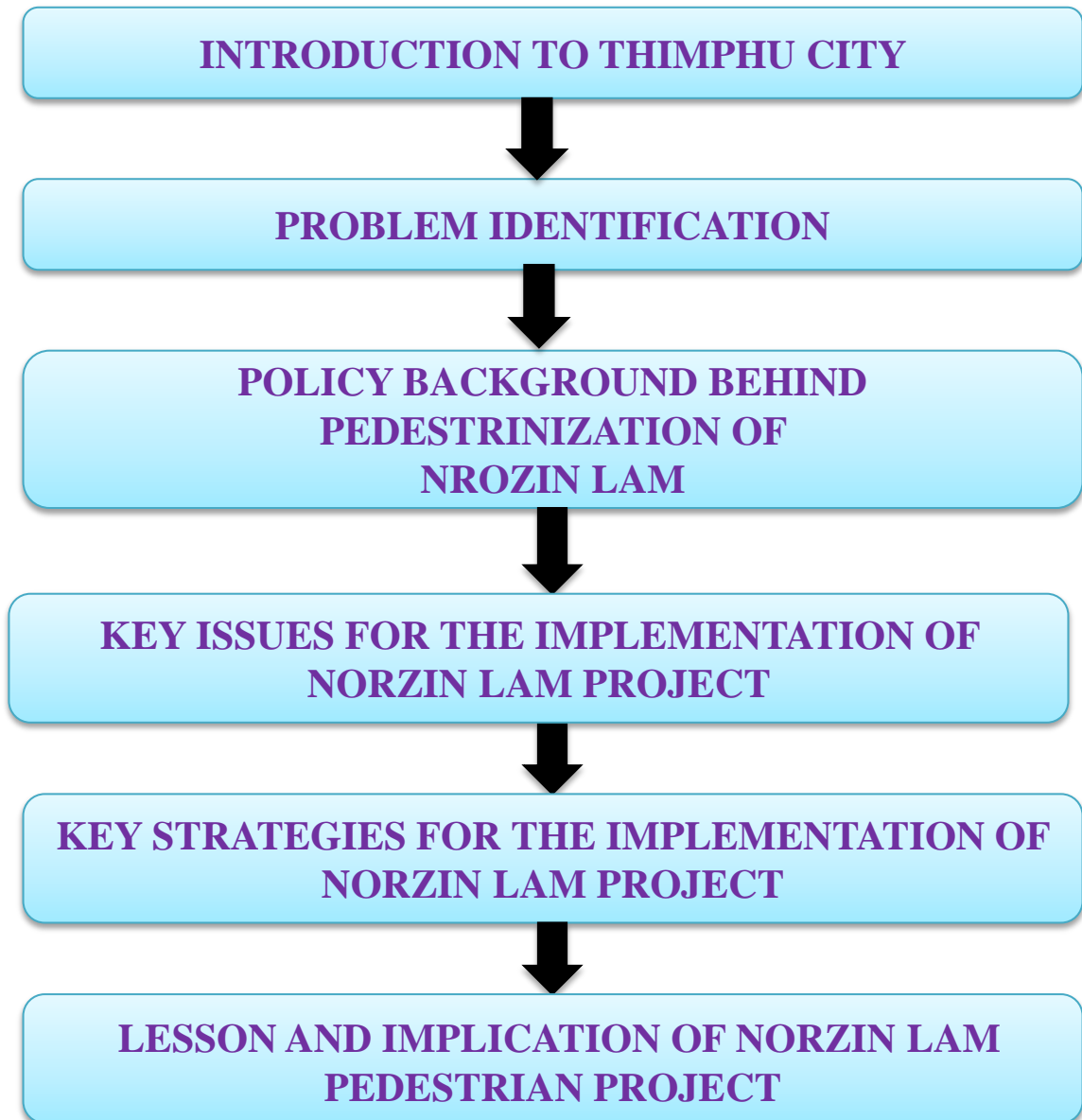


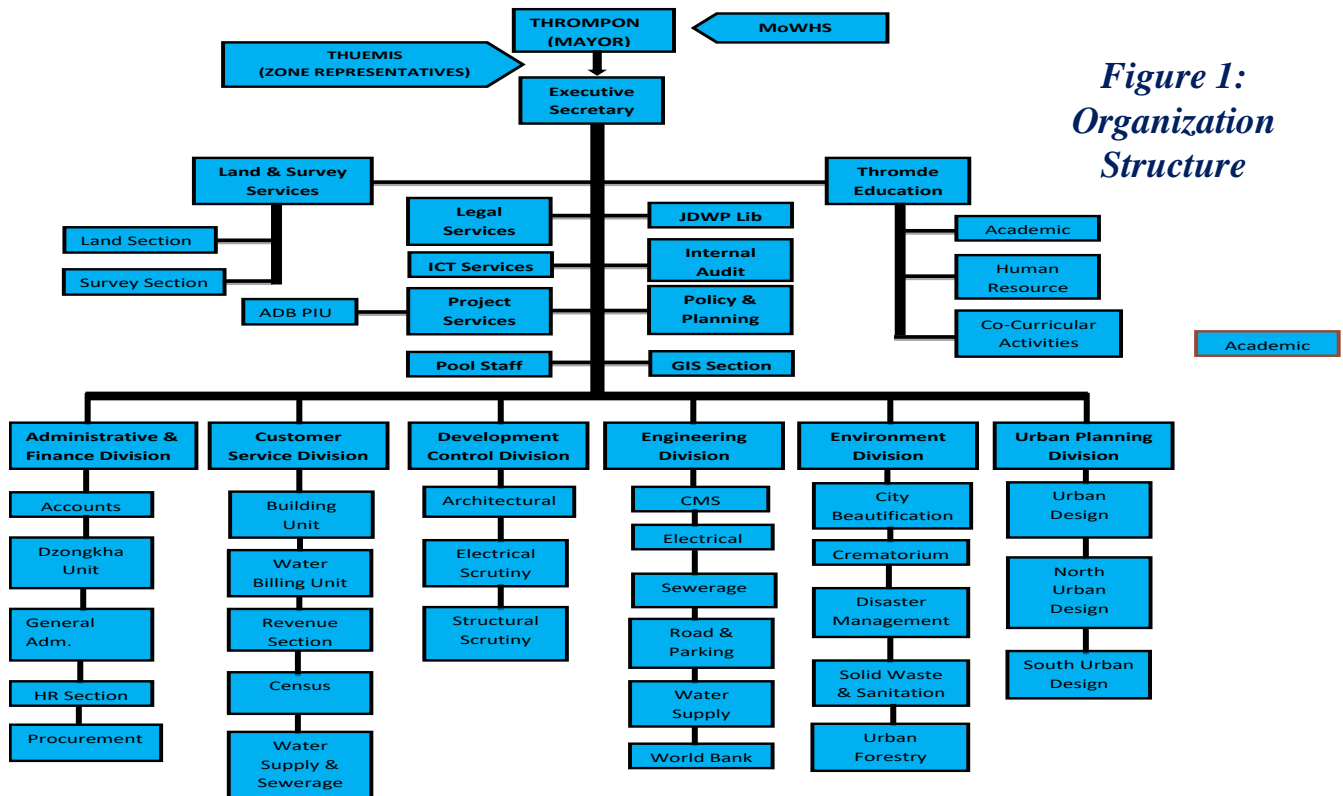
CITY PAPER PRESENTATION OF URBAN REGENERATION AND CLIMATE CHANGE

THE FRAMEWORK OF PRESENTATION FOR PEDESTRINIZATION OF NORZIN LAM



Ashok Sunwar
Santosh Subba
Thimphu Thromde
BHUTAN

I: INTRODUCTION TO THIMPHU CITY AND THIMPHU THROMDE



Thimphu is Bhutan's capital city and the largest urban center. Thimphu is located in a linear constricted valley of the Wang Chhu River. This has forced the city to grow primarily in the north and south directions. With a population of 110,000, Thimphu is home to 15% of the country's population and contributes to about 45% of its GDP. 30% of Thimphu population owns personal vehicles.

Traffic congestion with least right to pedestrian way, supply of safe drinking water, management of solid wastes and the centralized sewerage treatment system are some of the main challenges and example for the urban regeneration.

II: PROBLEM IDENTIFICATION

PEDESTRIANIZATION OF NORZIN LAM



Norzin lam is in the process of becoming the nerve centre of all the activities taking place in the Thimphu city. The urban design proposal for Norzin lam, tries to capitalize on the immense opportunity this street offers for it to be turned into a prime urban space and shopping focus of the city.

Indistinct policies, strategies, guidelines and limited investment have challenged the urban authorities from being able to provide safe and walkable space for the visitors, tourists and city dwellers.

Thimphu Thromde as observed is making investment in pedestrian infrastructures is one of the prioritized measures in Norzin lam for sustainable urban regeneration and transport in core Thimphu. This will further have implication on climate change due to least traffic flow especially during peak hours of traffic flow.

III. POLICY BACKGROUND BEHIND PEDESTRIANIZATION OF NORZIN LAM

The goals for the Pedestrianization of Norzin lam project are as follows:

1. Redefining the character of Norzin lam as a primary public space of the city.
2. Strengthening the pedestrian character of Norzin lam.
3. To enhance the convivial character of Norzin lam .
4. To enhance the perceptual quality of Norzin lam; as a central spine of Thimphu.
5. To guide the evolving built-form and character of Norzin lam, retaining its traditional street form and Bhutanese architectural character.
6. To create a pedestrian circulation pattern linking walk able neighborhoods and minimize the pedestrian conflicts.

The contract duration for the above project is 12 months (July 2017–June 2018)

The contract value/ budget for the project is Nu. 4.0 0 Millions (US\$ 62,000 dollars) funded by The Royal Government of Bhutan.

The project is implemented by Thimphu Thromde in close coordination with Traffic Police Division, Road Safety & Transport Authority and other stake hold

IV. KEY ISSUES FOR THE IMPLEMENTATION OF NORZIN LAM PROJECT

The current movement pattern, which prioritizes the vehicles over the pedestrian, would have to be reversed, in attempting to create a potent public domain along Norzin lam.

The Pedestrianization of Norzin lam brings up two critical issues, which have to be addressed:

1. Finding an alternative for the existing traffic movement pattern along Norzin lam, to ensure smooth functioning of the larger city level network of which, Norzin lam, forms a part.

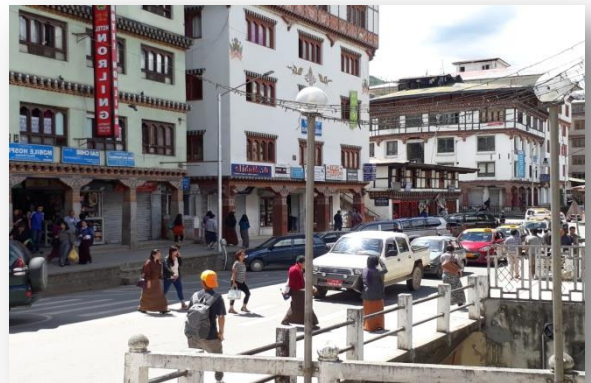


Figure 3: Off-road parking; Norzin lam

Figure 4: Existing pedestrian path and Zebra cross; Norzin lam

IV. KEY ISSUES FOR THE IMPLEMENTATION OF NORZIN LAM PROJECT

2. In addition, the second issues is the smooth transition of people from a predominantly vehicular mode of transport for other parts of the city to be proposed predominantly pedestrian character of norzin lam.



Figure 5: Vehicular mode of transport to and from norzin lam to other parts of the city

IV. KEY STRATEGIES FOR THE IMPLEMENTATION OF NORZIN LAM PROJECT

The Pedestrianization of Norzin lam brings up two key strategies for the above two critical issues, which is addressed as below :

1. While working on finding out an alternative route to the existing traffic movement in the Norzin lam parallel routes proposed for up gradation one on the west side where identified, the Phendey lam which is to be up graded as secondary road and other on the east, the Changlam which will be upgraded into primary road. These two parallel routes will take care of the existing traffic on Norzin lam by proper transport management.
2. In the proposal even though we have prioritized pedestrian movement in norzin lam, it becomes necessary to provide vehicular access in the case of emergency. For such situations, we have provided vehicular access, which would be restricted to one lane, one –way slow movement. This service road will be transversely connected to Changlam at strategic points and will span from the southern end of Norzin lam up to the Samten lam junction (popularly known as UNDP junction).

IV. LESSON AND IMPLICATION OF NORZIN LAM PEDESTRIAN PROJECT

Upon completion of the Norzin lam project, the overall implications of the urban regeneration proposal for Norzin lam could be viewed as three characteristically different sections, varying in treatment and definition from one another.

- ❖ The first section forms a part of the " City entrance gateway".
- ❖ The second or the middle section, compromises of the main body of the Norzin lam stretch from the city entrance gate, up to the Samten lam junction.
- ❖ The third section connects the Chubachu circle, to the main body of the Norzin lam stretch.

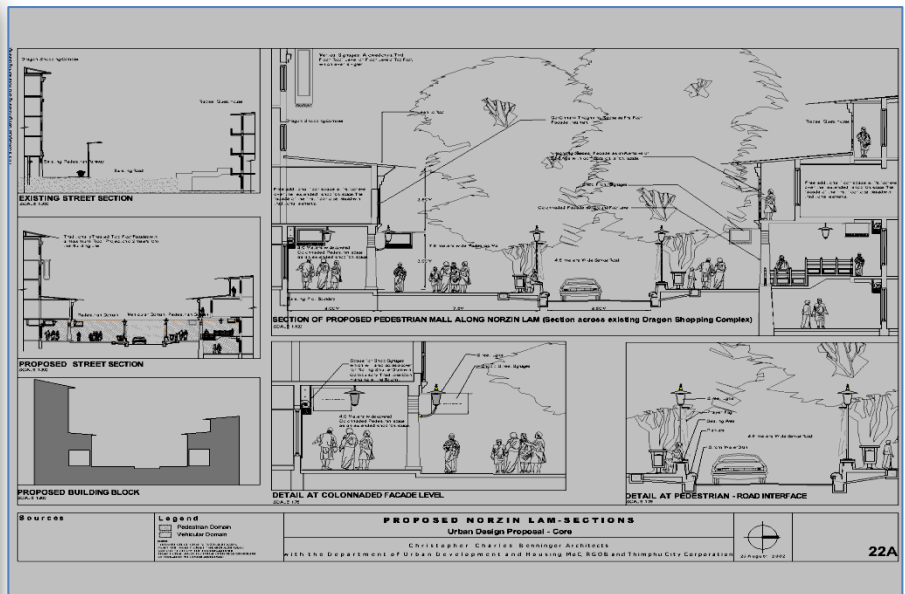


Figure 7: Proposed Norzin lam Pedestrian

Figure 6: Three sections; Norzin lam

IV. LESSON AND IMPLICATION OF NORZIN LAM PEDESTRIAN PROJECT

GOOD STRATEGIES AND POLICY TOOLS:

Conservation considering the traditional character and scale of Norzin lam:

The parameters for the selection of structures for conversation, along Norzin lam would be as follows:

1. The architectural characteristics exhibited by the buildings.
2. The existence of a "group" of buildings worthy of compensation to prevent the perception of the conversation worthy structures as an alien element, amidst the contemporary physical development surrounding them.
3. Acquire the indicated properties through adequate compensation to the current owners.
4. A minimum side setback of 2.5 meters, has been suggested to get a continuous street edge.

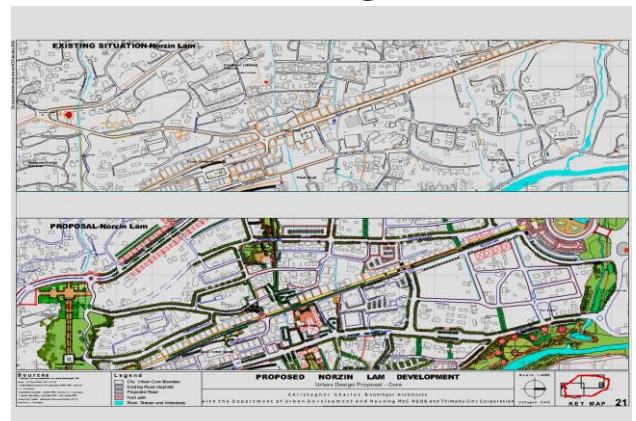


Figure 8: Proposed Norzin lam Pedestrian with conservation of traditional architectural features.

KAMSAHAMNIDA