



META
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MAKING ROADS WORK FOR FLOOD MANAGEMENT IN COASTAL BANGLADESH

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Triple win



Reduced damage to roads

Reduced damage to surrounding area

Water for productive use

It is a major asset management issue



Water is 35% of damage to paved road, up to 80% to unpaved roads

Roads change the surface hydrology and have major impacts on run-off

- now often causing local flooding, water logging, drainage congestion and sedimentation and erosion
- this can be turned around in large potential for water harvesting and water management



Many small floods – considerable damage



Embankments (60%) are roads



Need to synchronize both



Need to jointly create strong roads/embankments



Lack of coordination – lowering of embankment for road widening



Construction is at any cost a challenge



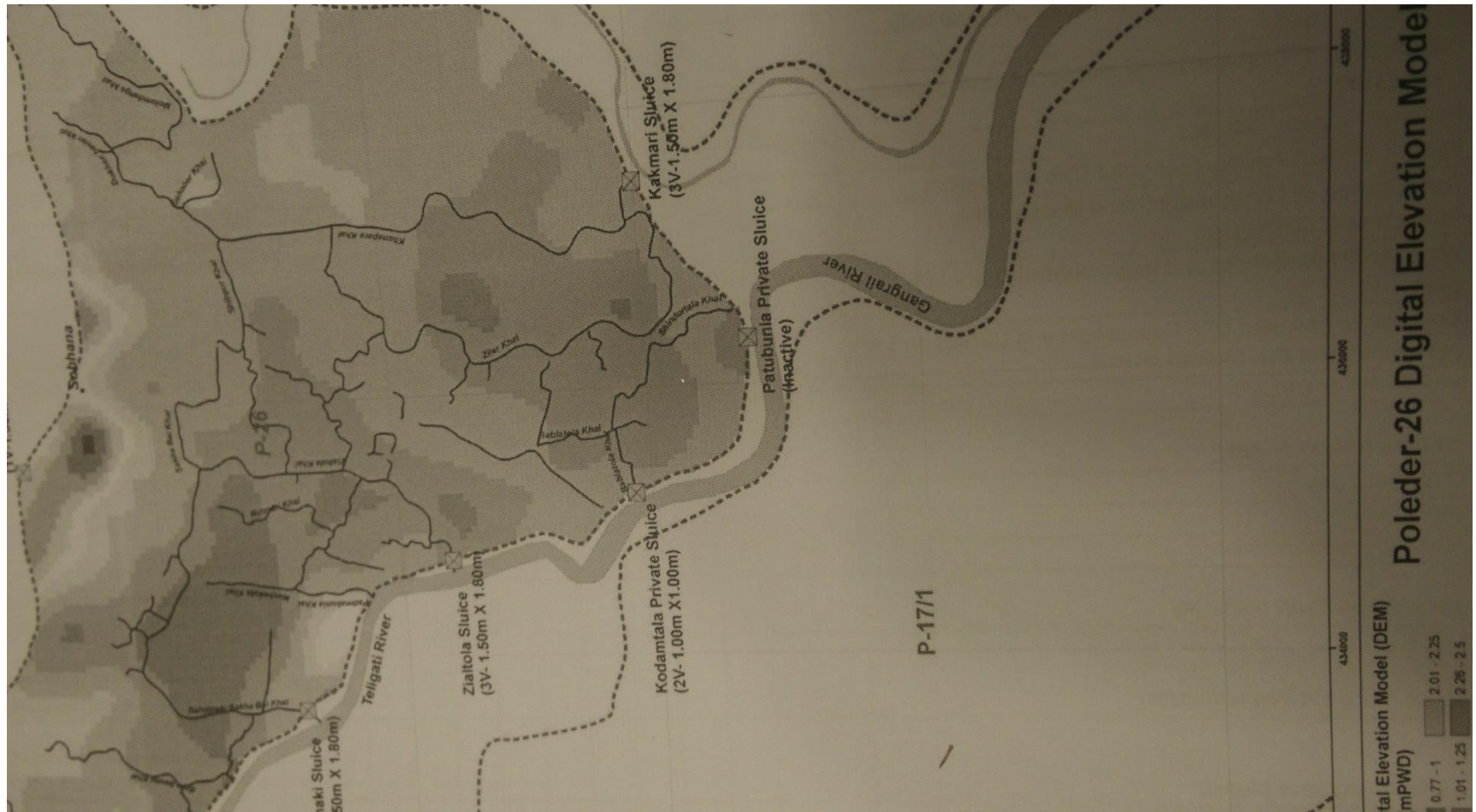
Roads as flood and post flood shelters



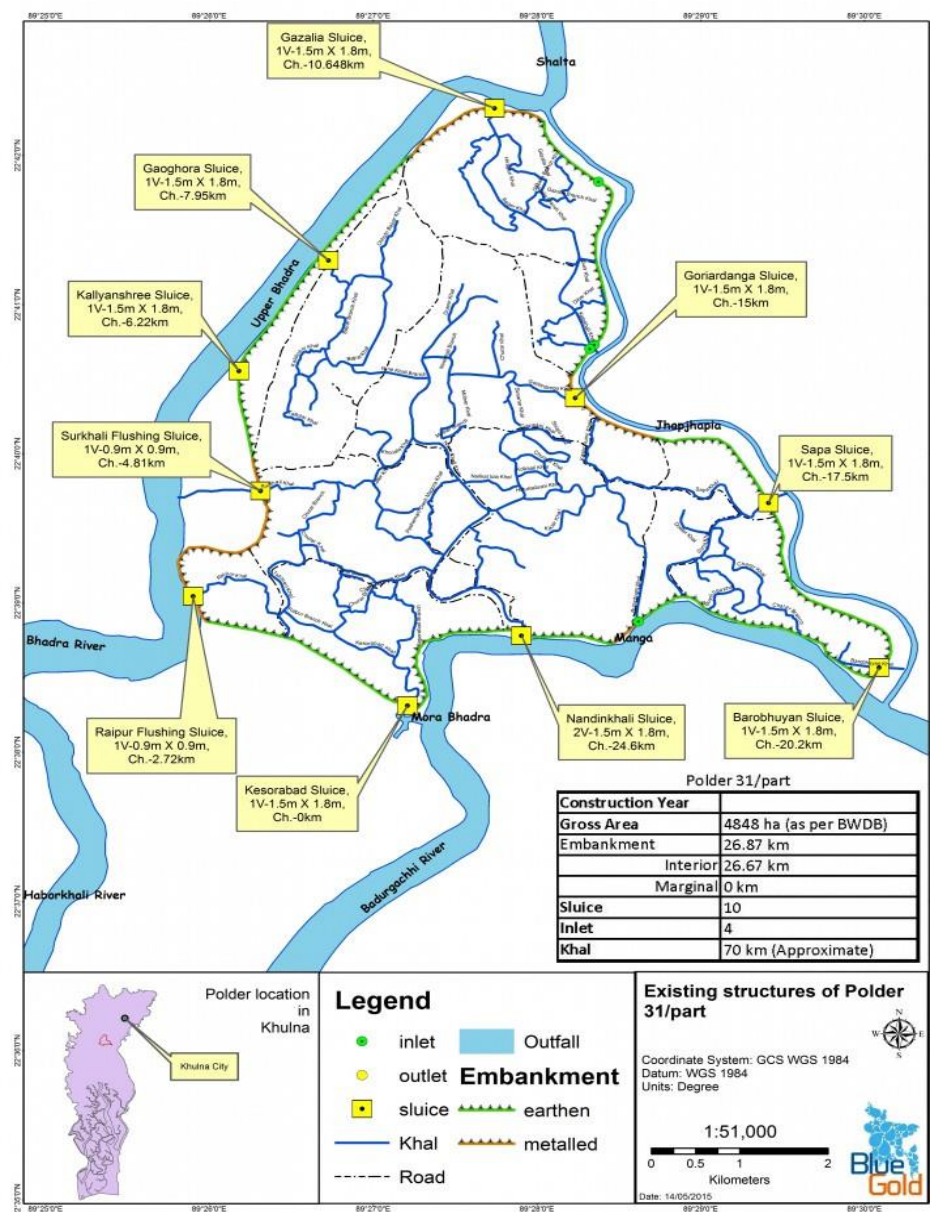
Roads are only free public space – to be better developed as flood shelters



Polder water management is important and matter of decimeters



JUMP START: MAKING USE OF ALL ROAD WATER CROSSINGS



Roads can compartmentalize between high and low areas



Making systematic use of culverts and provide them with gates



A different perception on climate change adaptation

Rather than making roads climate/ water proof,
(which is costly so one may have to build less roads)

we should optimize roads as instruments for water management and climate resilience

And achieve triple wins at marginal additional cost, if at all

Roads for Water Initiative



Learning alliance

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1. Work with road programs
2. Work on optimized practices
 - Guidelines and designs
 - Investment budgets
 - Maintenance practices
 - Social interaction and cooperation
3. Capacity building
 - Short courses
 - Guided learning
 - Tools (models)
 - Research
4. www.roadsforwater.org



Learning alliance

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Please join and contact:

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www.roadsforwater.org



