ISSUE: ROADS, FOOTPATHS AND DRAINS;

I. ROADS:

Roads provide connectivity and are one of the most essential requirements of any area. The characteristics of a good road network are as follows:

1. It should provide easy connectivity among various areas of the ward
2. It should be capable of taking the expected volume of traffic not only for the present but also for the foreseeable future.
3. The size of the roads should be such that it is capable of accommodating all kinds of vehicles that are expected to use the road including the projected mix of public and private vehicles
4. It should have proper provision to accommodate footpaths of sufficient width and side drains

Also the roads could be divided into various types depending upon the volume of traffic it handles.
1. Arterial Roads which connect various parts of the City and therefore handles heavy volume of traffic and also all types of vehicles from heavy commercial vehicles to light motor vehicles ply on these roads.
2. Main or Motorable roads which connect the various areas inside the ward and sometimes across neighboring wards.
3. Interior roads which mainly cater to traffic needs of a residential area catering mainly to light motor vehicles and low volume traffic.

Depending upon the type of road, the requirement regarding the thickness of asphalting, the base and the width is decided.

In an ideal scenario, our ward should have one or two arterial roads which can take up heavy volume of traffic including large volume of public transport like BMTC buses, Trucks, a crisscrossing network of main roads interconnecting the various areas of our ward and capable of handling medium level of traffic including a low volume of Public Transport and the remaining length of roads should be residential roads capable of handling small volume, intermittent traffic consisting mainly of light motor vehicles and 2 and 3 wheelers.

When we compare the present status with the ideal requirements we find the following shortcomings:
1. Though one side of our ward is skirted by the Outer Ring Road, there is no road at the other periphery of our ward with the result that even those who want to travel within the ward from one area to another are forced to use the ring road thereby adding to the already heavy volume of traffic on the ring road. It is therefore essential that a sufficiently wide – probably 80 feet - peripheral road skirting the western side of our ward starting from Mysore Road and ending at Isro Layout cutting across all the outlying areas like Hosakerehalli, Ittamadu, Chikallasandra, Utarahalli main Road and further on towards ISRO Layout is   to

be planned. An immediate survey for fixing the alignment of this road has to be carried out and the entire road should be completed within the next 24 months. Such a road will ease the burden of traffic on the Ring Road and also make it possible for BMTC buses interconnecting the various areas inside the ward to ply and also avoid creating traffic chaos on the already congested road network inside the ward. This will further help in retaining the essentially residential characteristic of our ward.

2. The second requirement is to identify a series of interconnecting main roads within the Ward running from one end to another and across the ward and this network has to be designed to take up the traffic of vehicles moving within the ward comprising mainly of Cars, 2 wheelers and auto rickshaws and also a low volume of Public Transport. This network is now incomplete and there are a lot of missing links. It requires building of roads across the Storm Water Drains at many places in the ward, widening of certain stretches and building a few missing links.

3. The remaining length of roads will essentially be residential roads which can take up light traffic and can be accordingly asphalted.

4. Alongside the Peripheral Road and the under the main road network as spelt out in item 1 and 2 above suitable ducting for Power, Telecommunication and Optic Fiber cables should be provided so that frequent road digging could be avoided. The water lines and UGD system should be properly strengthened before asphalting these roads so that the system can take up the projected full load arising out of future construction along these roads.

5. At present we have about 90 Kilometers of mud/metalled roads and an almost equal length of asphalted roads in our ward. Immediate steps should be taken to asphalt all these roads within the next 24 months. The thickness of asphalting should be dependent upon the usage of the particular road, but no road should have a thickness of less than 25mm asphalt so that frequent relayering can be avoided.

6. Most of the roads at present do not have proper camber. For all future road works proper camber should be provided compulsorily.

7. The quality of maintenance in terms of the work and the timeframe is very poor at present. A systematic procedure has to be followed so that the repair work is carried out in the very early stages only so that it does not escalate into a major problem.

8. Large scale Area wise road maps should be provided at at least two important locations in the respective areas. These maps should indicate the site nos, the road names and other important land marks in the area. These should also be well maintained and should be repainted with updated information at least once in 2 years.

9. Road name boards indicating the name of the road and the site nos should be fixed on every road and at both ends so that identification of properties becomes easier.

10. Lane marking on the Ring Road, proposed Peripheral Road and the Main roads and at all intersections should be done and it should be painted afresh every year. It is futile to ask the motorists to observe lane discipline without marking the lanes. This will also help in inculcating traffic discipline among the road users.

11. Wherever auto stands and bus stands are provided they should be clearly marked so that compliance becomes easier and the traffic flow becomes more disciplined.

12. Plying of Heavy Vehicular Traffic should be restricted to the Ring Road, the proposed Peripheral Road and the Main Road network and should be strictly prohibited on the interior residential roads. Any vehicle carrying building

materials should be allowed during restricted hours on these roads (say between 11 A.M. and 3 P.M. when the usage of the road by children is not heavy.

13. The same planning approach should be adopted for any new layouts that come up in the ward so that a seamless integration of the road network takes place.

II. FOOTPATHS:

Well laid footpaths with a top surface that is even is very essential. Such footpaths will make the people walk on these footpaths thereby making it safe for the vehicular traffic and the pedestrians alike. Unfortunately, in our ward which is a conglomeration of under developed revenue areas without any planning we find that most of the roads are not wide enough to have a decent footpath.

Even some of the so called main roads have no place for footpaths. It is therefore very essential to plan to have properly planned footpaths at least on the Ring Road, the proposed Peripheral Road and the Main Road network so that accidents involving citizens are minimized and the ward becomes a safe place for Senior Citizens and the Children.

Wherever footpaths are provided the shoulder drains should be properly designed and built so that the rain water runs off into the side drains without stagnating on the roads. It is a well known fact that stagnating water pools on a bituminous surface is the greatest enemy for the well being of the Roads. A properly designed shoulder drain network will therefore help in improving the life of the asphalted surface.

III. DRAINS:

Most of the roads have side drains. Side drains are of two types – namely, the box type and the L type.

The major problem in our ward regarding drains is the clogging of drains due to accumulation of silt, dumping of garbage by the residents and the construction debris by the builders. Further in many places the construction of the drains is faulty with no proper slope being provided resulting in stagnant water. This leads to breeding of mosquitoes endangering the health of the neighboring community.

In many places Culverts interconnecting the side drains are not constructed at all. This again results in water logging and the overflow of rain water onto the road surface. All these defects should be rectified immediately so that the roads remain intact for a longer period. This also calls for regular inspection of the condition of drains by the BMP authorities and periodic well planned preventive maintenance measures like pre monsoon de-silting. The community also should take greater interest in maintaining the drains in their neighborhoods in a clean silt free condition.

Dumping of garbage and construction debris should attract heavy penalty.

The above gives a brief and initial idea of the way the community in our ward feels about an ideal road network along with the associated footpaths and side drains.

ISSUE: CIVIC AMENITY SITES:

The mandatory provision regarding civic amenity sites is that 10% of the total area of the layout must be set apart for civic amenity sites. Unfortunately this has not been strictly enforced so far.

The following categories of sites come under civic amenity sites as per the BDA act:

1. Market, post office, telephone exchange, bank, fair price shop, milk booth, school, dispensary, hospital, pathology laboratory, maternity home, child care center, library, gymnasium, bus stand or bus stop.
2. Recreation center run by Govt or BMP
3. Center for educational, social or cultural activities established either directly or through a body created by the State or Central Government
4. Center for educational, religious, social or cultural activities or for philanthropic service run by a Co-operative Society registered under the Karnataka Co-operative Societies Act 1959 or a Society registered under the Karnataka Societies Registration Act or by a trust created wholly for charitable, educational or religious purpose.
5. Police station, an area office or a service station of BMP, BWS&SB or BESCOM
6. Such other amenities as the Government may, by notification specify

It is to be noted all CA sites are owned by BDA and only by BDA. Even after a layout is developed and handed over to BMP for maintenance. These CA sites must be used for the purposes of general public benefit as specified above. CA sites are leased for a maximum lease period of 30 years.

At present our ward which is an aggregation of various private layouts developed as per BDA guidelines, revenue pockets and BDA layouts presents a mixed picture, varying from well developed areas like Padmanbhanagar having fairly large number of CA Sites to revenue pockets like Ittamadu and Hosakerehalli having no provision for CA sites.

Since not many vacant spaces are available in these revenue pockets, steps should be taken to acquire one or two of the biggest vacant spaces available and build complexes to accommodate all the requirements of the area like a bus stand in the ground floor and the other amenities like post offices, police stations, HOPCOMS< milk booths etc in the higher floors.

In private lay outs developed as per BDA guidelines, the sites earmarked as CA Sites have to be immediately fenced and boards put up in these sites indicating the nature of usage. Further immediate steps are to be taken to lease it out for the specified purposes.

In the event of a change of purpose in the usage of a specific site, a notice on a board erected at the site should be published and public objections should be called for within the specified period.

Some of the larger CA sites should be developed as Shopping Malls wherein all the major commercial activities are concentrated and all the public utility services are provided enough space for their requirement. Again a Vertical structure with many

floors and escalators/ramps for easy climbing should be planned. This will help the ward retain its essentially residential characteristic.

Again some of the CA Sites should be earmarked for Bus Terminals as except in Kumaraswamy Layout there are no planned bus terminals in our ward.

In the present ward office premises BWSSB and BESCOM service stations with Automatic payment collection machines have to be provided.

Many CA sited have been encroached upon by many influential people in our ward and all such properties must be immediately repossessed and put to the intended use. Abhyudaya with the help of its member associations is in the process of identifying such sites and submit the same to BDA for needful action before 31st Dec 2003.

The most important element required is a high degree of awareness in the community to preserve at least the existing CA sites and see that no encroachment is allowed. Eternal Vigilance is the price that we have to pay to preserve these sites.

STREET LIGHTING:

A well designed street light system offers many advantages, a few of which are outlined below:

1. A well designed street lighting system make the flow of both vehicular and pedestrian traffic smoother. This brings down the accident rate, makes it possible to drive along the roads only on low beam. This will bring down the road rage among drivers and other users of the road and reduces driving stress and the resultant fatigue.

2. It also ensures that there is greater security by bringing down the incidence of theft, burglary and other nocturnal crimes.

3. A well laid out street lighting system further enhances the aesthetics of the ward, which in turn will increase the property value. Since BMP is proposing to implement Capital Value System for property tax evaluation, this will in turn enhance the revenue base of BMP.

4. A good system should provide adequate illumination level for different areas like Residential, Commercial and high traffic density areas. The standards are laid down by Bureau of Indian Standards, the Indian Road Congress and the National Building Code.

5. An ideal system should basically comprise of the following:

    5.1. A lighting system consisting of twin type fluorescent fittings for residential areas with a spacing of one fitting for every 20 meters.

    5.2. Sodium Vapour lamp fittings, either twin or single depending upon the road width and the location of the street lighting pole. The SV lamp fittings may be of 150W, 250W or 400W depending again on various factors like the width of road, the traffic density etc.

    5.3. Another crucial factor to get the maximum illumination efficiency along with the maximum throw of light is the mounting height of the fittings. Again, a properly designed system takes into account the width of road, the traffic density and the wattage of the fitting.

    5.4. To improve the aesthetics the installation should be in a uniform manner so that it gives a pleasing appearance to the eye and also contributes substantially to the beauty of the surroundings.

    5.5. To ensure continuous uninterrupted operation, separate lighting transformers have to be installed and the same must be exempted from power cuts. This will substantially improve the security of all the areas and bring down the crime rate.

    5.6. Automatic switching on/off the system depending upon the level of daylight will control the energy consumption by avoiding the wasteful consumption due to non- switching off of the lights even during day time.

    5.7. A separate planning cell has to be created to continuously evaluate and upgrade the system depending upon the changes that are taking place in a given area.

5.8. Regarding maintenance, more service stations are required for a vast ward like ours so that the response time to rectify the faults is minimized. Further it is observed that the faults are not rectified unless there is a complaint from the residents. Instead of that the service agency should have its own roaming team which goes round the are periodically during evenings and night and rectify/replace any fitting that is not working.

5.9. The control gear box mounted on street lighting poles should be properly closed and no loose connection should be allowed to be hanging outside and which endangers human and animal life.

Present Situation and the remedy:

We have conducted a survey of the present condition regarding street lighting while we were preparing the Ward Status Report. According to that we have a shortage of about 2500 tube light fittings on the basis that for every 30 mts there should be one street light. Now in the ideal situation envisaged by the community that for every 20 mts there should be one fitting the total requirement works out to 3750 fittings.

In addition to the above we need Sodium Vapour lamp fittings at all major intersections and along important traffic carrying roads. Further the mounting of fittings is done haphazardly throughout the ward except on the ring road with the result that the illumination levels are not up to the required level.

Also a master plan should be drawn up to provide separate street lighting transformers and automatic switching on/off. A costing sheet has been prepared and enclosed along with this. As can be observed from the estimate the total cost works out to Rs. 5.00 Crores.

The above investment will make our ward a model ward as far as street lighting is concerned and will bestow on its citizens all the advantages of an ideal lighting system in terms of security, safety and aesthetics.

Annexure to Street Lighting Vision Document:

Cost of providing separate street lighting transformers:

Estimated electrical load:

1. Tube light fittings	7500 nos.	80 Watts	600 Kws
2. Sodium Vapour lamps	1000 nos.	250 Watts	250 Kws.
3. Provision for future additions @ 50%			425 Kws.
		Total load……………..	1275 Kws.

We require about 15 nos of 100 KVA transformers. A pole mounted transformer will cost Rupees one lakh each. The total cost will be Rs. 15.00 lakhs.

Associated wiring etc per kilometer should not cost more than 0.2 lakhs per Kilometer, assuming that the existing poles could be used in most of the places.
The total road length in our ward is 180 KMs and assuming that on both sides these lines will run the total length works out to 360 Kames. The total cost involved will therefore be Rs. 72.00 lakhs.

Cost Abstract:

1. Transformers			Rs. 15.00 lakhs
2. Associated wiring			Rs. 72.00 lakhs
3. Street lighting poles for SV lamps	1000 nos.	Rs. 0.30 lakhs	Rs. 300.00 lakhs
4. Automatic switches – 1 switch for every 5 Kws of loading	155 nos		Rs. 12.00 lakhs
5. Tube light fittings	5000 nos	@ Rs.1500 per fitting	Rs. 75.00 lakhs
5. Total			Rs. 474.00 lakhs

or say Rs.5.00 crores.

ISSUE: STREET VENDORS:

The issue of Street Vendors is a very important one as one that affects not only our ward but all the wards across the city. This is also a very peculiar issue because every one right from youngsters to the elderly is tempted by the food sold by street vendors even though most of them know fully well that the food is unhygienic. It is therefore very imperative that a proper solution if found for this problem which addresses the danger and at the same time fulfils the need.

Basically the issue of Street Vendors comprises of the following:
1. 1.Presently the problem is prevalent in the form of handcarts selling chats and bhajiyas especially in the evenings. This poses a twin danger. Firstly selling eatables in an uncovered fashion is very unhygienic and improper washing and supplying unclean drinking water further compound it. Secondly, the presence of pushcarts on the streets and footpaths pose a traffic hazard as it impedes the smooth flow of vehicular/pedestrian traffic.
2. Sugar cane juice, Fresh fruit juice is being sold continuously from morning till evening inviting innumerable flies and consequently diseases
3. Ice creams of local brands without FPO license is being sold in school neighborhood posing a health hazard for the children. Here the quality of ice that is used is totally suspect.
4. Vegetable vendors with pushcart do pose problems though minor.
5. Fancy items are sold in the evening times on the footpaths hindering pedestrian and vehicular traffic.
6. Many utility items are sold during the day. These Street Vendors pose a security problem to the citizens as it is alleged that they act as informers to dacoits.

Keeping in view the above problems the ideal situation for one ward as far as Street Vendors are concerned is as follows.

1. The Street Vendors should be provided an open field in each area with covered stalls and facilities of running water for drinking and washing.
2. They should be strictly prohibited from pushing their carts along the streets and sell their ware except for vegetable vendors.
3. They should be issued trade licenses with all identification details permitting them to sell their ware. Make the license fee affordable. The covered area should also carry a reasonable rent.
4. A regular ongoing training programme regarding hygiene, accounting and other basic business issues should be conducted periodically by BMP in association with community members.
5. Weekly markets could be held where more number of items could be sold.
6. When eatables are sold in a hygienic manner, more number of people will visit these stalls thus improving the business for vendors.
7. Give attractive names to these places and tempt people to visit these places.
8. Provide Public Toilets in these complexes so that the surroundings are kept clean.

Above measures implemented in a fair and transparent manner and with the active participation of citizens can not only solve the problem posed at present by Street Vendors, but also improve the economic activity in the area. It further provides the citizens with a good, clean place to spend their evenings with their family.

Prepared by:

1. **Mr. M. Nagabhushan**
2. **Mrs. Meera Mukund**

With inputs from the community

BUILDING VIOLATIONS
&
LAND ENCROACHMENT

A WARD VISION- WARD # 55

INDEX:

WARD VISION FOR WARD # 55

BUILDING VIOLATION & LAND ENCROACHMENT

Citizen Anchor: Capt.A.Nagaraj

INTRODUCTION:

Ward 55, our ward, is the largest ward of our great city and has over the years grown substantially as well as haphazardly.

Vital Statistics of our ward are as follows:

- AREA: 15 SQ KM.
- POPULATION: 1,12,184.
- Literacy: 75.8 %
- RESIDENTIAL PROPERTIES: 12,089.
- COMMERCIAL PROPERTIES: 783.

An area of great concern are Building Violations & Land Encroachment, which has effected the quality of life in our ward.

In confronting these problems the follwing questions crop up:

How do we deal with this menace?
Are we aware of what we are up against?
What are solutions for these problems and their implementation?
Can we clearly enunciate a ward vision for ourselves?
What will this vision mean to each of us citizens of ward 55?
What is the time frame for this vision?
Will we be successful in combating these attacks on our habitat?
What will the effort mean for us and our children?
How will we be judged by posterity ?

A ward vision must have a larger COMMUNITY VISION:

Community Vision Ward# 55

**Ward # 55 values its people,
strives to provide opportunities for all,
and protects and enhances quality of life for
present and future generations.**

Ward Vision 55– *WARD55:   PADMANABHANAGAR*

Each generation makes its own contribution to the legacy of the community. The Wards dream of a community that can endure for the following generations is embodied in our Ward vision. While part of the vision is to continue the qualities people value most about living in Ward 55 today, its focus is on what the ward could be like 10 years from now, in the year **2015** -- despite inevitable change.

Ward 55 is not "in this" alone. It has important roles to play in helping the region achieve its successful future. By directing growth into a compact community form, Ward 55 will support other communities as viable, distinct places, with their own identities. It will attempt to act as a guide for other wards in areas of Building Violation & Land Encroachment.

Building Violations:

Building Violations take many forms, namely:

- Violations of setbacks from neigbouring property.
- Violation of setbacks from street fronts
- Violation in Floor Area Ratio.
- Sanction of Illegal Plans.
- Illegal Additions/ Alterations to Existing Buildings
- Granting Of Occupancy Certificates To Illegal Construction.
- Planting Of trees on roads/footpaths.
- Indiscriminate dumping of construction material on roads.
- Residential areas with commercial buildings, leading to traffic hazards, high levels of noise and loss of privacy.
- Single family homes replaced by multi-story apartments.

As is evident some problems are more serious than others. However all of them affect the quality of our lives in one way or the other and cannot be ignored.

A vision would be to have the building laws clearly enunciated and then disseminate information amongst citizens of the ward so that they are aware of existing laws. An alert and knowledgeable citizenry would to a large extent preclude building violation and harsh punitive action against offenders would serve as an effective deterrent for violators. This would lead to a safer, cleaner, healthier and more orderly neighbourhood.
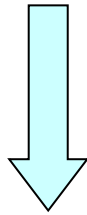
- **Our vision would be to keep Ward 55 clear of BUILDING VIOLATIONS and correct existing violations to the extent possible.**
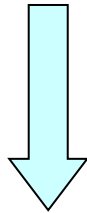- **To improve public awareness about pertinent laws.**
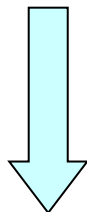
FLOW DIAGRAM

CLEARLY ENUNCIATED LAWS

&

INCREASE AWARENESS

EDUCATION DRIVE

EFFECTIVE COMPLAINT MECHANISM

HARSH PUNITIVE ACTION AGAINST OFFENDERS.

Land Encroachment:

With the shift in population to Urban Areas, there is great demand for lands and this encourages unscrupulous elements to encroach upon Public, Private and Government land.
While owners of Private Lands are expected to take steps to protect their land, the general public must be alert to encroacher's and alert appropriate agencies when this occurs.
Our vision should be to clearly identify public & government land for the general public to see, identify encroachers and persuade relevant authorities to clear encroached land and prevent further encroachment forthwith by being alert and vigilant.
To have adequate public spaces, which are well maintained to preserve the aesthetic beauty of our ward.
To identify and preserve land for our children to play in.

What are the issues that affect WARD # 55?

Our ward like most other wards is a conglomerate of revenue pockets in different stages of development as well as pockets of well developed land that have been taken under the shelter of BDA/BMP.
Building Violations are rampant and may be noticed at a cursory glance around the neighborhood. They may be listed as follows:

- Ramps from houses lead on to roads occupying in many cases a good part of the road.
- Roads or footpaths in front of the house are used for gardening.
- Construction material is left lying around on the road.
- Residential plots used to construct hospitals, schools etc.
- Public land is used for religious purposes.
- Inadequate public spaces.
- Change in land use.

Is there a solution?

With our ward vision of providing a cleaner, healthier ward for all its citizen's in the next ten years a solution to our problems would be to take up an awareness drive and educate as many citizens as practicable regarding the by-laws in as short a time as possible.

Encourage residents to report violations to relevant agencies, fearlessly.

The following figures are encouraging:

The literacy rate in our ward is 76 % far above the national average of 52 % and marginally above the urban average of 73 %. This would suggest that an awareness drive could be successfully implemented in our ward.

What is disheartening; however is the apathy displayed by our voters. In the last election for electing a **corporator** for our ward, the turn out was as low as 35 %, which is abysmal. If we want greater accountability from our elected representatives, we must stand up and be counted.

I would like to end our ward vision with a quote :

"Let us never forget that government is ourselves and not an alien power over us. The ultimate rulers of our democracy are not a President and senators and congressmen and government officials, but the voters of this country".

* Franklin D. Roosevelt

CRIME- A Ward Vision Ward #55

For any forward looking, free society, crime or the effects of it are a major source of concern. Ward # 55 is no exception.
What are the effects of crime?
- A neighborhood that lives in fear.
- Restriction of movement.
- Seize psychosis where inhabitants fear to move around alone or after dark.
- Crime leads to an effective drop in prices of real estate.

What are the manifestations of crime, that may be expected ?
- House break, burglary & vandalism.
- Chain snatching.
- Offences against women, particularly eve-teasing.
- Theft of vehicles or associated parts.
- Child abuse, including kidnapping.
- Targeting of senior citizens.

The above is only indicative and by no means exhaustive.

Our vision is:
We as a community envisage a crime-free neighborhood, where every citizen has a right to safety for himself, his family and property.

What are steps required to achieve this vision?
- A greater police presence.
- Greater interaction amongst neighbors.
- More interaction between police and inhabitants of the ward.
- Effective screening of domestic help.
- Better street lighting and lighting of public spaces.
- Forum to report eve-teasers and for effective punitive action to be taken, immediately.
- Use of private security personnel, as a temporary measure, to patrol streets and vacant houses at night.
- Comprehensive planning to achieve our goals, and possibly the setting up of a committee to delve deeply into the issue.

Ten Principles for Success in Comprehensive Planning for prevention of crime.

1. An approach that incorporates both prevention and enforcement is essential.
2. Police are vital partners, but other agencies and groups must also participate.
3. Both formal and informal leaders must be involved.
4. All segments of the community must be engaged and mobilized.

5. The plan must acknowledge and address both perceptions and realities.
6. The plan must address both short-term and long-term action.
7. The process must start with a clean slate; groups must be redirected from casting blame to finding solutions.
8. The vision must be recognized and shared by all.
9. Participants must understand that the process is the secret of success.
10. 10.Objectives must be feasible, trackable, and measurable.

Effective & comprehensive planning in tackling crime, will go a very long way in getting to our vision.

Citizen Anchors:
Capt.A.Nagaraj & Mrs.Narmada Potnis

With inputsb from the community

ISSUE: SLUMS-

Introduction:

SLUMS are dirty and dangerous places. The people in them are uneducated criminals and drug addicts.

This is a common idea that urban residents have of slum communities, even though very few outsiders have ever set foot in a slum.

This negative perception, formed in ignorance, has shaped development plans for urban centres, resulting in gross mismanagement, concludes a recent study by a senior researcher.

In his study, "Redefining an Urban Community", Dr Akin Rabibhadana found that although many slum communities have improved their living standards, the general public and planning authorities still have the same negative perception for all slum communities.

As a result, planning officials and businessmen plot ways to eradicate slum communities and use the land in other ways more acceptable to the business community and general public, the study found.

The definition of slums labels the communities as dirty and chaotic areas that should be relocated out of cities, Akin said.

In effect, the government's definition extends not only to slums, but to the people who live in them. They, by association, are dirty and disorderly. This definition is misconceived, Akin said. Social scientists describe slums differently. Slums are crowded urban communities, marked by poverty, where living conditions are very bad and houses are in poor condition.

Rather than describing the people and community in disapproving tones, this definition describes the conditions in which they live. It also provides a new path for development, one that could give slum residents better living conditions without expelling them from their communities. But planning officials and the public cannot see this.

"The misperception should be corrected because it is a tremendous barrier to community development," Akin said. "Many crowded urban communities have developed management methods to improve living conditions, in terms of healthy environment and strong community, but state agencies refuse to provide them with the rights given to the general public at large."

As a result, most of the people in living in India's slum communities have no official housing address. Thus, they cannot send their children to schools, they are ineligible for

public services from the government, and they must pay a heavy price due to lack of any kind of medical attention..

To makes things right, Akin said that people must change thier attitude towards slum communities. This would entail visiting each community to see what the actual conditions are.

Only then Specific Objectives must provide for the:

1. Promotion of diversity and vitality of neighborhoods
2. Elimination of slums and blight, and deterioration of community facilities.
3. Elimination of conditions detrimental to health, safety, and public welfare
4. Conservation and expansion of housing
5. Reduction of income group isolation within communities
6. Economic development, with emphasis on assisting low-income individuals

could an effective policy for community development be drawn up.

Our Vision:

Ward # 55, has a diversity of people, with varied socio-economic conditions inhabiting it.

By definition we do not have slums, and this is heartening, however there are areas or pockets of people living in conditions that are hard to describe otherwise.

What then is our vision?

We envision a ward totally free of slums, and further a ward of even and consistent economic spread, in order to eliminate blighted areas.

What are slum related problems?

•   Slums could serve as a base for anti-social elements.
•   They destroy the aesthetic beauty of the neighbourhood.
•   The are a supposed source of disease.
•   Lead to a drop in land value.
•   They are a drain on the public exchequer.

Larger community involvement is a must in any kind of effort, to tackle the problem of slums and its dwellers or even pockets of low economic growth. After all we are dealing with humans.

In association with the state and NGO's we as a community could look to provide the following:

•   More awareness towards hygiene and health.
•   Better medical facilities.
•   Better living conditions in terms of roads & housing
•   Incentives for children to attend school.

- Understanding of benifits of a smaller family.

While the above is only indicative, it is imperative that a comprehensive plan is drawn up after careful study.

Prepared by: Captain Nagaraj

With inputs from the community.

Heritage Sites- A Ward Vision

Ward # 55

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Preface

Community heritage planning is an emerging field. For many years the standard approach has been to undertake an inventory of all the heritage resources in a community, and then prepare a comprehensive management plan outlining how these resources are to be managed.

Since this approach was adopted, there have been many changes made to community planning practice and management theory, out of which heritage planning originally came. The idea of the comprehensive city master plan has been replaced by smaller, more responsive community plans which are updated on a five-year cycle. Public participation in the decision-making process has almost become routine. Strategic planning principles and information systems theory have altered the way we look at management planning and information gathering and processing. These and other related approaches have been incorporated into a new heritage planning model presented in this manual.

Instead of beginning by compiling heritage information, the new model begins with acquiring an understanding of current needs, setting strategic goals or a vision of where the community would like to go, and then developing the necessary steps to get there. What information is gathered, or inventoried, depends upon what it is that the community needs to know in order to achieve the strategic goals. Throughout this process the heritage planner must act as a facilitator who continuously includes public and political participation as a integral part of the planning process.

Introduction

Community heritage resources are the physical elements that make each community what it is. They are the tangible embodiments of intangible historical, cultural, aesthetic and social values. They are the "things" which give a town, city or region its particular sense of time and place, and they are the cultural expressions of what that place is.

Heritage conservation is about the management of these elements for the benefit of present and future generations. It is not just about "saving" this or that old building, but it is about **the management of continuity within a context of change**.

Sensible heritage conservation accepts change as a normal process. Change is inevitable and often brings improvements required to meet new social and economic needs. However, this does not mean that all change is necessarily good, and it certainly does not mean that any change is better than retaining what already exists.

Defined this way heritage conservation becomes a **process** through which the rate and the degree of change can be managed, in an attempt to make the best decisions between what presently exists and what the future holds. In the broadest sense of its meaning, it differs from traditional concerns of community and regional planning and development in that it seeks to incorporate the past as part of that future.

> Local government refers to a local authority responsible for community planning..

Heritage conservation, heritage planning and community planning

If heritage conservation is about the management of a community's past for the future, **heritage planning** is the process through which to decide how best to manage that inheritance, and through which a **heritage management plan** is prepared to guide future decisions.

Heritage planning, however, does not exist in isolation from other community planning and development endeavours. For it to best succeed, heritage planning should be integrated within the overall community or regional planning system.

A community-wide responsibility

In any form of planning someone has to take the lead. In community heritage planning, as in community planning generally, this usually falls to local government. Its overall role will of course vary from one community to another, but in general terms, it will be to coordinate and facilitate the process, to encourage community involvement, and to ensure community consensus.

To do this, we first look at planning as an ongoing process within the management cycle. The point stressed here is that **heritage planning is not a one-time activity**. It is a continuous activity which needs to be altered and adapted as circumstances and priorities change.

Preservation of Heritage Sites:

Ward 55 our ward is depleted of heritage sites in the absolute sense. Do we have no heritage?

A look around, or a short walk, or a view from the top of our houses would answer this question. Our heritage is our beautiful neighbourhood. It is the scenic beauty of the place. A friend of mine said, the other day, rather wistfully, that this could have looked like Switzerland, with undulating roads, verdant hill-tops and lakes.

What then is our vision for this ward?

In ten years we should have established the following:

- A greener ward, by encouraging tree planting.
- Encourage individual house holds to develop gardens however tiny, they may be.
- Existing lakes developed as a water sports area, with a garden around it.
- Unsightly drains covered and masked by vegetation.
- Vacant CA sites converted to parks.
- Improved interaction between citizens of the ward, by having cultural activities.
- Improved safety.
- Residents of the ward encouraged to use less of their vehicles within the ward, reducing pollution.
- Industrial activity in the ward restricted.
- Reduce noise levels by establishing zones where horns may not be sounded.

The immediate requirement is to draw up a *Strategic Plan* which answers the follwing:

- Where are we now?
- What do we want?
- How do we get there?
- What enabling resources do we need to get there?

We need to establish a MANAGEMENT CYCLE:

The Management Cycle

The management cycle involves the continual interaction of planning, implementation and evaluation.

Planning is an **incremental process.** It involves a series of steps that take you from one stage to another. In heritage planning, these steps are defined as follows:

1. review and analyze
2. prepare a vision statement
3. prepare preliminary goals and objectives
4. review management options
5. define information needs
6. conduct selective consultation
7. prepare final goals and objectives
8. prepare a historical context
9. conduct a field survey and site historical research
10. evaluate the resource base
11. compile the information
12. organize a draft plan
13. conduct a full public consultation
14. prepare the management plan

Effective planning involves undertaking these steps sequentially. You begin with a review and analysis of your current situation and you end with the preparation of a management

plan.

The Management System

An effective heritage management plan is open-ended and it is responsive to new challenges and opportunities.

While the planning process is by definition linear, the management system within which it operates is not. It is a **cyclical system** that involves the interaction of three key processes.

These are:

- ***Planning***
- ***Implementation***
- ***Evaluation***

A major link between these three processes is the management plan. This is the document that sets out what actions will be taken, why they will be taken and when they will be completed. If the purpose of planning is to create the management plan, the function of implementation is to carry out the plan, and the role of evaluation is to assess the effectiveness of both your implementation and your plan.

Ensuring flexibility

Because communities are not static, heritage management is not a finite activity. Rather, you plan, you implement, you evaluate, then you plan and implement again based on the outcome of your ongoing evaluations. This is the circular flow of the management cycle.

Within this circular flow, the linear process of planning is never finished. It is an open-ended activity that is continually adjusting in response to changing circumstances and opportunities. The challenge of management is to coordinate the circular flow of planning, implementation and evaluation to ensure that the management plan and the actions and strategies it defines are always as relevant and efficient as possible.

Managing change

In our complex society, without any plan at all, a local government could find itself reacting to change rather than managing it in a balanced and rational manner. A heritage management system not only provides a framework for rational decision making, it can also save time and money in the long run by providing an accepted system for responding to issues as they arise.