

RE-ORGANISING THE BUILDING BLOCKS OF CORBUSIAN LEGACY



CREATING A SUSTAINABLE FUTURE

PROPOSED INTERVENTIONS

1. CARS & PARKING
2. PUBLIC TRANSPORTATION
3. BICYCLE & PEDESTRIANS
4. NEW ROUTES, BRIDGING SECTOR

SAFE COMMUNITIES: SAFE ENVIRONMENT AND WELL BEING OF THE RESIDENTS

RESTRICTED CARS IN 22 A & D HERITAGE BLOCKS

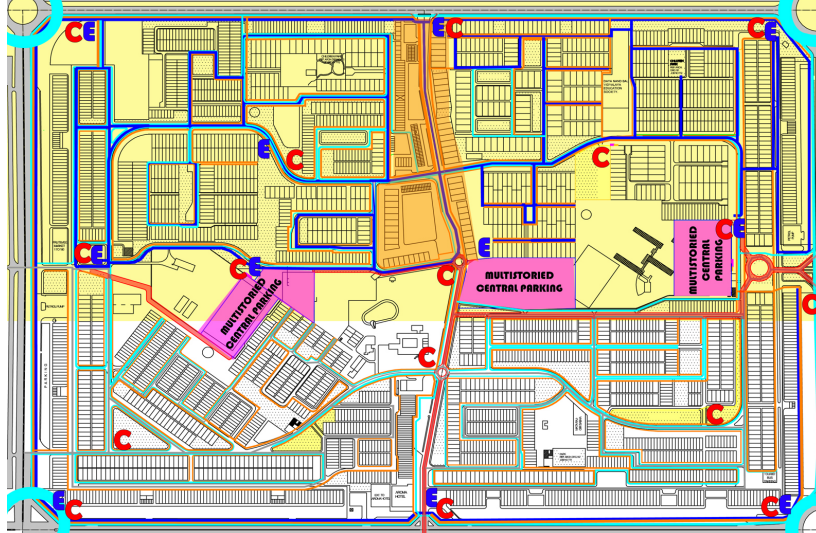
ENHANCING PEDESTRIANS, E-RICKSHAW AND BICYCLE

INCENTIVISING E-CIRCULATION FOR LOCALITES.

GREEN ROADS: RECYCLED MATERIALS USED

REDUCE DEPENDENCY ON CARS

SMART STREETS >>> SMART SECTOR >>> SMART CITY



AWARENESS CAMPAIGNS FOR CYCLING THROUGH: SIGNAGES/WALLS/PATHS/POLES

USING E-VEHICLES:

BENEFITS:

1. REDUCING ENVIRONMENT POLLUTION
2. MORE WALKABILITY FOR PEDESTRIANS
3. SAFETY FOR PEDESTRIANS
4. MAINTAINING HEALTH AMONG USERS
5. LESS ROAD RAGES/ENHANCE SOCIAL LIFE.
6. LESS DEPENDENCY ON CARS/HENCE MORE SAVINGS

BICYCLE ATM,



E-RICKSHAWS



ENHANCING STREETS THROUGH SIGNAGES & STREET FURNITURE

1. TO CREATE A CONNECT BETWEEN THE LOCALITES.
2. TO CREATE A CULTURE OF SOCIAL OF INTERACTION.
3. QUALITY & INNOVATIVE RAILINGS HAVING SEATING SPACES ALONG PEDESTRIANS



E-DUSTBINS ALONG THE PEDESTRIANS & BICYCLE TRACKS



PROTOTYPES: SEGREGATION OF LANES FOR PEDESTRIANS/BICYCLE/E RICKSHAWS



PROMOTING GREEN PRACTICES. SAFE PRACTICES AMONG LOCALITES



CURRENT SCENARIO

ISSUE OF PARKING AND CARS IN RESIDENTIAL AREAS

UNSAFE WALKING UNSAFE CYCLING

LACK OF STREET SIGNAGES & FURNITURE

DEGRADED ENVIRONMENT: INCREASE IN AIR POLLUTION

INCREASE IN SOCIAL PROBLEMS & ROAD RAGES

INCREASE IN DEPENDENCY ON NON-RENEWABLE RESOURCES

FROM SECTOR TO NEIGHBOURHOOD: REIMAGINING SECTOR-22 MOBILITY

TEAM: DAMANPREET, AARTI RANA, SHRUTI BEHERA, DEEPMALA, CHANDIKA, PRATEEK, NIVEA, NEERAJ, NIKITA. WE ARE A TEAM OF URBAN PLANNING PROFESSIONALS & STUDENTS AS-

RE-ORGANISING THE BUILDING BLOCKS OF CORBUSIAN LEGACY

BACKGROUND STUDY: PEDESTRIAN POWER TO SHAPE FUTURE CITIES SOON

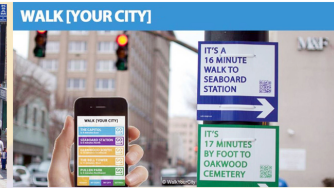
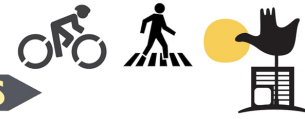
MODERN CITY GROWTH HAS BEEN LED BY THE CAR. BUT NEW WALKING APPS AND MAPS THAT HELPS JOURNEYS SEEM MORE WALKABLE=MAY LEAD TO WEALTHIER, HAPPIER URBAN ENVIRONMENTS

1 A SECTOR FOR PEOPLE

2 WALK WILL DOMINATE

3 BICYCLE OVERSHADOWS CARS

4 RE-USE OF EXISTING STREETScape



The most striking change to one of the largest cities on the planet can be seen easily from the air. All its freeways have been turned into public spaces, their multiple lanes of traffic replaced with extensive linear parks. Down the centre of each of these parks run wide bus boulevards, protected cycling lanes and excellent walking paths. This network of urban trails connects each of the neighbourhoods so it's possible to get nearly anywhere in the city on dedicated foot or bike infrastructure – although the comprehensive rail system is usually faster.

Walking is the simplest, most cost-efficient way to improve a city's economic and environmental viability, and it creates healthier, happier residents. Choosing walking can help designers build more inviting streets, and allow cities to prioritise their people over cars. Car-free neighbourhoods are already a reality in places like Vauban, Germany, where the cars are banned and a tram to nearby Freiburg runs through the town. The Great City, planned for Chengdu, China, is even more ambitious, intended to house 80,000 people in a completely car-free centre with regional mass transit connections. Architects Adrian Smith and Gordon Gill estimate that residents will be able to walk anywhere in the city within 15 minutes.

1. LESS CO2 EMISSIONS HENCE LESS GLOBAL WARMING
2. MORE PEDESTRIAN FRIENDLY STREETS PROMOTES HEALTHIER CITIZEN HENCE QUALITY LIFE.
3. MORE WALKABILITY AND MORE SAFER COMMUNITIES
4. PROMOTING CAR FREE ZONES
5. ENHANCING GREEN COVER AND RECHARGING WATER THROUGH SAND/GREEN BEDS
6. DE-CENTRALIZATION OF RAINWATER HARVESTING UNDER THE CHD ROUNDABOUTS
7. SUBSIDIZED CYCLE ATMs FOR 7. CITIZENS
8. SUBSIDIZED E-VEHICLES FOR CITIZENS PEDESTRIAN FRIENDLY COMMERCIAL AREAS/SHOPPING HUBS INVITING MORE FOOT-FALL HENCE MORE ECONOMIC DEVELOPMENT



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MOBILITY

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