences over time. Additionally, the conversion of car-free streets into bustling plazas highlights the potential for tactical interventions to catalyze economic development and enhance urban vitality.

Kigali has a series of temporary "open streets" and streets that have been permanently converted to plazas.

https://africa.itdp.org/actionable-steps-towards-reclaiming-streets-in-africa/

Tanga, Tanzania

Safe and healthy journeys to school for children and adolescents – Amend

Amend[4] is a Civil Society Organization (CSO) with offices in Ghana, Mozambique and Tanzania that works with governments, communities, development banks, foundations, private-sector companies and others to deliver safe and healthy journeys in developing countries.

Amend notes that as many developing countries undergo rapid urbanization, cities and transport systems are not being planned and built with the safety and well-being of the vast majority of citizens in mind. For instance, Africa has the highest road traffic injury rates in the world, and at schools around the continent, more than 1% of students are injured in road traffic every year. In many cities, three-hour commutes to work on overcrowded, unsafe public transport are the norm. The solutions to challenges like these are well-known: safe infrastructure that accommodates and facilitates the ways people actually live and move, evidence-based laws and regulations, and political will.

4 https://www.amend.org/about-amend/

Tanga, Tanzania

An assessment of Tanga's road infrastructure by Amend revealed significant deficiencies, particularly concerning pedestrian safety, especially around school zones. Many areas lacked footpaths and safe crossing points, exposing children to the risk of road traffic injuries as they walked or cycled to and from school.
In response to these challenges, from September 2019 to June 2022, Amend initiated environmental modification projects to enhance pedestrian infrastructure around six primary schools in Tanga. The objective was to mitigate the risk of road traffic injuries among children by creating safer walking and cycling environments.

During the project implementation, various interventions were undertaken, including the construction of footpaths and the installation of safe crossing points. However, one notable addition was the implementation of motorcycle barriers along a specific section of the footpath. This measure was introduced after the completion of other infrastructure improvements, prompted by the observation that motorcycle riders were utilizing the footpath as a roadway, posing a hazard to pedestrians.

The motorcycle barriers, specially designed to allow access for pedestrians and wheelchair users while preventing motorcycle intrusion, effectively addressed the safety concerns associated with the misuse of footpaths. This tactical intervention was adaptive and responsive, as it involved the implementation of targeted solutions to address specific challenges identified during the project.

The installation of motorcycle barriers exemplifies a tactical intervention aimed at mitigating safety risks in a cost-effective and efficient manner. Rather than relying on large-scale infrastructure projects, Amend's approach focused on targeted modifications that directly addressed the identified issue of motorcycle misuse, thereby improving pedestrian safety based on local needs and experiences.

https://blogs.bmj.com/injury-prevention/2022/03/24/safe-and-healthy-journeys-to-school-for-children-and-adolescents-in-tanga-tanzania/

Signage - important street and road signs that guide or inform.

Machakos town, Kenya

Safety audit interventions in Machakos

From the participatory exercise of a safety audit, organized by Flone Initiative with Machakos County and key stakeholder representatives, it emerged that streets and roads along public amenities in Machakos town namely Machakos Primary school and Machakos Level 5 hospital that are frequented by vulnerable groups such as the ill, women, children and persons with disability lacked pedestrian crossing markings and necessary signage for speed control such as speed limit and children's crossing sign. It was further noted that there were no speed bumps erected around those areas.

In response, the County government of Machakos through the Directorate of Transport, Roads and Safety undertook to erect marked speed bumps along the roads leading to and from Machakos Primary school. This has made crossing the roads safer and reduced road fatalities that had been reported earlier. Hospital signage was also put up along the road to Machakos Level 5 Hospital.

The initiative undertaken by the County Government of Machakos aligns with the principles of tactical urbanism, particularly in its response to identified safety deficiencies through targeted and context-specific interventions. By conducting a safety audit and recognizing the specific needs of vulnerable road users, such as children and individuals with disabilities, the government demonstrated a proactive and community-oriented approach characteristic of tactical urbanism.

Rather than implementing broad, blanket measures, the government's approach focused on addressing specific safety concerns identified through the safety audit, thereby ensuring efficient resource allocation and maximizing impact. By prioritizing the needs of vulnerable road users and implementing targeted infrastructure improvements, the government effectively enhanced pedestrian safety and contributed to creating a safer and more accessible urban environment.

Newly erected and marked speed bump on the road along Machakos Primary school.

Signage for Hospital and Pedestrian Crossing along the road leading to and from Machakos level 5 hospital.

Summary from literature review and case studies

Literature on tactical urbanism in the African context is still limited, but gaining traction as a buzzword among urban planners, activists and other professionals as an effective approach to city building.

Several case studies support the efficacy of tactical urbanism in African cities. For instance, the "Make Nairobi Great" initiative in Kenya involved the temporary closure of streets to vehicular traffic, creating pedestrian-friendly zones and encouraging active transportation (Aligula & Sow, 2019). Similarly, the "Open Streets" events in Cape Town, South Africa, temporarily transform streets into car-free zones, promoting walking, cycling, and community engagement (Open Streets Cape Town, n.d.). Different case studies also show how tactical urbanism interventions lead to local governments assuming accountability as a result of local advocacy for both safety and sustainability. Examples include Egypt's Luxor Street where a local NGO instigated changed traffic rules in the Mansheit Nasser, and in Machakos town, Kenya, where speed bumps and better signage were low-cost but had high impact on road safety for school-going children and hospital patients. Citizens identified unsafe zones and sensitized local government officials to implement safety measures. Along Sringeri Mutt Road in Chennai, India, a school reported lack of safety and security in the streets to the authorities, who enabled swift transformation.

Though all cases came with low financial cost, they achieved real results in addressing immediate needs. Co-creators, such as civil society or community-based organizations, including Nebny in Egypt, ITDP in Kigali, Amend in Tanzania and Flone Initiative in Kenya, complemented efforts of local authorities to address community needs by initiating the urban development process, building social capital of residents, and coordinating interventions. However, there is need for improved mechanisms for citizen participation to effectively address a diversity of needs and sustain gains made.

While TU interventions highlighted in the case studies may only have responded to small and urgent needs of the inhabitants, and permanent implementation takes a long time, the initiatives were effective in raising awareness and drew the attention of authorities to public spaces that need greater physical, social, economic, and environmental development or adjustment. All the cases worked outside the traditional development process to instigate change in local communities. They exhibited a bottom-up approach, which helps in complementing the bureaucratic top-down approaches taken by city governments which encourages experimentation on what can work locally rather than waiting for municipality development programs and plans.

Finally, from a cursory look at the case studies reviewed in this study, the main question is whether Tactical Urbanism is viable in African cities. While the approach may not be a prescriptive method of solving African cities' public space issues, it indeed considers the wealth of bottom-up, community-centred activities that already do take place as part of everyday community life in the African city – including urban informality (African Urbanism, 2017). This urban informality often reflects resident's social/cultural values and everyday needs and challenges local governments to work with residents to plan for better communities. This means that municipalities who are constrained in making big changes to a city's spatial planning, can still find ways to implement small TU initiatives that are fast, low cost and impactful by engaging its inhabitants.

This report is accompanied by a detailed account of a safety audit conducted in Thika Town, informed by the literature and best practices on Tactical Urbanism.

Conclusion and Recommendations

Agenda 2030

Through TU literature, case studies of best practices, and deep engagement with various stakeholders, including persons with disabilities (PWDs), representatives from the business community, cyclists, public transport operators, and government officials, this study has captured valuable insights into the challenges faced and suggests solutions to enhance safety and inclusivity in urban and peri-urban areas.

Tactical urbanism offers promising solutions, in the African context, to the challenges posed by rapid urbanization, inadequate infrastructure, and limited resources. By leveraging local knowledge and resources, communities can implement tactical interventions such as pedestrianization, pop-up cycle lanes, street closures, and parklets to reclaim public space and promote sustainable modes of transport.

A key takeaway from this report is the recognition of the multifaceted nature of the challenges, which necessitates a holistic approach encompassing structural, sociocultural, and policy dimensions. While specific recommendations for safety measures and accessibility improvements are vital, it is equally imperative to address underlying systemic issues, entrenched attitudes, and outdated practices that perpetuate barriers to inclusivity.

The case studies reviewed highlights the significance of starting with small, tangible interventions that have an immediate impact on the daily lives of citizens. As one respondent aptly stated, addressing fundamental needs such as adequate water supply, proper lighting, and well-maintained roads can have profound effects on community well-being and safety.

The study also underscores the importance of gender sensitivity in urban planning and the provision of public spaces and associated facilities. By prioritizing the voices and needs of all citizens, particularly vulnerable groups such as women, children, and PWDs, local governments can foster a more equitable and sustainable urban environment.

Moving forward, local governments must heed the lessons learned from this study to inform future planning approaches. Embracing a participatory and inclusive approach to urban development, grounded in principles of local democracy, will be essential for fostering resilient, thriving communities. By integrating the voices of all stakeholders into decision-making processes and prioritizing the creation of accessible, safe, and inclusive public spaces, local governments can truly enhance the quality of life for all residents. As such, with local authorities embracing its principles of inclusivity and bottom-up streams, tactical urbanism presents a promising approach to promoting inclusive and sustainable urban transport systems in African cities.

Recommendations

The following are tips on priorities and low-cost interventions for enhancing safety for vulnerable groups that all local governments could consider when designing and improving their urban spaces.

Important continuous practices for local governments:

- **Prioritise safety in public transportation:** Implement well-planned streets to lower the likelihood of violence against women, as seen in Kigali's initiatives such as constructing secure mini-markets for female vendors.

- **Conduct safety audits:** Collaboratively identify areas of concern and prioritize interventions through safety audits involving local authorities and community members.

- **Community engagement and needs assessment:** Engage with local communities, especially women and vulnerable groups, through continuous public participation forums to ensure interventions address specific safety needs.

- **Embrace tactical urbanism:** Activate public spaces with vibrant street art and green spaces to create inviting community hubs that reduce criminal activities.

- **Collaborate with citizens and local private sector entities:** Involve local businesses in low-cost infrastructural improvements and form task forces with stakeholders to collectively address safety concerns.

- **Appreciate the value of data:** Gather and apply data to design inclusive and safer urban areas, using studies like the Flone Initiative's Mobility of Care to understand women's travel patterns and integrate safety measures accordingly.

- **Improve infrastructure for public transportation:** Maintain transport infrastructure, invest in last-mile connectivity options, and ensure inclusivity for multiple modes of transportation.

- **Public Awareness Campaigns:** Launch campaigns to educate the community about safety measures and encourage reporting of incidents using cost-effective channels like social media and community bulletin boards.

Tips on low-cost interventions:

- **Establish hotlines and complaints mechanisms:** Create city-wide hotlines and support crowd-mapping platforms like Flone Initiative's 'Report It Stop It' to enable reporting of gender-based violence and harassment.

- **Designate volunteers or transit marshals:** Utilize volunteers to increase surveillance and support commuters, ensuring proper vetting and training for effectiveness.

- **Improved lighting:** Utilize cost-effective solutions like LED lights to enhance visibility and deter criminal activities in critical areas.

- **Install clear and visible signage:** Provide information about safety measures and emergency contacts to enhance communication and navigation in public spaces.

- **Enhance surveillance:** Encourage community vigilance, use low-cost CCTV cameras, and increase police patrols to monitor and deter criminal activities.

- **Establish secure paths:** Mark pedestrian-only paths that are well-lit and unobstructed, fostering a safe environment for vulnerable populations.

- **Safe waiting areas:** Improve waiting areas with proper seating, lighting, and shelter, while maintaining street gardens for resting and beautification.

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THE GLOBAL GOALS
For Sustainable Development

ICLD Swedish International
Centre for Local Democracy