An example of how urban planning is improving the life of the urban poor.

**Project 1: The Mumbai Slum Sanitation Project funded by the World Bank:**

Aims: to improve sanitation facilities for up to a million slum dwellers across the city. So far over 300 community toilet blocks have been built housing more than 5100 toilets with separate facilities for men and women. However, there is a small fee to use the toilets and once built they are handed over to the local communities to maintain.

Local women had a say in the design of the toilets. Projects to improve the lives of the poor always work better when local people have a say in how they are run. Despite the project, sanitation remains a huge issue in Mumbai.

**Project 2: The Mumbai Slum electrification project:**

This was put in place to tackle the problem that many slum dwellers were using bottled gas for cooking and heating. This is expensive and dangerous and produces toxic fumes.

The project organised by an organisation called GPOBA has provided 10,000 slum dwellers with new or upgraded electricity connections. Despite the project, regular safe energy supplies in slums remain a big issue in Mumbai.

**Project 3: The Mumbai Slum resettlement scheme:**

- As part of the Mumbai Urban Transport Project (MUTP), a slum area along a railway line (tin shacks near the line with open sewers and lack of a clean water supply) was cleared and residents moved to a new area.
- Residents had legal rights to their homes and now have water supplies and drains. Rates of disease among the community have fallen and children have better attendance at school. There are local shops and businesses so more employment opportunities.
- One downside was that parts of the community were separated but most agree quality of life has improved enormously.
Urban Regeneration in Stratford: What is urban regeneration?

AQA definition: The revival of old parts of the built-up area by either installing modern facilities in old buildings (known as renewal) or opting for redevelopment (ie demolishing existing buildings and starting afresh).

Why did the area need regenerating?
• Stratford is in Newham, one of the most deprived areas in London see figures on slides 21 and 23.
• Many areas were derelict as old factories had closed down as land and labour became cheaper in countries such as China and industry moved abroad. Therefore there were many available brownfield sites.
• This led to widespread unemployment, poverty and deprivation in the area.
• Waterways (canals and rivers) and soils were polluted with industrial waste.
• The area had high crime rates and vandalism and graffiti was widespread.
• One of the reasons Stratford won the games was because of its multicultural, young population who it was argued would benefit most from the Olympic Games.

The main features of regeneration:
• The whole area was regenerated including:
  • Derelict land being turned into the stunning Queen Elizabeth Park – the largest new park in London for over 100 years.
  • Adjacent to the park the athletes village was turned into East Village – blocks of flats providing homes for local people.
  • The International Quarter – high rise offices with space for businesses employing 25,000 people.
  • Westfield shopping centre employs 10,000 people.
  • Olympic stadium now houses West Ham football club.
  • Cleaning up of the whole environment around Stratford.
  • New School: Chobham Academy.
  • Improvements in infrastructure especially transport and Stratford Station.
  • Changes are ongoing and will take until 2030.

Stratford regeneration – some issues:
• Homes in East Village not really “affordable” for many local people.
• Jobs have been created in high paid tertiary and quaternary sectors but few local people are qualified for these and therefore unemployment in the borough remains high.
• Properties housing poorer people were demolished to make way for the site (450 housing association flats) and people were relocated out of the area.
• Parts of Stratford have not benefitted from regeneration such as New Town and poverty remains a problem.
• There have been conflicts between local people and developers.

Time will tell how successful the regeneration of Stratford will be.
Urban Transport Strategies used to reduce traffic congestion:

Example 1: Congestion charge in London:
Charges people £11.50 to enter the congestion charge zone in central London. If they do not pay they get fined.
Aims: To reduce congestion in central London, to raise funds to be spent on improving public transport which should further reduce congestion.

Successes:
• There are 70,000 fewer cars per day in the congestion charge zone.
• 6% increase in bus passengers during congestion charge hours.
• Raised 2.57million in revenues.

Problems:
Congestion is near its pre charging levels (but supporters argue this would be a lot worse without the charge.
Limited funds have been reinvested into transport infrastructure because high operating costs don’t leave much profit.
It has been criticised as a tax on the poor as rich people just pay the charge and enter London anyway.
Key workers such as doctors and nurses still have to pay the charge.

Example 2: Bike Hire Scheme in London (“Boris Bikes”)
6,000 bikes for hire and 400 docking stations at which to drop them off all over London. Free to use for first half an hour. Set up 2010

Successes:
6million journeys in first year.
Numbers using the scheme increasing year on year.
Less than 100 accidents, none of them serious.
One fifth of all road based traffic is now bicycle.

Problems:
• Not reliable for working people as often docking stations are full and you have to look elsewhere. More of an attraction for tourists.
• Not all Londoners can get them when they want them.
• High cost (£79million) for not very useful mode of transport.