

URBAN GREENERY

TRAFFIC CALMING

WASTE TREATMENT

LAKE RECLAMATION



Before



After



Before



After

The Pasig River is a river in the Philippines running right through the heart of Manila, a length of 26 kilometres, with an average depth of the river in around 4–6 m. Throughout history, the river was used as a major source of transportation, water, food, and livelihood for a large number of Filipino people living in Manila.

Many of the people who moved into these post-WWII shanty towns were from outside the city, coming to Manila to find better jobs and lives. They did not have money and were forced into shanty towns.

These towns have no sewage facilities, garbage collection, running water, or any other such amenities. This is one of the main reasons that the shanty towns were built along the shores of the Pasig. The people would not need to go far to get fresh water, they could simply put their sewage and garbage in the river as the river would carry it away. They could catch their food and bath in the Pasig. The river became the lifeline for many urban squatter villages. And it was these villages that were suffocating the river and, in turn, destroying their own livelihoods.

The Pasig River Rehabilitation Commission was created in 1999 . Its purpose was to rehabilitate the Pasig River to its previous pristine condition, for recreation, transportation, and tourism. The overall objective of the rehabilitation was to improve environmental management particularly with waste-water management and urban renewal.





A project was eventually designed to identify and demonstrate feasible technical intervention for water quality improvement of the Pasig River with a particular reference to small-scale drainage channels or esteros, which was proposed to be duplicated over other areas within the catchments of the river.



Bogotá is the 5th largest metropolitan area in South America, with over 9 million inhabitants in 2010. Due to its size and density of population (Bogotá ranks 9th globally), the stresses inherent in developing world urban life are magnified. Urban environmental issues are exacerbated by rapid economic growth and mass migration into this city. As cities like Bogotá have become the home for a majority of Colombia's population, the issue of urban environmental quality becomes central to the goal of improving living standards and quality of life, a recurrent theme of government discussion.



Enrique Peñalosa, former mayor of Bogotá emerged as the champion of designing for happiness. Before Enrique Peñalosa took over as Mayor of Bogotá, Colombia, this thriving downtown plaza was a decrepit, crime-ridden, traffic-congested slum. Enrique banned private motor vehicles, launched the bus service, created the plaza, and returned this public space to his city's people. In addition, Bogotá has shown progress in other fields that include civil culture and social cohesion.

The city's urban renewal has gained media attention, and the Colombian capital has been considered a model in the circles of urban planning and an example of good governance and development.



A city's attitude from one of negative hopelessness to one of pride and hope, developing a model for urban improvement based on the equal rights of all people to transportation, education, and public spaces. Public efforts led to improve Bogotá's marginal neighborhoods through citizen involvement; planted more than 100,000 trees; created a new, highly successful bus-based transit system; and turned a deteriorated downtown avenue into a dynamic pedestrian public space.



Eventually a city model was promoted giving priority to children and public spaces and restricting private car use, building hundreds of kilometers of sidewalks, bicycle paths, pedestrian streets, greenways and parks.

URBAN GREENERY

TRAFFIC CALMING

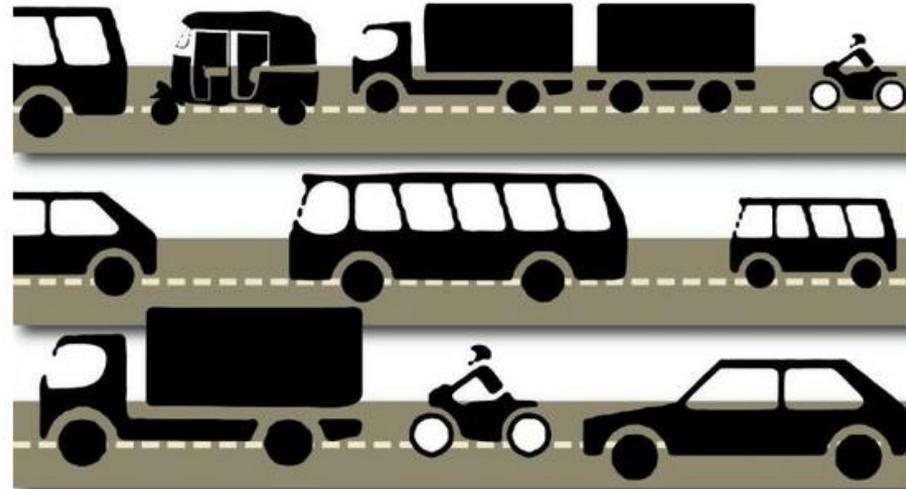
	1991	2002	2012	1991	2002	2012
Two-wheelers	500,000	1,200,000	2,800,000	108-1000	205-1000	315-1000
Four-wheelers	100,000	250,000	770,000	21-1000	44-1000	65-1000

25,000 new vehicles are being added to Bangalore streets EVERYDAY



00:30:00
TICK TOCK.

THE DELAY PER VEHICLE ON ANY ROAD IN BENGALURU TODAY IS AT LEAST 30 MINUTES.



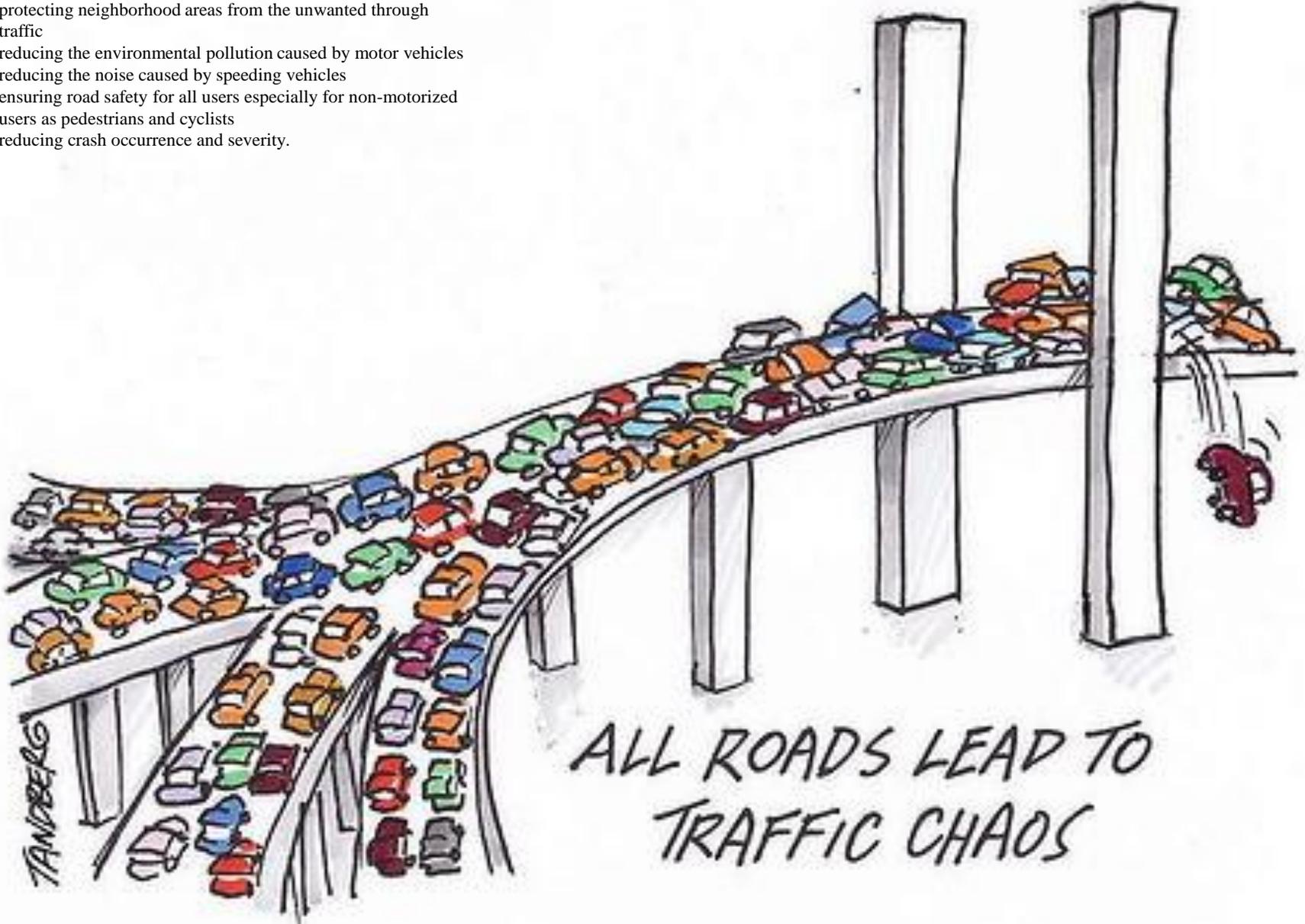
Acceptance of traffic calming by the local community is the most important issue for success of the scheme. Studies have shown that traffic calming can reduce accident levels by up to 40%, and have a significant impact on reducing the severity of accidents.

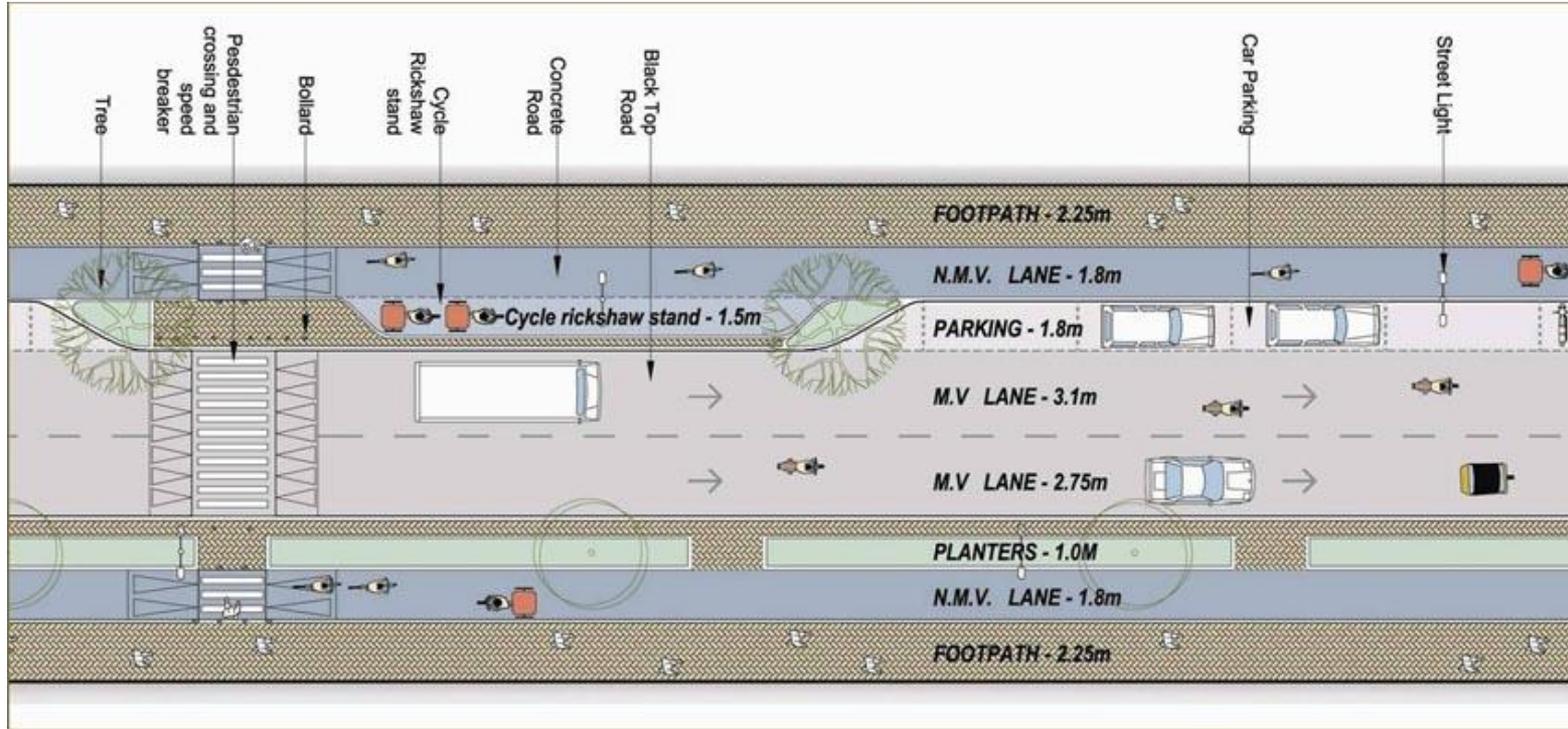
The Buxtehude Model The German town of Buxtehude (33,000 inhabitants) is considered exemplary due to its consistent implementation of traffic calming, redesigning of streets, and the 30 kph speed limit. Buxtehude is a typical medium-size population centre that was affected strongly by traffic originating from and bound for the town itself. In an area of approx. 220 hectares, including the historic city centre and major new developments a traffic calming project was established. Transit traffic was restricted to a reduced network of main thoroughfares and a 30 kph speed limit in residential areas and on "collector roads" was introduced. Street space was redesigned with the narrowing of roads and tree planting. Wherever the 30 kph speed limit had been imposed, the number of accidents with seriously injured victims dropped by more than half, slight accident injuries by one third.

Acceptance of the traffic calming policy has significantly increased among residents, but also among motorists, after implementation. Where previously only 27% of motorists favoured a 30 kph speed limit, 67 % agreed to the measure after implementation.

Design streets for people **NOT** vehicles

- protecting neighborhood areas from the unwanted through traffic
- reducing the environmental pollution caused by motor vehicles
- reducing the noise caused by speeding vehicles
- ensuring road safety for all users especially for non-motorized users as pedestrians and cyclists
- reducing crash occurrence and severity.





Masterplan for Road Network, Nanded, Maharashtra



Pradeep Sachdeva Design Associates proposed streets have tremendous and ever-present potential to be developed into safe, walkable and enjoyable public places. Street designs aim to provide a free flowing movement network. At the same time, a targeted policy to create better conditions for bicycling and people oriented streets is being followed. Streets in India have traditionally been the setting for all kinds of activities: hawkers, vendors, cyclists, auto rickshaws, cars and buses. They suggested rationalization of Motor Vehicle Lanes to accommodate all users, separate lanes for Non-motorised Vehicles, pedestrian precinct around the neighborhood, innovative street cross-sections to incorporate tree plantation, hawkers, on street parking, para transport stands, street furniture, bus shelters, public toilets etc.



CELEBRATE THE STREETS!



Streets play an important role in making a city vibrant and successful. Streets have to be accessible to people. They have to facilitate economic and social transactions. Cities have to enable people to meet, socialize, and run business. So streets must create opportunities for these sorts of transactions.

CELEBRATE URBAN SPACES!

WASTE TREATMENT

LAKE RECLAMATION



Akkithimmanahalli Tank (2008)



Kanteerava Stadium (2000)



Bellandur Lake (2000)



Ulsoor Lake



Rampura Lake



Mandur Landfill



Mandur residents threaten a “dirty war”

225 trucks in October-November, it would be 150 in December and 75 trucks in January. From February, no trucks would be sent and the accumulated garbage (in the landfills) would be processed and cleared. Despite these assurances, the BBMP continues to send over 500 trucks of garbage. (2013-2014)

Landfills are **no** longer an option



Mandur Landfill

1



Think how to **prevent** waste already when shopping

2



Repair and **re-use** products. Buy **second-hand** and sell or give away things you don't need



3

Sort, **recycle** and **compost**



5



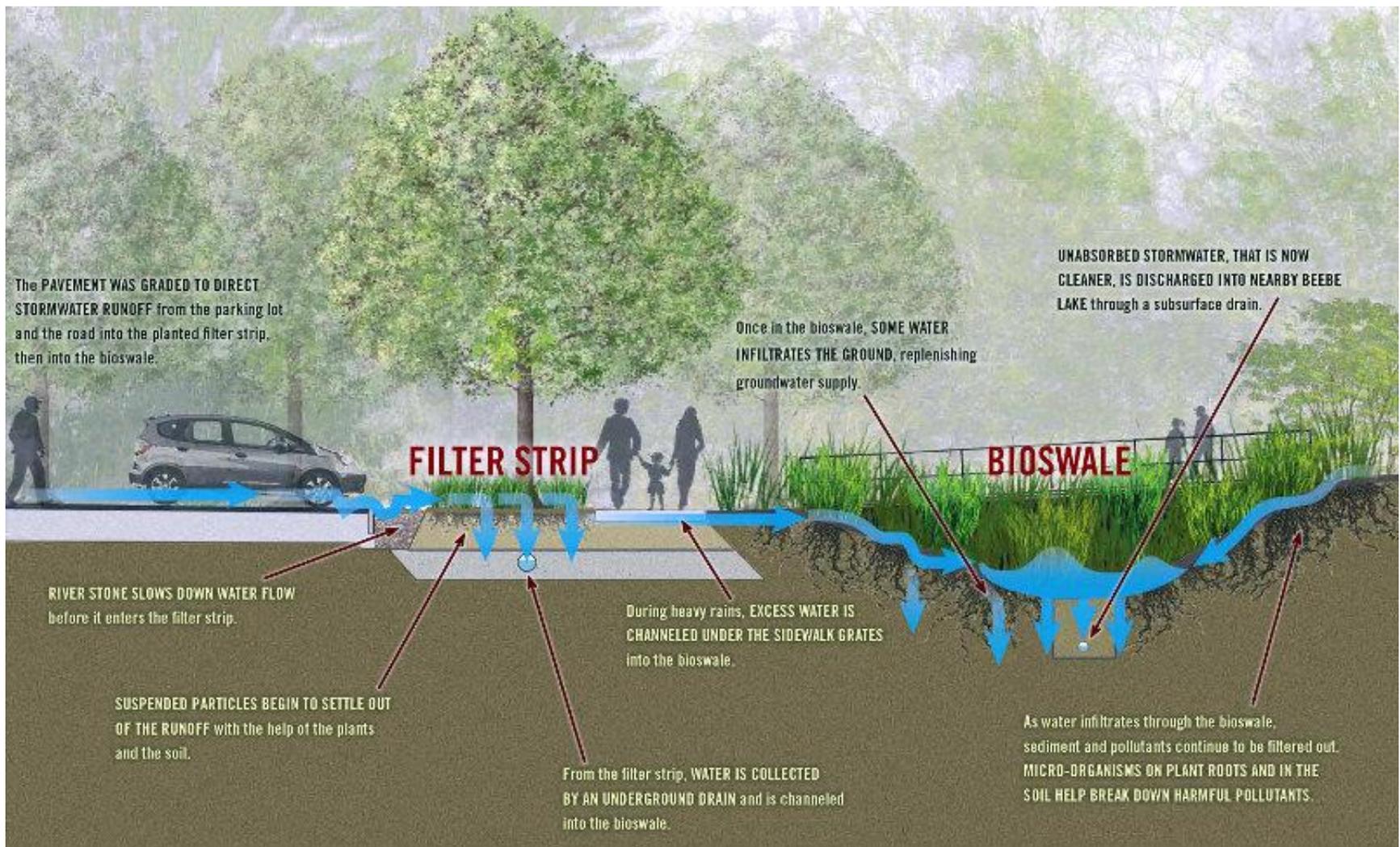
As little as possible should end up in **landfills**



Some waste can be turned into **energy**



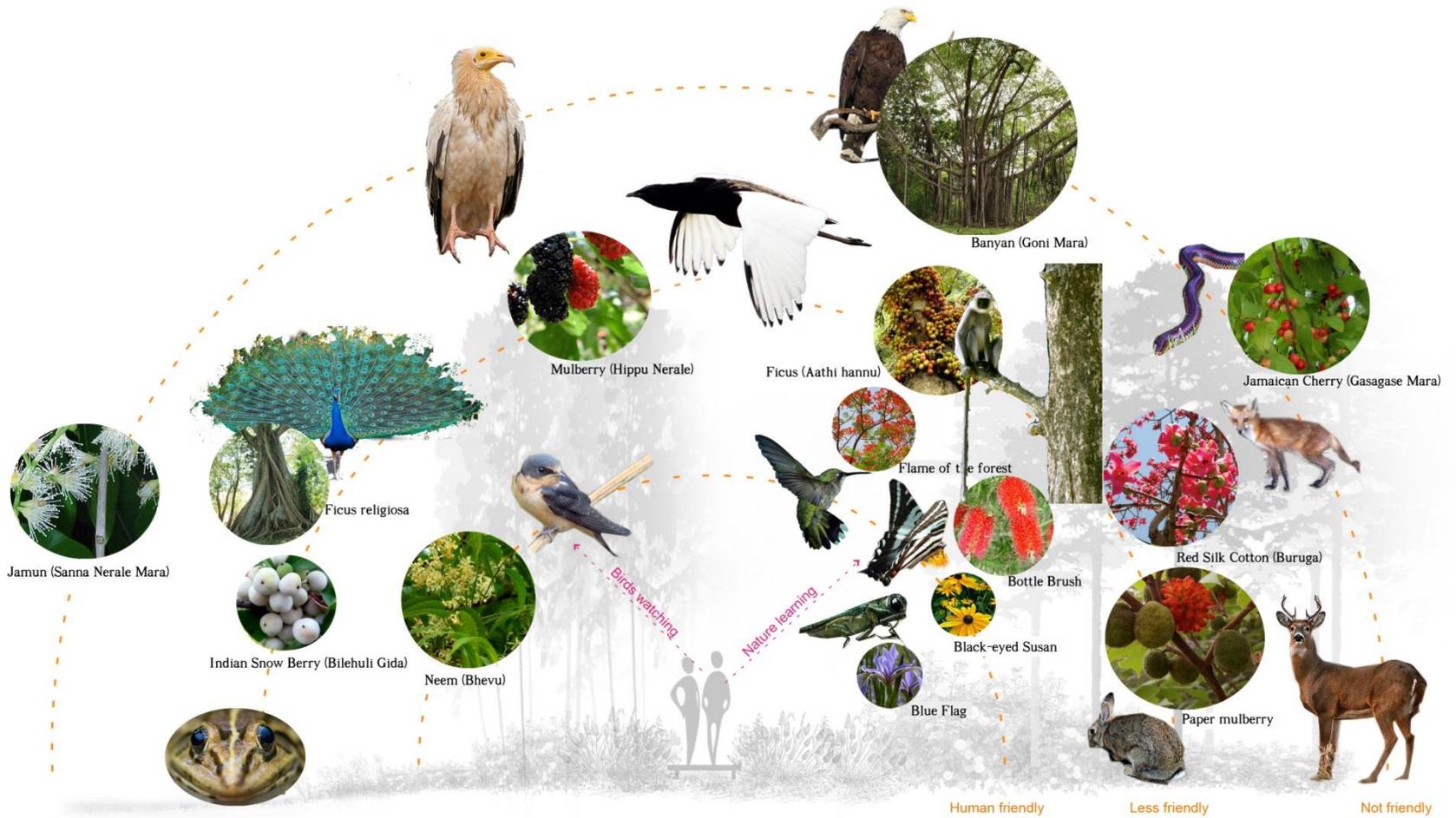
Pramod Layout, Byatarayanapura



Sewage treated to secondary treatment standards must only be allowed into the lake bodies. No raw sewage or trade effluents must be allowed into lakes bodies. Wherever possible, treated sewage must be made to flow through dense reed beds and/or constructed wetlands, designed in a manner that is both aesthetic, ecologically viable and with low maintenance.

The present norm of 30 mt buffer surrounding legal boundary lakes is a must to preserve the lakes and if the buildings are allowed too close to lakes, it will affect the lake environment adversely.

Some of the lakes of Bangalore are prominent for their ecology due to local and migratory birds, aquatic fauna and flora. Lakes of this nature are to be improved keeping this aspect in focus so that after the development lake is not subjected to increased disturbance in the area.



Banthur Lake, Bangalore