

nations for both local people and visiting tourists.

Strategies

How to go about doing this? We further suggest:

1. A new authority as the Buriganga Riverbank Authority empowered to maintain the mission of the new riverfront district. The Authority could have its own management and policing force to ensure proper functioning of the area, and stop encroachment and illegal building, and river pollution. Prior to the formation of the Authority, an Urban Task Force could be set up by the government to study the scope and potential of such a district.
2. Split the scope of the terminal and relocate it at other locations. The terminal building may be shifted wholesale to other accessible point or split into two with each terminal dedicated to upriver and downriver direction (a new terminal near Tongi Bridge is possible even if that means dredging the river for a north and south linkage). The new terminal could be a loci for new planned development and activity in that region.
3. Make government, city and private partnerships in the new economic ventures. This could be advanced by government advocacy with exemplary moves and promotions.
4. A "selective surgery" will have to be initiated whereby certain buildings in the area are retained, and certain others are removed or transformed. Pockets of urban spaces, large or small, designated or hidden, will have to be recovered and organised and linked to the identifiable pedestrian system.
5. The development of Sadarghat must also take into account the opposite bank. To bring certain symmetry, a sequence of activities and projects with appropriate traffic links may be initiated in the opposite bank which could be part of the Riverfront District. For example, the old "dock" area can be reconverted as an exemplary site for a convention centre with hotel and housing with parks, gardens, vertical farms, etc., or a large-scale recreational centre with stadium and other sport facilities. All these can spark off new development energy in the area.

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