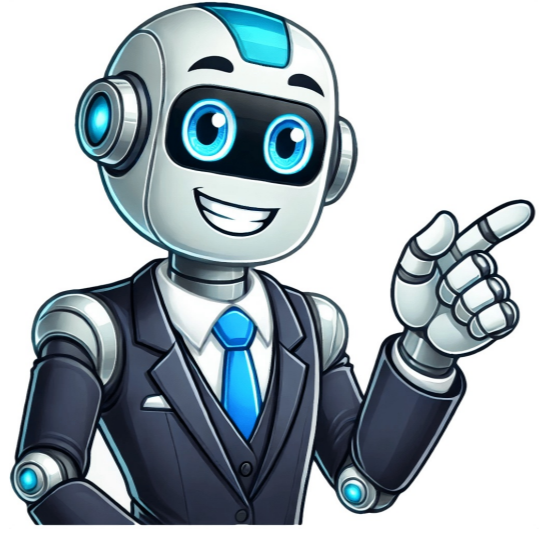


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Placemaking examples in india

Modules for these elements were developed keeping the adjoining land-uses, pedestrian walkability and safety as a priority. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. It was during the COVID-19 pandemic when most of the world was indoors that the need for open urban spaces for communities was felt, more so for a country like India where 50% of the population lives in inadequate housing. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. No warranties are given. Hitherto a concrete stretch covering a four-lane sub-way, the 'Sudharshan Chowk' was used mostly as a haphazard unauthorised car park. A garbage dump turned into a park in slum community in Warangal | Photo Credit: Special Arrangement A café on the terrace of a prominent hospital in Maharashtra's Pimpri Chinchwad, an Anganwadi under a flyover in Vadodara and a children's park in place of a waste dump yard in a slum colony in Greater Warangal. Similarly, a local water body named the DAV pond in Rourkela was revived and the area around it turned into a picnic and recreation spot. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. How are these elements expected to rejuvenate the street? Photo by: Rhea Antony/WRI India Safe walkable streets are fundamental components for any city. Public squares, river and sea fronts, and maidans are increasingly becoming contested spaces with challenges, controversies and pressures from various groups. In the case of Bellasis Road, median refuge islands will be used where pedestrians need safe harbor after crossing one direction of traffic and before starting the other. Photo by: Rohit Tak/WRI India Proposed Design and Design Elements The proposed design of Bellasis Road included the following principles: Maintaining contiguous vehicular traffic lanes: two lanes on each side Creating multi-utility/parking zones all along the street Introducing continuous footpaths Introducing protected pedestrian crossings Introducing 'placemaking' to manage the footpaths Illustration by Rohit Tak/WRI Following these principles in the new design, existing median alignment was retained and the effective carriageway of two lanes each side was maintained. The area covered is approximately 2,75,000 sq m. Page 2 Talk Placemaking: Challenges and Opportunities in the Indian Context India continues to urbanise at an unprecedented rate, with residential townships, education campuses, healthcare centres and transport infrastructure projects being built across the country. These case studies reinscribe deeper transformational possibilities in the involvement of citizens in the planning, designing, and execution of public ... From February 10 to 14, 2024, placemakers from India and abroad will convene for Placemaking Week India, themed around Temple Townmaking and set against the vibrant backdrop of Madurai. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . Today, the issues faced by pedestrians in Bellasis Road are common to people in almost every urban street in India. Published - July 09, 2023 01:10 pm IST Streets in the last century were primarily designed as a mode of transport for goods and services. Existing road condition Originally built in 1793, Bellasis Road is an 823-meter-long street, stretching between Nagpada Junction and Mumbai Central Station Junction. Following a series of consultations with stakeholders including institutions, vendors and the general public, the redesigning of this road is currently underway. The street is an important east-west urban connector, with ground floor retail frontage along the corridor, which generates high pedestrian and vehicle volumes every day. In 2021, it was 4,98,179,071. But this scenario is changing, and cities globally are leading the movement to reinvest in their streets with a focus on pedestrian environment. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . Move over to the Forest Colony micro park on the roadside in the densely populated Kohima, the capital of Nagaland. In India too, more than ever, we realised the value of having small public spaces close to homes for better physical and mental wellness". Jeenal Sawla, Principal Advisor at the Smart Cities Mission and one of the anchors of the project, told The Hindu. Along with the absence of safe pedestrian crossings, Bellasis Road was indeed every pedestrian's nightmare. In India, till now over 200 projects have been completed in 55 plus cities. Illustration by Lekshmy Hirandas/WRI Bellasis Road is known for its street side everyday informal activities. K. The proposed new design complies with the national road safety standards, while safeguarding the vibrancy and local identity of the street. Paris made a one billion Euros annual commitment towards parks, plazas, school yards, streets, etc. Pedestrian Refuge Islands Illustration by Lekshmy Hirandas/WRI A pedestrian refuge island is a paved portion in the median of the street, where pedestrians can stop and wait while crossing. Adapt — remix, transform, and build upon the material for any purpose, even commercially. He oversees more than 400 public-private partnered urban projects worth Rs. 33,000 crores in 100 smart cities. For example, at the stretch where schools are, it became waiting/pick-and-drop zone while at the mall, it became parking zone and at smaller retail shops it became two-wheeler parking zone. Community engagement forms the bedrock of success for any public placemaking project in India. His work includes organizing slum dwellers for better living and evolving affordable housing models, engaging in policy framework for public housing, reclaiming public spaces including developing the waterfronts, protection and conservation of natural areas, re-envisioning the city of Mumbai, along with an architectural practice involving urban planning, urban design, architecture and interior design assignments across India. The Philippines built 500 km of cycle tracks in less than a year. Share — copy and redistribute the material in any medium or format for any purpose, even commercially. MUZs are best suited for neighborhood streets with mixed land-use, where multiple activities are present. A parking area turned into a kid friendly neighbourhood street in Kochi | Photo Credit: Special Arrangement "A team from the Kohima Smart Cities Mission came and suggested child-friendly initiatives like a sand pit and swings, thereafter the community took over and now we have a sitting area, a playpen and a mini stage where amateur artists perform in the evenings," says Avelu Ruho, a city official. An organized space along the street for these activities will help to maintain the character of the street as well as smoothen the pedestrian and vehicular movement. Existing pedestrian environment at Bellasis Road. P. The licensor cannot revoke these freedoms as long as you follow the license terms. Unorganized parking was another obstacle that every pedestrian had to negotiate. Strategic design for safer roads Before-after photographs of ongoing improvement on Bellasis Road. Multi-Utility Zones Illustration by Lekshmy Hirandas/WRI Multi-utility zone (MUZ) is the footpath area allocated for various utilities necessary for the functioning of a street, such as vendors, public seating, landscaping, bus bays, parking, utility boxes, streetlights, signage etc. Study area is a combination of some old heritage colonial houses and some modern development with huge trees flanking the avenues. Architect-activist PK Das and Suneela Ahmed, a mentee of Arif Hassan, navigate the common ... We are Placemaking India, a self-organized network of architects, urban designers, planners, researchers and bloggers, geographers, heritage conservationists, citizen intermediaries, social workers, and local and regional government administrators. 2. The street in front has also been painted to slow down traffic. 3. Bellasis Road is an embodiment of a typical Indian street, with its varied land-uses generating a plethora of street activities, jostling shoulder-to-shoulder with traffic. Take the example of the "8 to 80" park in Pimpri Chinchwad. In a Primary Health Centre dedicated exclusively to children's vaccination in Jabalpur for example, additions were made in the form of a play and sitting area for children outdoors. Globally, providing raised medians or pedestrian refuge areas have reduced pedestrian crashes by 46% and 39% on marked and unmarked crosswalk locations, respectively. Also Read | A conversation on urban spacesWhile youngsters can jog, cycle and exercise, senior citizens have space to do yoga and catch up over an evening chat. The projects involve upgradation of parks, restoration of water bodies, creation of plazas, outdoor spaces in Public Health centres and Anganwadis. The funding for the placemaking comes from various sources, including urban local bodies like municipalities, the Smart Cities Mission Corpus, NGOs, the women and child development department in case of Anganwadis and even local politicians. Introducing curb extensions result in 2-8 kmph speed reduction for residential collector roads, which are moderate-capacity roads that move traffic from local streets to arterial roads. The haphazard placement of bus stops, utilities, shop extensions, vendors, planters, etc., reduced the walkable space on the footpath. To facilitate this, shifting of certain above ground utility boxes, bus stops, etc., was recommended. Placemaking as a concept of urban design is an approach that prioritises people over infrastructure. While refuge islands may be used on both wide and narrow streets, they are generally applied at loca-tions where speeds and volumes make crossings prohibitive. Trial projects were identified in 14 cities and turnarounds were made as quickly as within 75 hours. The area of 2,200 sq m was turned into an open space dedicated to the elderly and the young in a mere 75 hours all with community participation. During the pandemic, nearly 1,800 cities across the world began to invest in the develop capability on smart nations, regions, cities and communities. Vikash Chandra is a Finance and Public Private Partnership expert in the Smart City Mission Management Unit in the Ministry of Housing and Urban Affairs, Government of India. The implementation though is most of the time through urban local bodies, communities and even MLAs and corporators. When designed strategically, these multiple elements can contribute to a safer environment for vulnerable road users, and help establish vibrant, mixed-use public spaces while ensuring smooth vehicular flow. Towards the street frontage, a clear walking zone was identified to increase walkability and eliminate pedestrian-vehicular conflicts on the street. Mumbai is a city of pedestrians, with 51% of the total daily trips being walk trips, according to the April 2016 edition of the Comprehensive Mobility Plan of Greater Mumbai. Placemaking recognises that public spaces play an essential role in the social and cultural life of communities and that they are critical to creating a sense of place and identity. The common issues observed on this road included lack of walkable footpaths, vehicular congestion, bottlenecks, multiple layers of street side parking and poor pedestrian crossing infrastructure. Built over an area of 950 sq m, the roadside park, has become a meeting point for citizens both from the nearby residential colony and places a little far off. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. At corners, curb expansions would allow extra space to introduce good quality place making and creating identity of the street. Curb extensions also help to tighten intersection radii and encourage slower turning speeds. India's growing urban population is fuelling the need for open spaces in cities and communities are reclaiming urban spaces lying vacant, unused or underused through "placemaking". Curb Extensions (Bulb-Outs) Illustration by Lekshmy Hirandas/WRI A curb extension, known as a bulb-out, is a footpath extension at strategic locations to reduce pedestrian crossing distance and control their exposure to the moving vehicles. The Sustainable Cities program at WRI India's Ross Center, was the knowledge and implementation partner of MCGM for the intersection redesign project, under Bloomberg Philanthropy's Initiative for Global Road Safety. You can read more about him here. It is in this context that we have architects and urban designers P. P.K. Das is popularly known as an Architect-Activist. Provision of MUZs ensure that adequate clear walking space is available while accommodating ancillary activities within the footpath area. The first placemaking marathon in India was launched in October 2021 wherein cities were thrown a challenge and asked to suggest places and what they would like them to be. It aims to create public spaces that are more than just utilitarian, but rather places that inspire and promote social interaction and cultural exchange. He studied architecture at Karnataka University and urban design at CEPT, Ahmedabad. Das and Vikash Chandra sharing their work and visions with us. Micro projects have also been taken for improvement of streets and junctions. The space left between the carriageway and footpath was further analyzed based on the adjoining land-use to determine the quality of pedestrian environment on the road. "Many a time we have been approached by local politicians offering funds to take up projects in their areas as it directly benefits their voters," said a senior official in the Urban Affairs Ministry.According to the Ministry of Housing and Urban Affairs, 34% of the Indian population lives in cities. As urban populations grow, pressures on mobility and public space for people of all ages have increased manifold. Vikash Chandra brings his experience as a leading technocrat in the Smart City Mission programme of the Government of India. Earlier, it was just a small patch of land where people threw garbage. These proposed changes to the Bellasis Road design are based on three chief design elements: curb extensions, refuge islands and multi-utility zones. The space required for one such extension would be no more than the space taken by one parked car. The two talks will be followed by a moderated discussion and a Q&A with the audience. This automobile-centric approach of street design stifled the human accessibility aspect, and eventually, cities forgot that every citizen is a pedestrian at some point in a day. "We saw streets across the world being reclaimed for outdoor dining, recreation, and more active forms of mobility. Illustration by Lekshmy Hirandas/WRI During a road safety audit conducted on Bellasis Road recently, a pedestrian environment data scan (PEDS) showed that most of the pedestrians use footpath despite its less-than-ideal condition. The license may not give you all of the permissions necessary for your intended use. It has diverse building uses which include school, shops, ... This discussion highlights the role of public participation in initiatives for Placemaking in South Asia. This initiative for this "placemaking" has been taken under a special project by the Ministry for Housing and Urban Affairs under its Smart Cities Mission. On Bellasis Road, at locations where street side parking obstructed the pedestrian crossings, curb extensions have been suggested. 75 transformed urban spaces to be models for accessibility" People come here as a destination point, people have started moving around and even coming here for small celebrations with family and friends," says Prasanna Desai, an architect who was part of the designing of the park. Taking this into account, the Municipal Corporation of Greater Mumbai (MCGM) joined the global movement to improve pedestrian experience in August 2018, and announced the redesigning of Bellasis Road, a stretch between Nagpada and Mumbai Central Junction, in Byculla's neighbourhood, to make it a 'model street'. Evidence from Latin American cities show that the chance of vehicle collisions and pedestrian crashes decrease by 6% for every one-meter decrease of pedestrian crossing distance. Illustration by Harshad Bopardikar/WRI 1. Among these many challenges lies one that seldom gets addressed by development plans and urban design proposals: Placemaking in the public realm. With community-based participation at its centre, an effective placemaking process capitalises on a local community's assets, inspiration and potential. Das' work in public realm projects in Mumbai is well known.

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