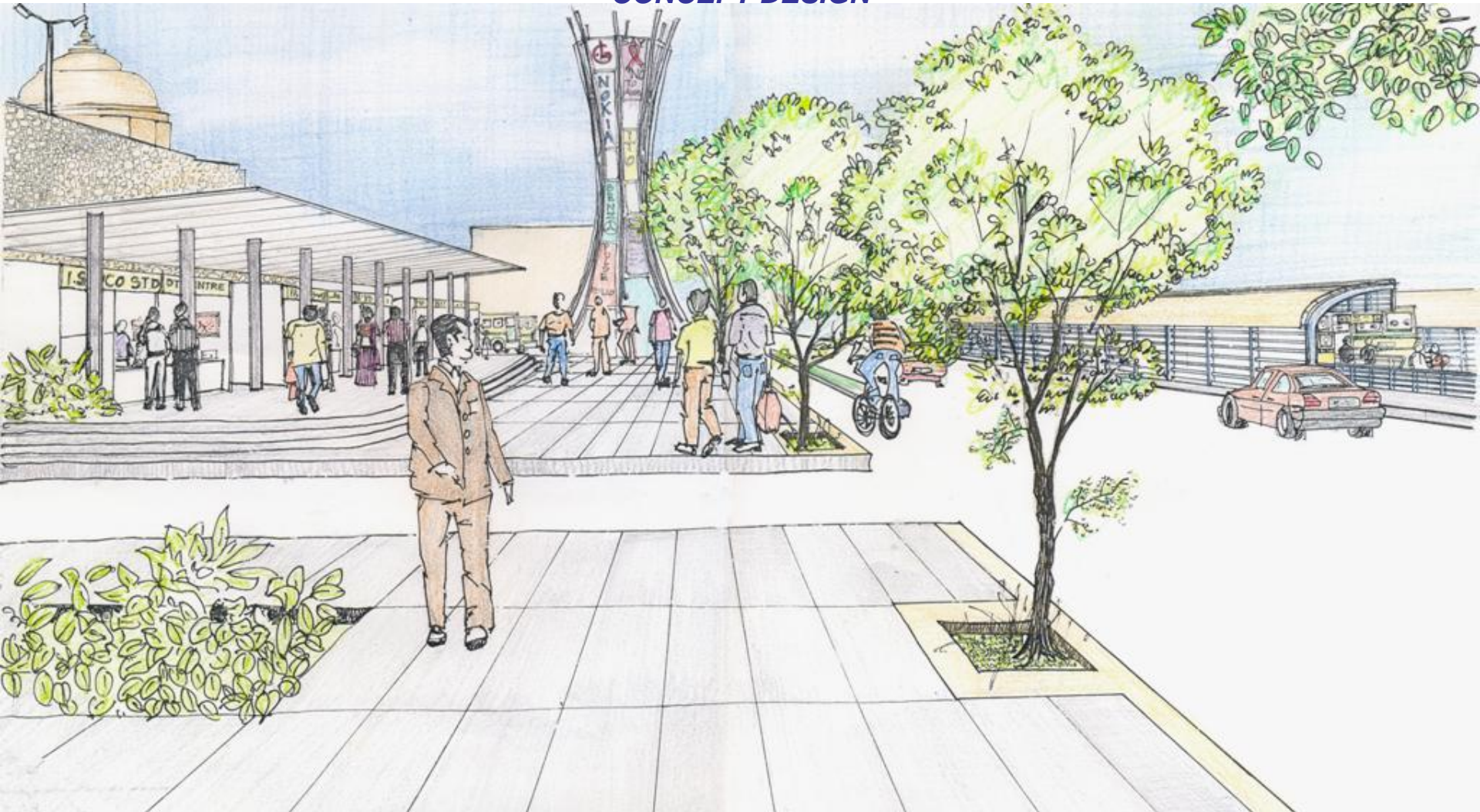


STREET SCAPING AND BEAUTIFICATION

BAHADUR SHAH ZAFAR MARG (DELHI GATE TO TILAK BRIDGE)

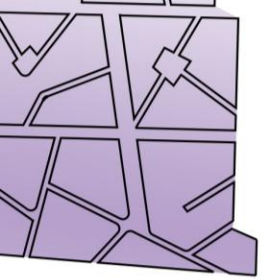
CONCEPT DESIGN



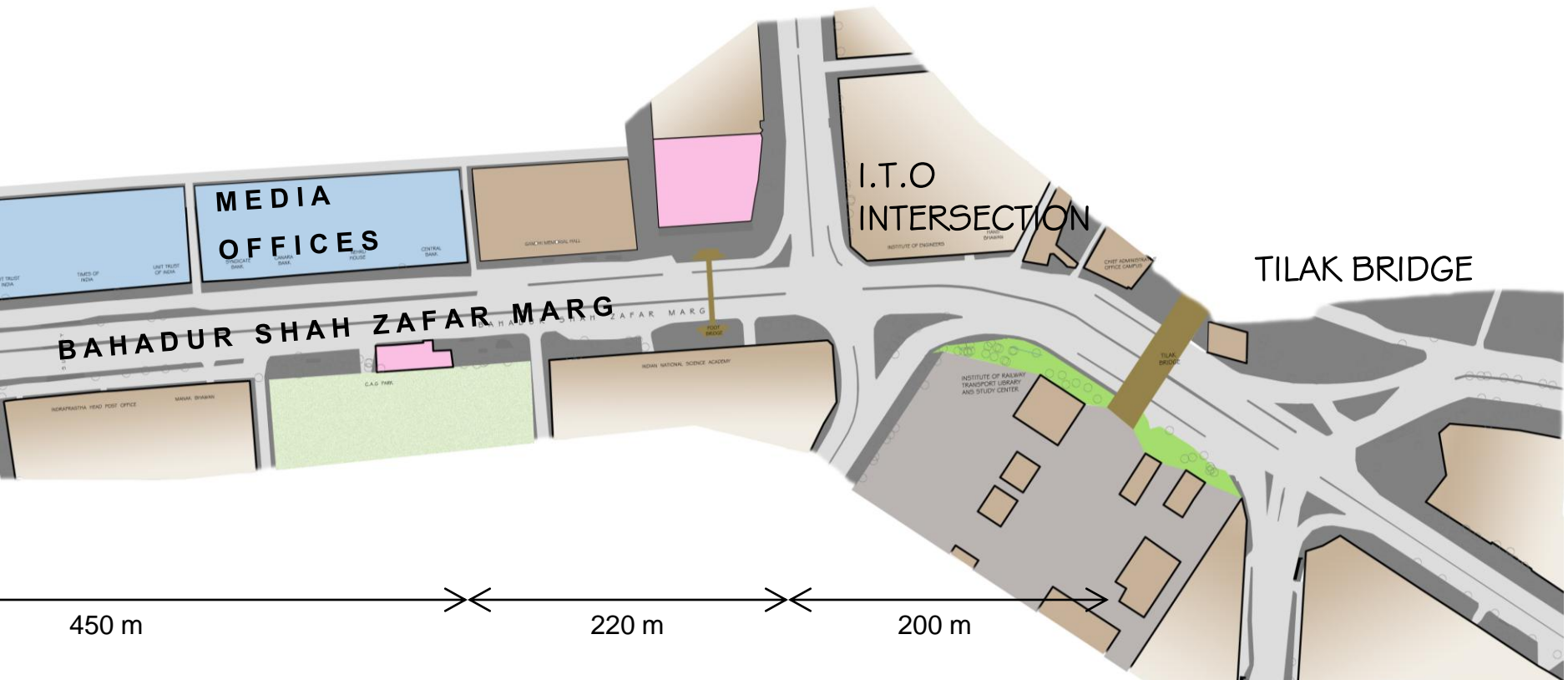
Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

Bahadur Shah Zafar Marg



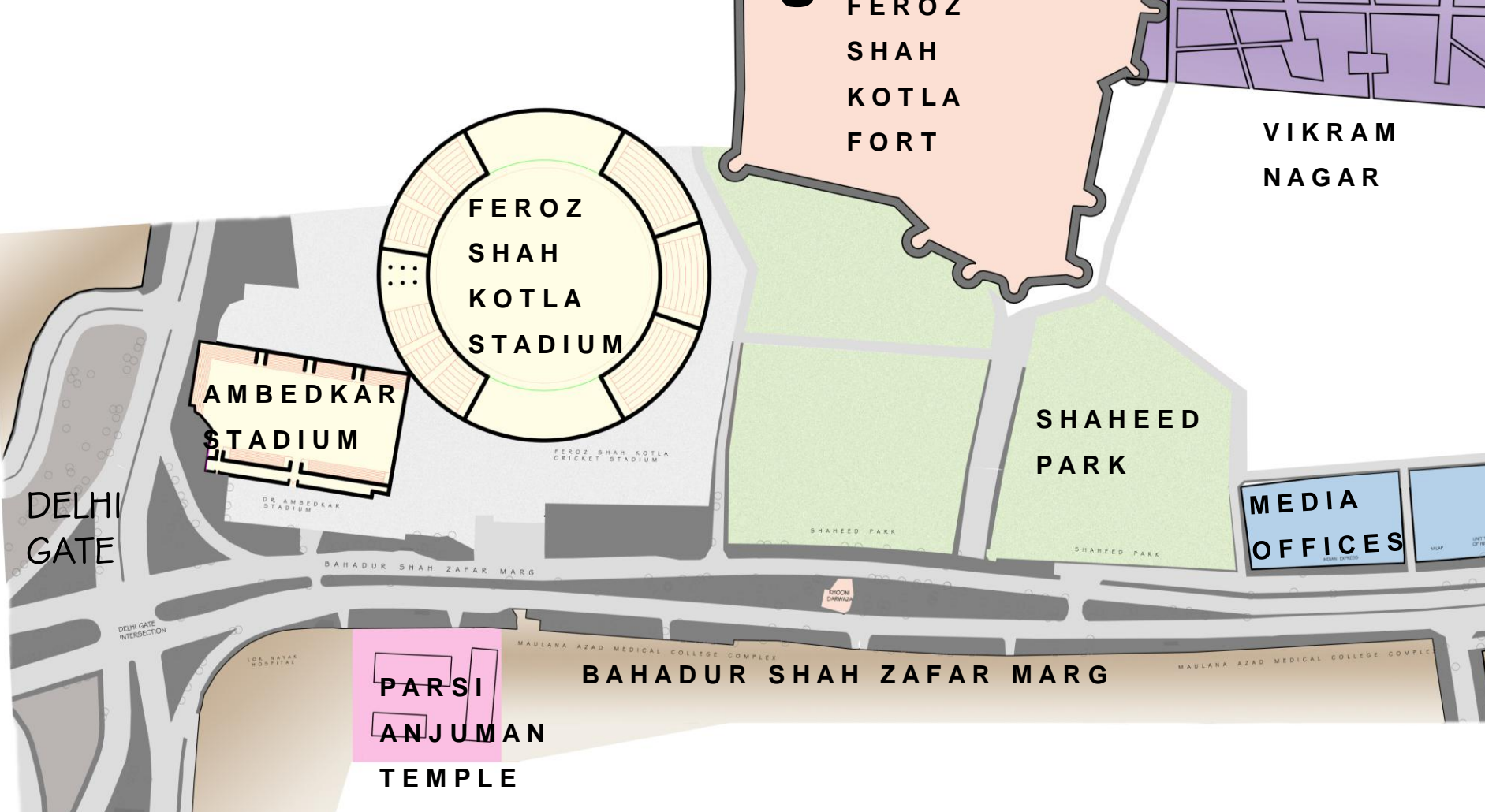
VIKRAM
NAGAR



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

Bahadur Shah Zafar Marg



FEROZ
SHAH
KOTLA
FORT

VIKRAM
NAGAR

FEROZ
SHAH
KOTLA
STADIUM

AMBEDKAR
STADIUM

SHAHEED
PARK

MEDIA
OFFICES

DELHI
GATE

PARSI
ANJUMAN
TEMPLE

BAHADUR SHAH ZAFAR MARG

720 m

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

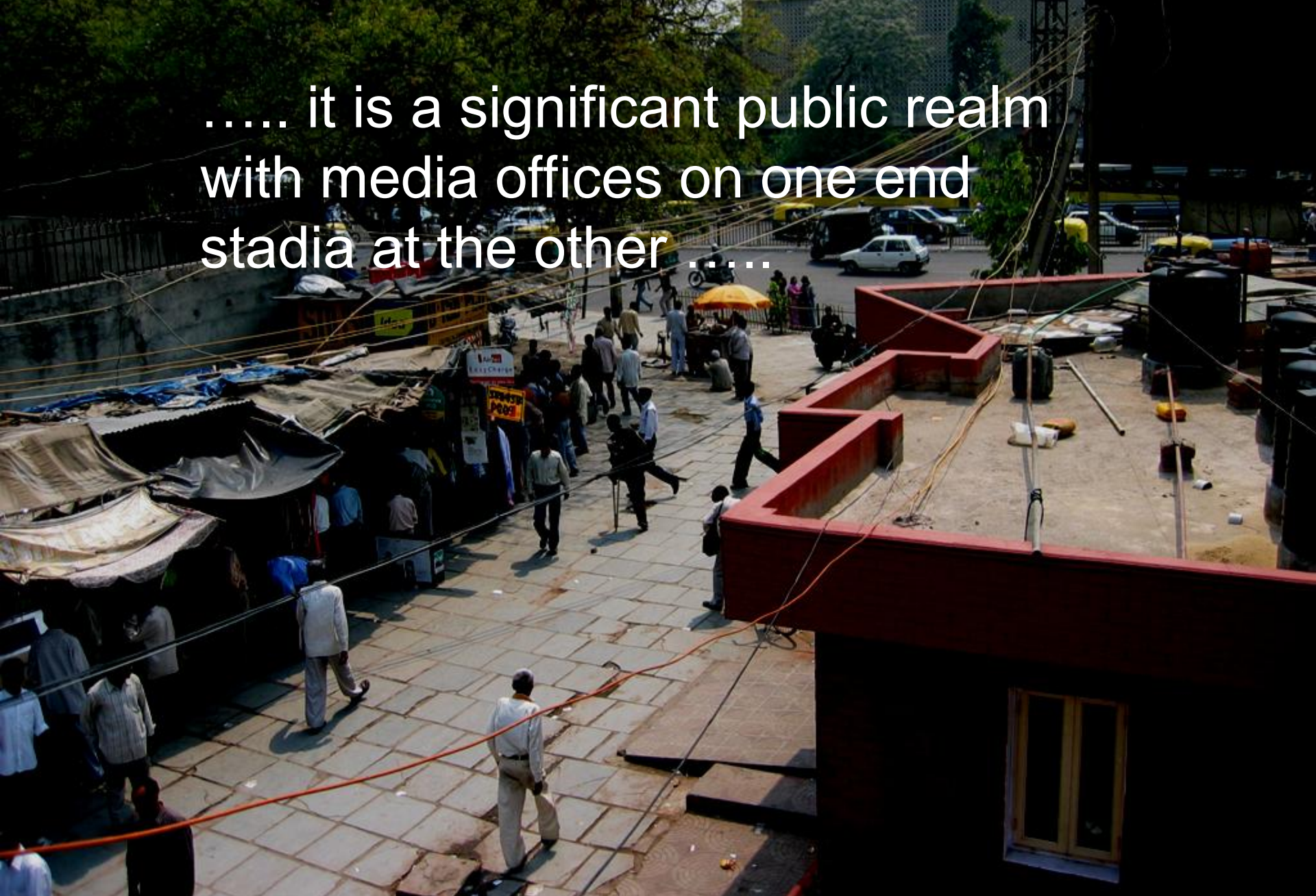


Bahadur Shah Zaffar Marg, an important part of Delhi's complex traffic and transportation network, links New Delhi to the **ISBT**, the **New and the Old Delhi Railway Station** ...

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

..... it is a significant public realm
with media offices on one end
stadia at the other



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine



.... historic link between
the Old and the New
Delhi

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine



.... flanked by famous monuments like Kotla Feroz Shah Fort, Khooni Darwaza and Delhi Gate.

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

OBJECTIVE

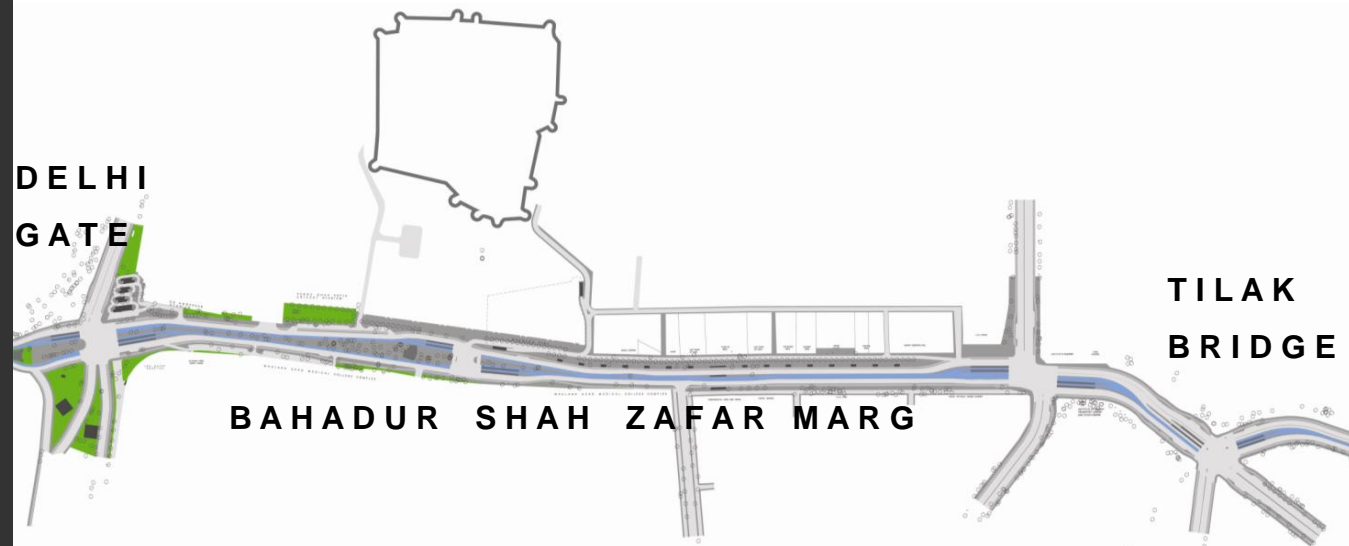
.... to become a landmark for tourism and recreation

.... to be a city space with its own identity

.... to become an important and efficient thoroughfare

Stitching Delhi's Past Present and Future

Redevelopment aimed at tapping the potential of Bahadur Shah Zafar Marg as Delhi's significant Public Realm



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

POTENTIAL

.... city space,



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

POTENTIAL

.... Landmark for recreation and tourism



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

POTENTIAL

... Represent a city in transformation



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

POTENTIAL

.... State of the art transport corridor,

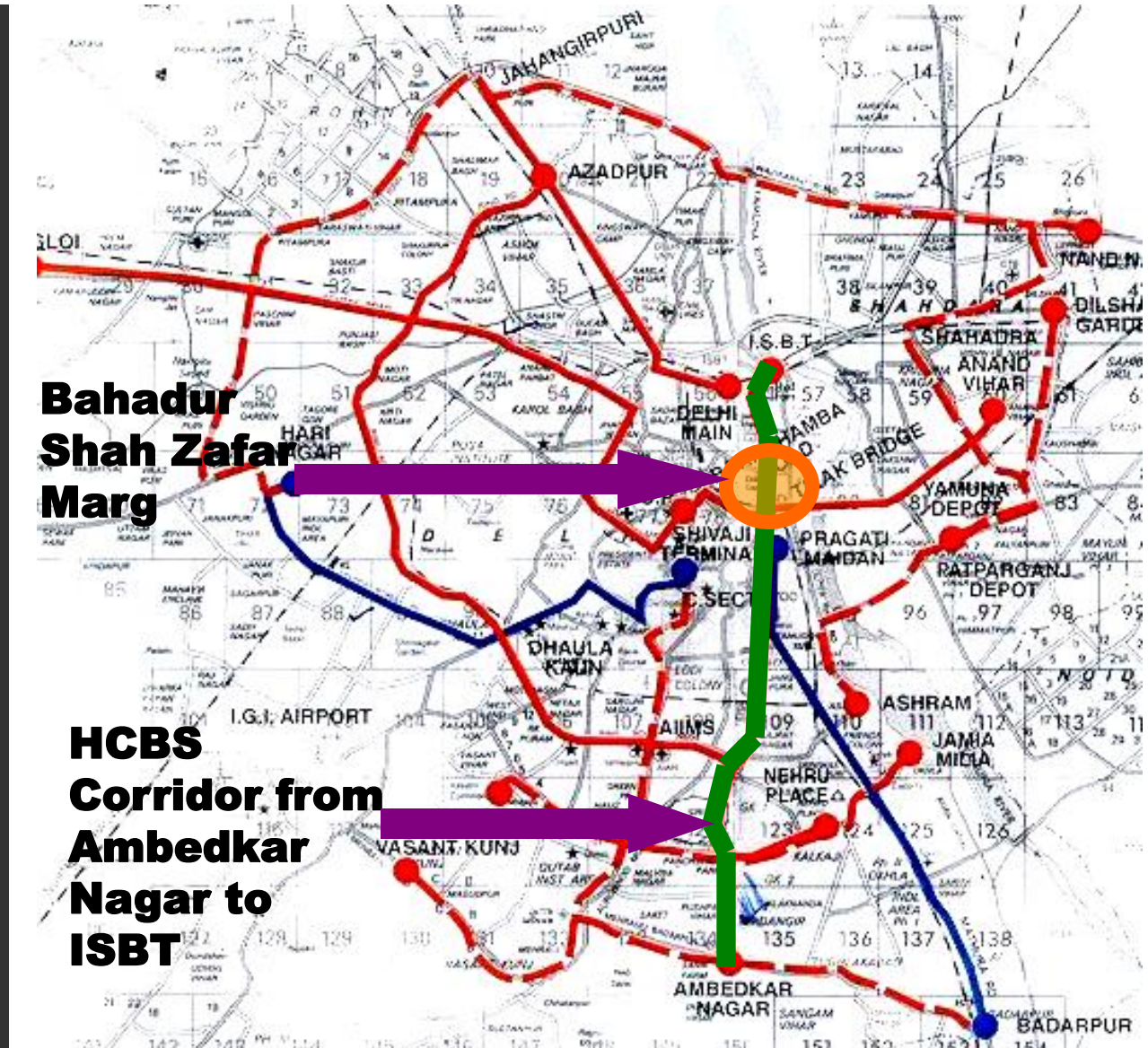


Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

HIGH CAPACITY BUS SYSTEM (HCBS)

TRAFFIC
DECONGESTION
AND IMPROVING
PUBLIC
TRANSPORT

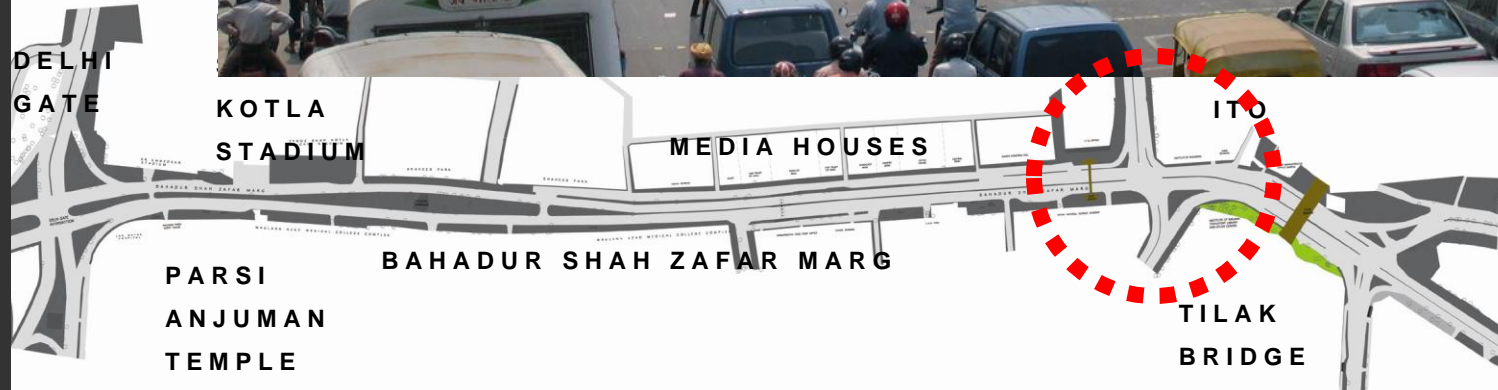
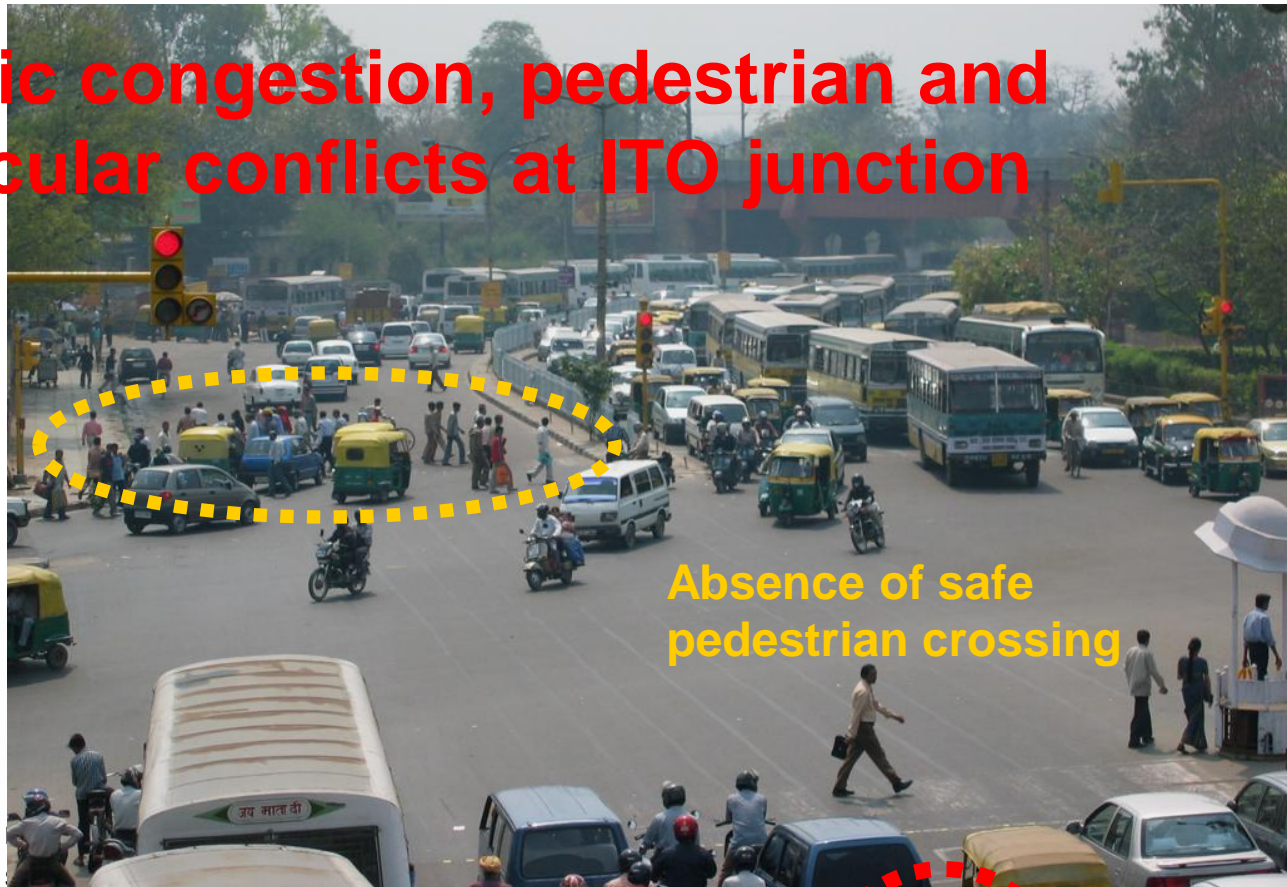


Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

PRESSURE POINTS

Traffic congestion, pedestrian and vehicular conflicts at ITO junction



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

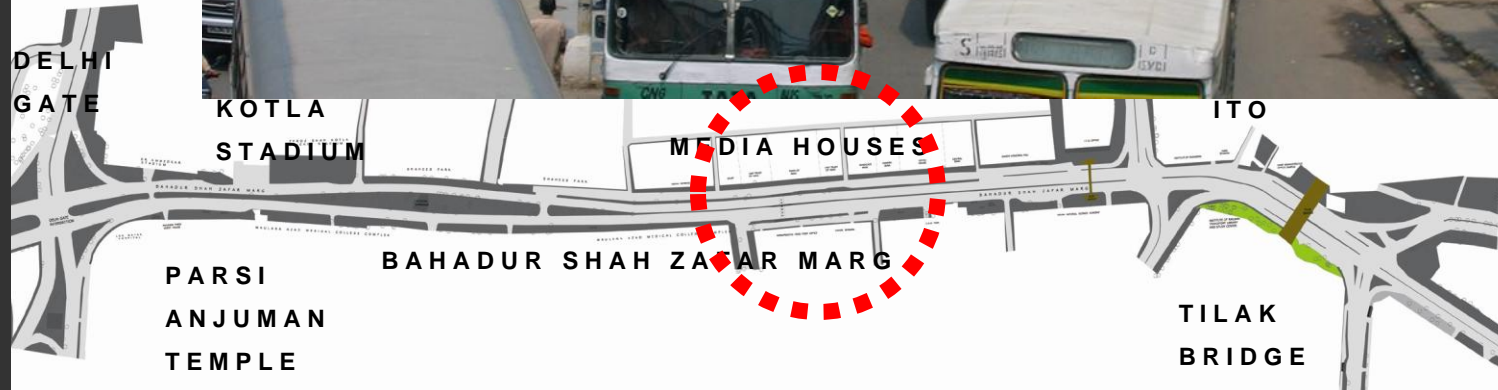
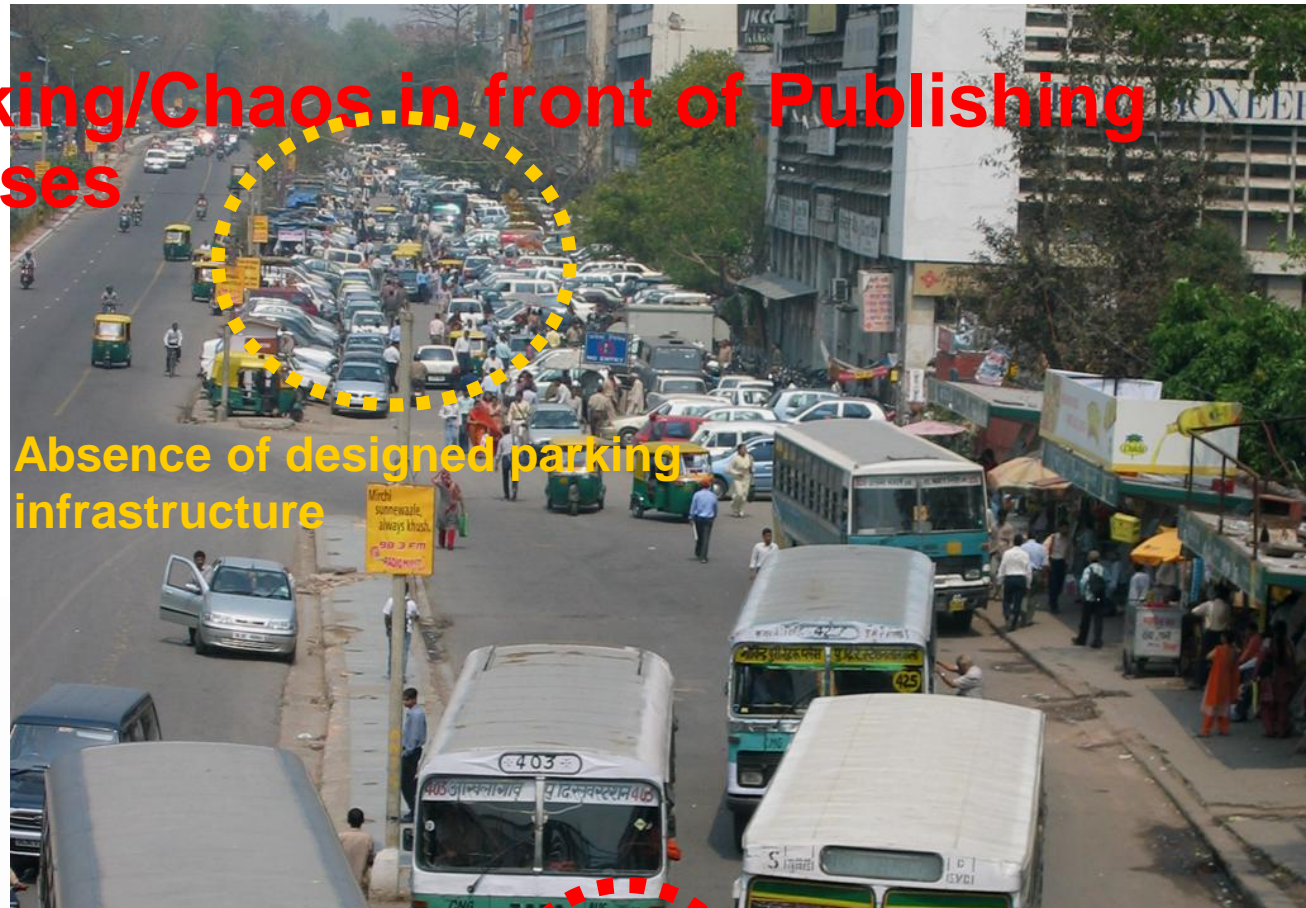
i'us: Designers Combine

PRESSURE POINTS

--Traffic congestion at ITO junction

Parking/Chaos in front of Publishing Houses

Absence of designed parking infrastructure



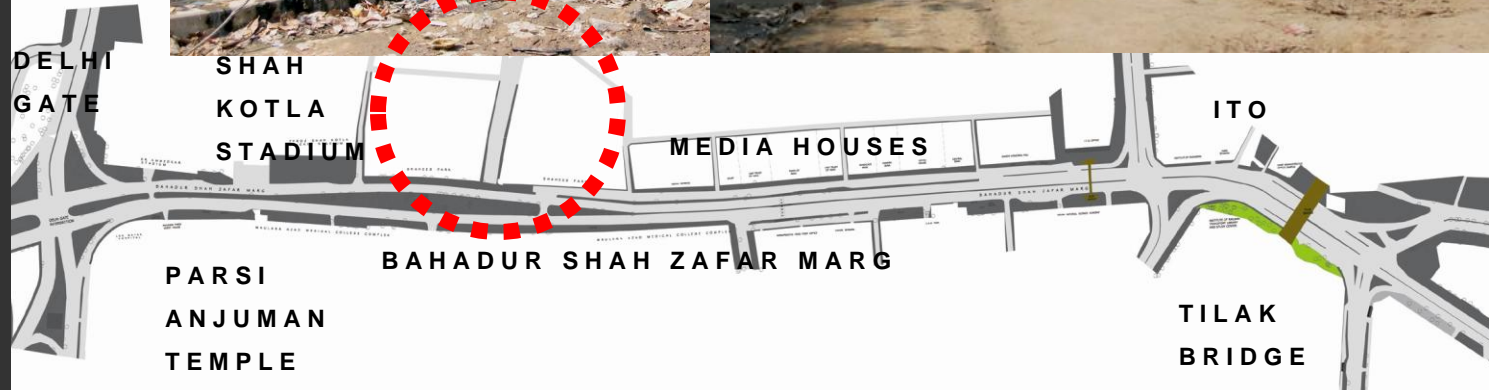
Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

PRESSURE POINTS

- Traffic congestion at ITO junction
- Parking/Chaos in front of Newspaper Offices

Visual and Physical accessibility to Feroz Shah Kotla Fort



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

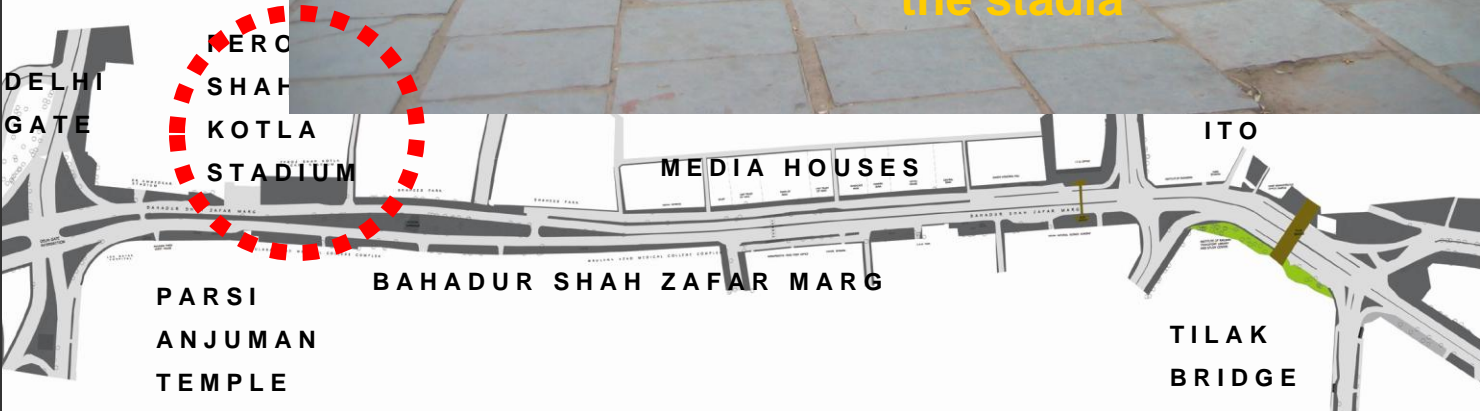
PRESSURE POINTS

- Traffic congestion at ITO junction
- Parking/Chaos in front of Newspaper Offices
- Visual and physical accessibility to Feroz Shah Kotla Fort

Access to Feroz Shah Kotla and Dr. Ambedkar Stadiums



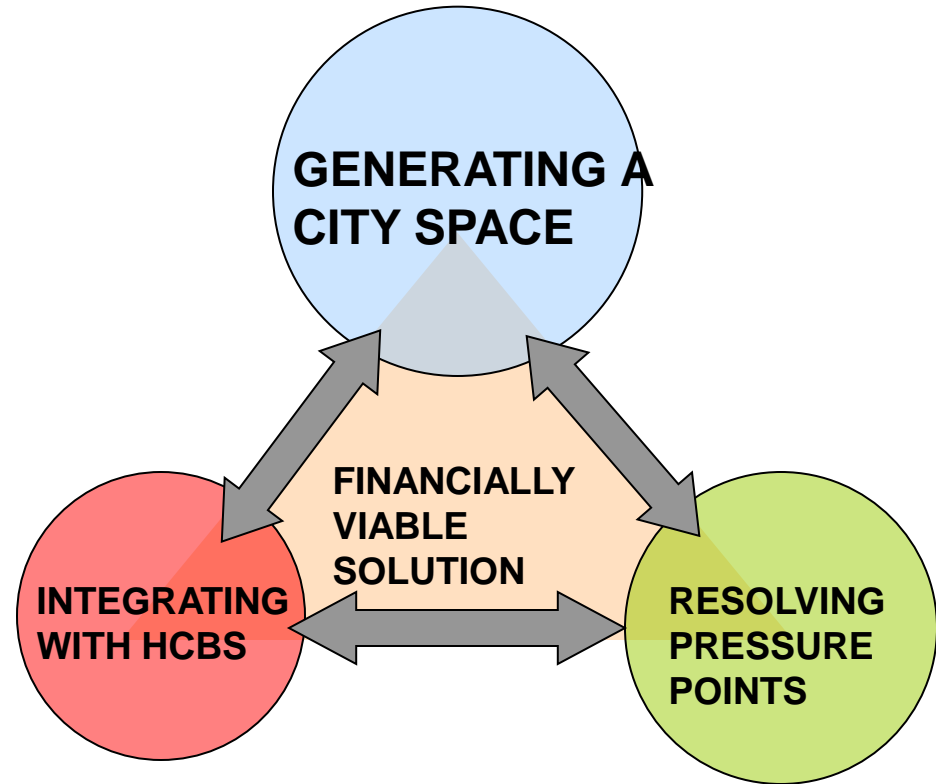
Unapparent access to the stadia



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

METHODOLOGY

- ❑ Generation of City Space elements
- ❑ Integration with HCBS
- ❑ Resolution of pressure and problem zones
- ❑ Financially viable solution

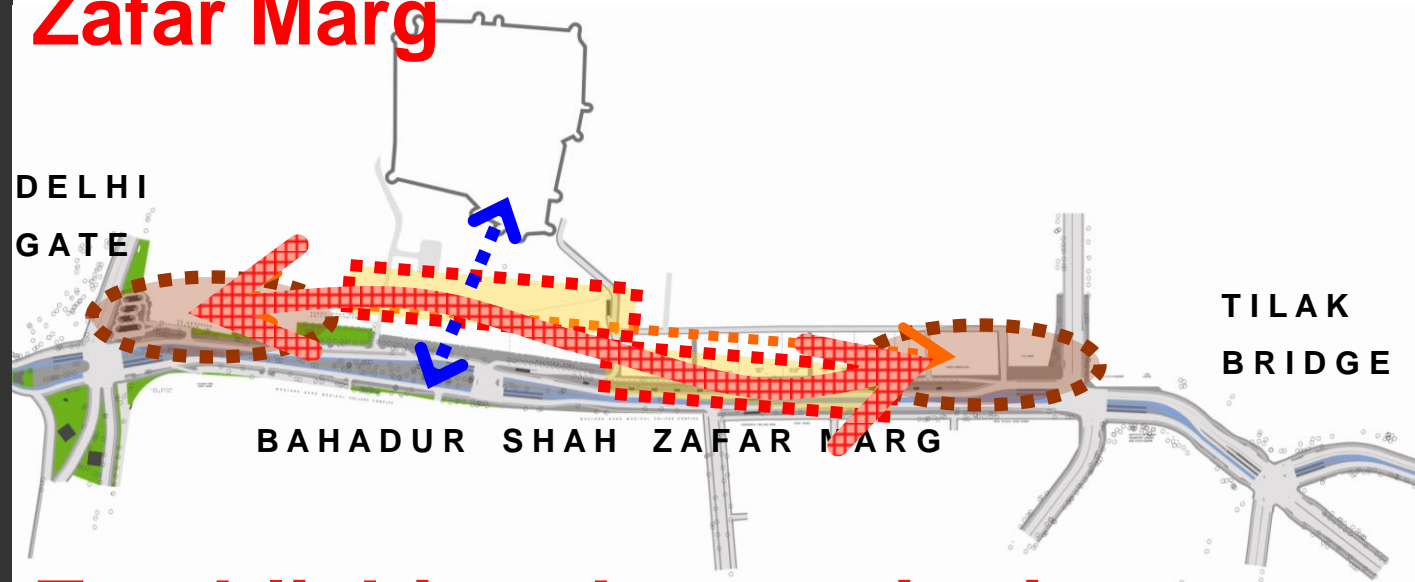


Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

DEVELOPMENT OF KEY SPACES AND FUNCTIONS

- Plaza at the entrance of the stadiums
- Plaza at ITO Junction
- Pedestrian avenue Linking media houses to the stadiums
- Plaza in front of the media houses
- Development of **night bazaar**, amphitheatre at Shaheed Park

Pedestrian Plazaz and activities contributing to specific 'public realms' along the Bahadur Shah Zafar Marg



Establishing the continuity on pedestrian zones

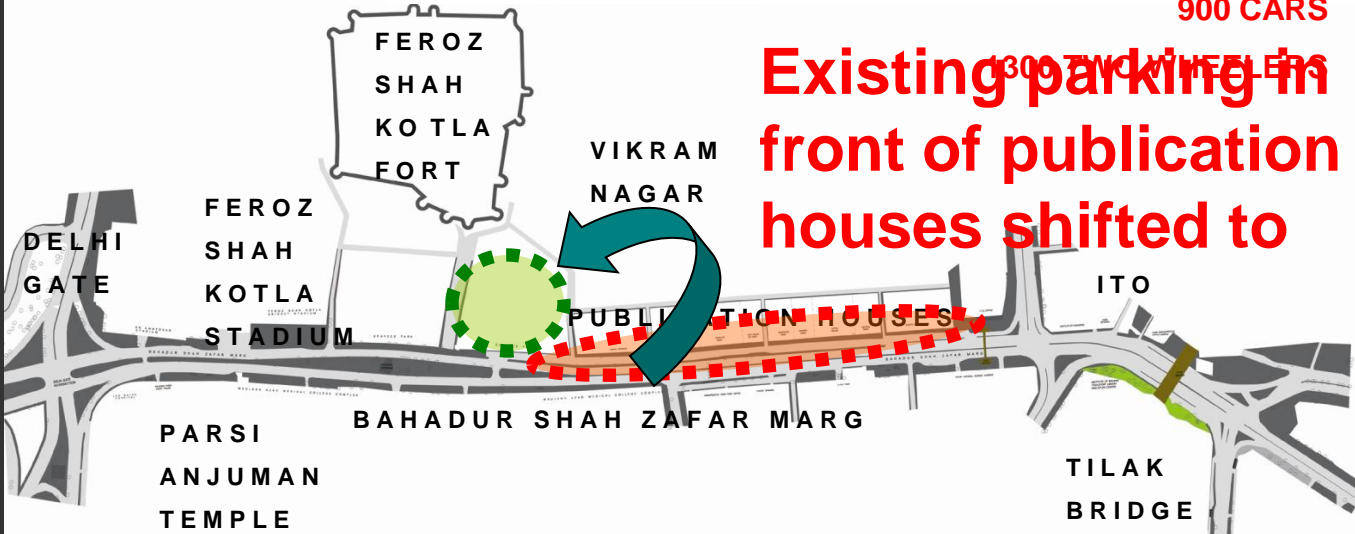
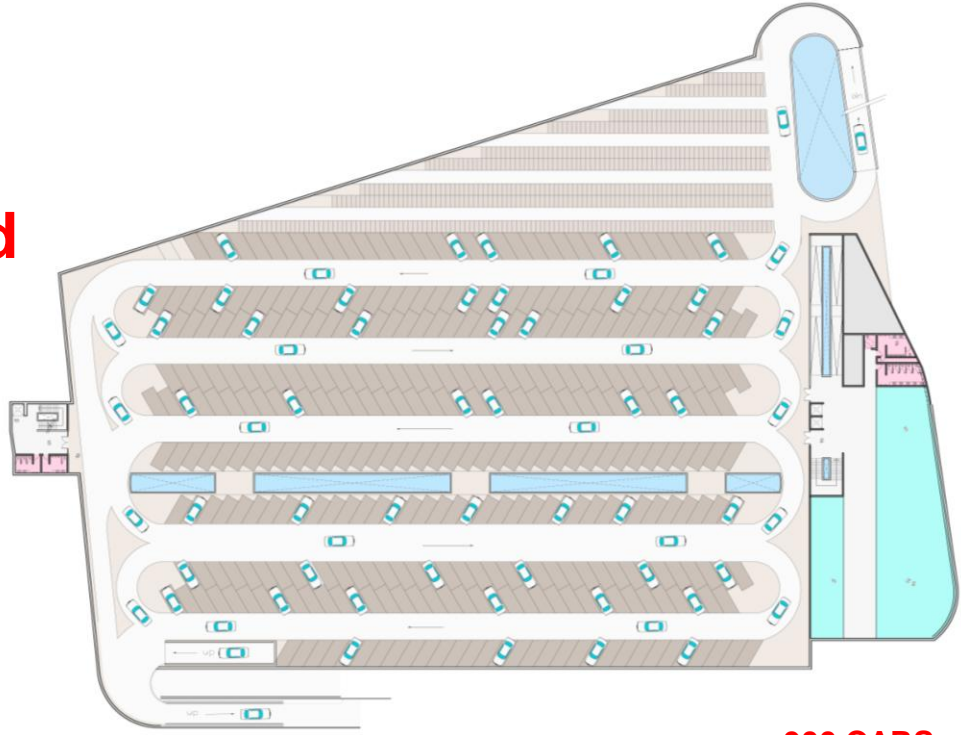
Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

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Parking

Two level
underground
parking, below
Shaheed Park

2 lvl.
Underground
parking cum
shopping
complex
under
shaheed
park

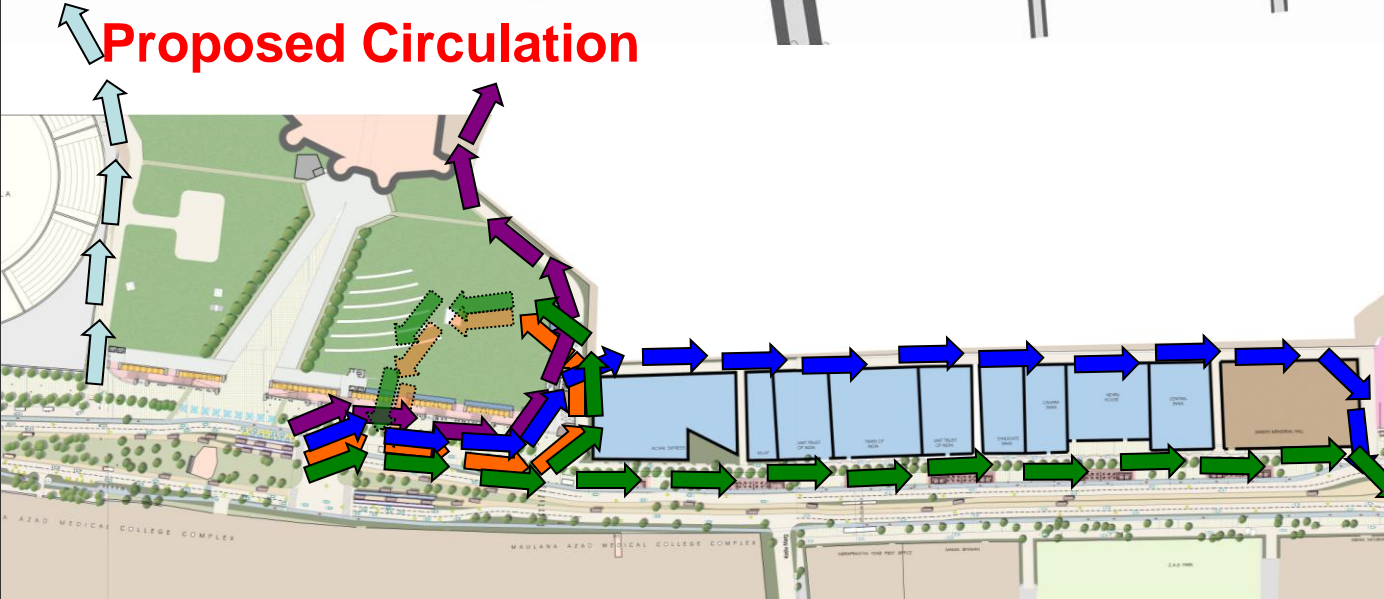
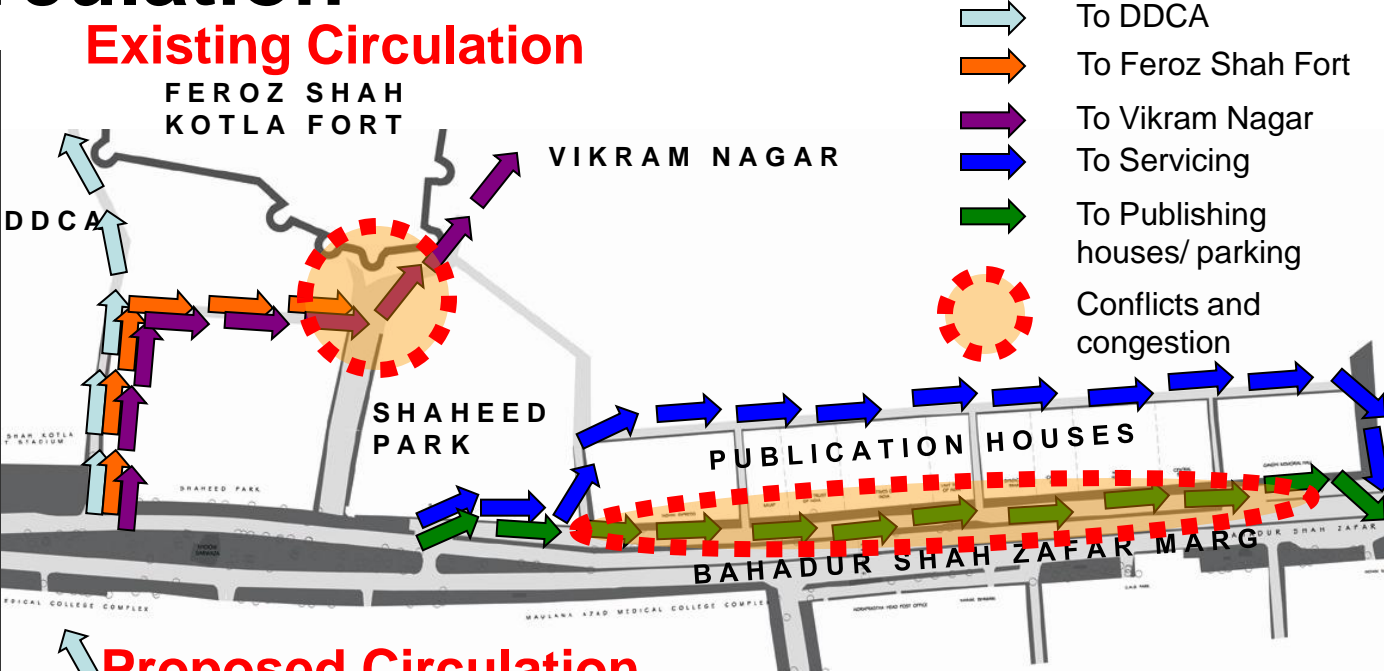


Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

Vehicular Circulation

- Integration with BRT (Bus Rapid Transit) System
- Rationalizing locations and designs of bus shelters
- Improvement of junction geometry for increased throughput and reduced congestion
- Redesigning of junction signal cycles for efficient traffic and pedestrian flow Management

-- Improvement of circulation around publication houses, development of 7 meter wide (2 way) access lane along Shaheed Park for Vikram Nagar



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

PLAZA AT THE ENTRANCE OF THE STADIUMS



Existing

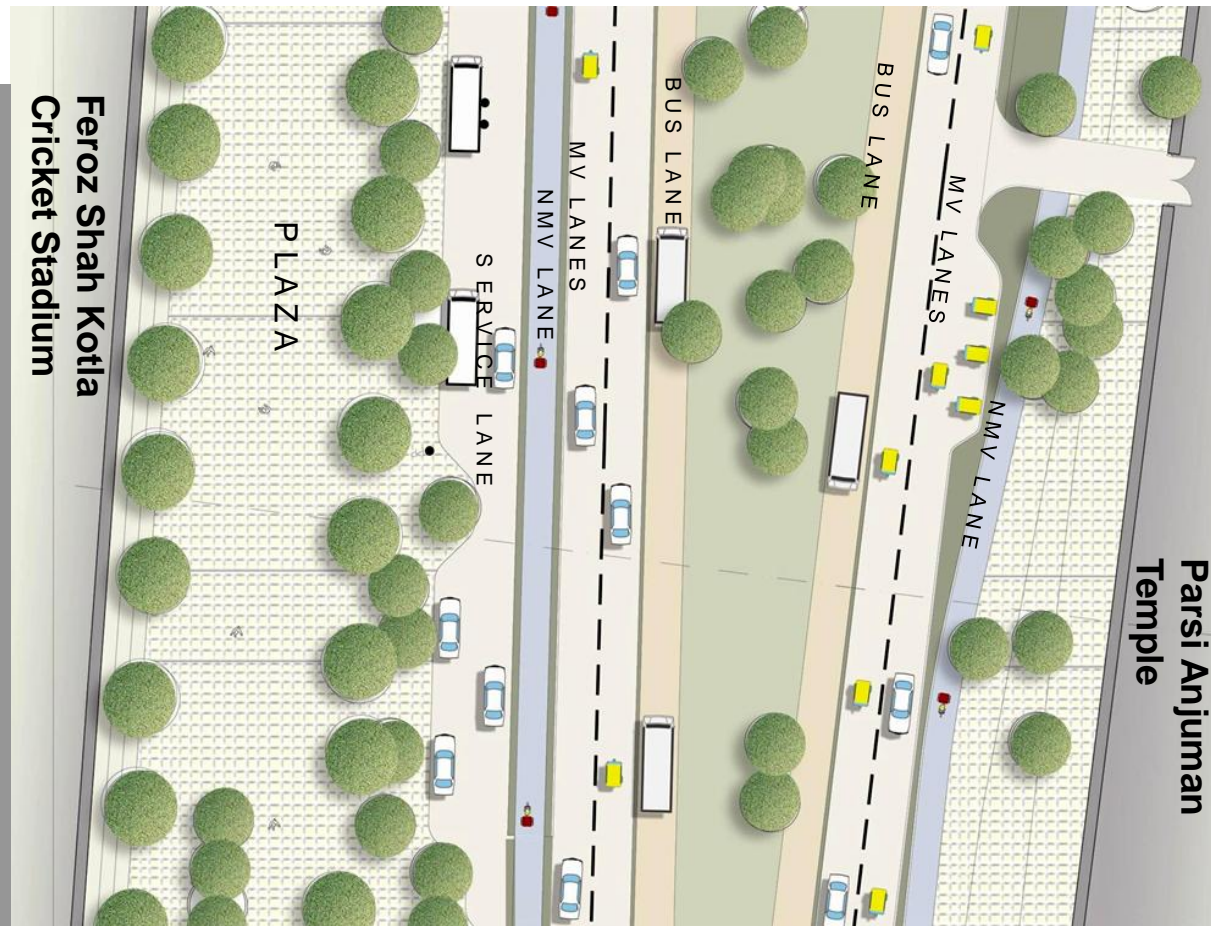
Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

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PLAZA AT THE ENTRANCE OF THE STADIUMS

PROPOSED

- ❑ Development of 3000 Sq. M. paved plaza in front of cricket stadium.
- ❑ Tree plantation on on the carriageway and Cricket Stadium edge of the plaza
- ❑ Development of static zones for hawkers.
- ❑ Paving patterns complimenting pedestrian circulation and congregation functions.
- ❑ Relocation and rationalization of existing services and ammentities
- ❑ Lighting of plaza
- ❑ Façade lighting of the stadium
- ❑ Seating along stadium boundary wall
- ❑ 6m wide service lane with 3.3m wide drop off bays for feeder buses, cars.
- ❑ Police picket, retractable bollards



SECTION THROUGH ENTRANCE AT THE FEROEZE SHAH KOTLA STADIUM

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

PEDESTRIAN AVENUE BETWEEN PUBLICATION HOUSES AND STADIUMS

Proposed



- ❑ Row shading trees between vehicular lanes and the pedestrian plaza to provide shade and to define an axis.
- ❑ Street furniture including fixed benches, planters and waste bins.
- ❑ Integrating public art in the rhythm of the pedestrian avenue.
- ❑ Complimentary functions/activities such as eating joints, handicraft shopping, speciality bazaars etc.
- ❑ Paving patterns complimenting ped. circulation and congregation functions.
- ❑ Lighting design, using attractive light fixtures to maintain an avg. 20 lux on the avenue using mercury halide, white light (sodium vapour yellow light for the vehicular lanes).
- ❑ Consistent pedestrian and vehicular signage design.

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

DEVELOPMENT OF NIGHT BAZAAR, AMPHITHEATRE AT SHAHEED PARK

PROPOSED



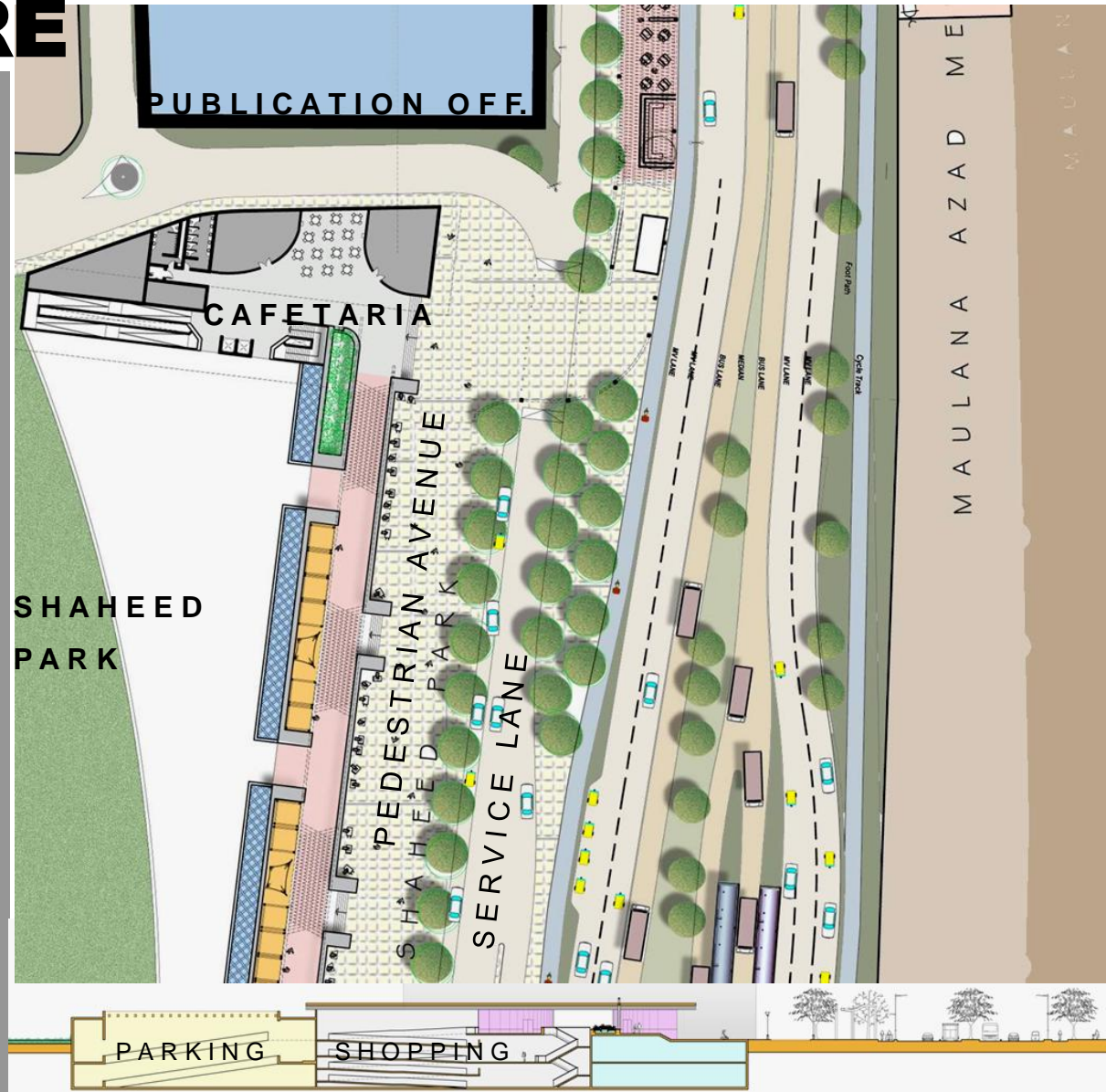
Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

DEVELOPMENT OF NIGHT BAZAAR, AMPHITHEATRE

PROPOSED

- Existing park boundary shifted back to create 2400 sqm, 1m raised 'chabutra' and 10m wide walkway
- Plaza around Khooni Darwaza, accessed through signalized ped. crossing at bus shelters
- Integrate sidewalks with designed space for rationalized hawker activity
- Raised chabutra as venue for organised night and festival bazaars
- Raised chabutra edge by columns and wave shaped beams
- Intermittent shade on plaza generated by hanging screens from wires strung between edges
- Connection to underground parking and plaza in front of publication off.
- Paving patterns and Lighting design



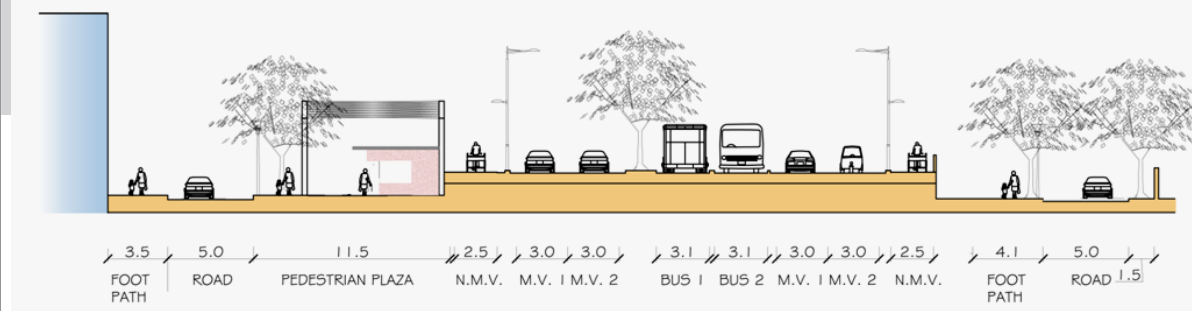
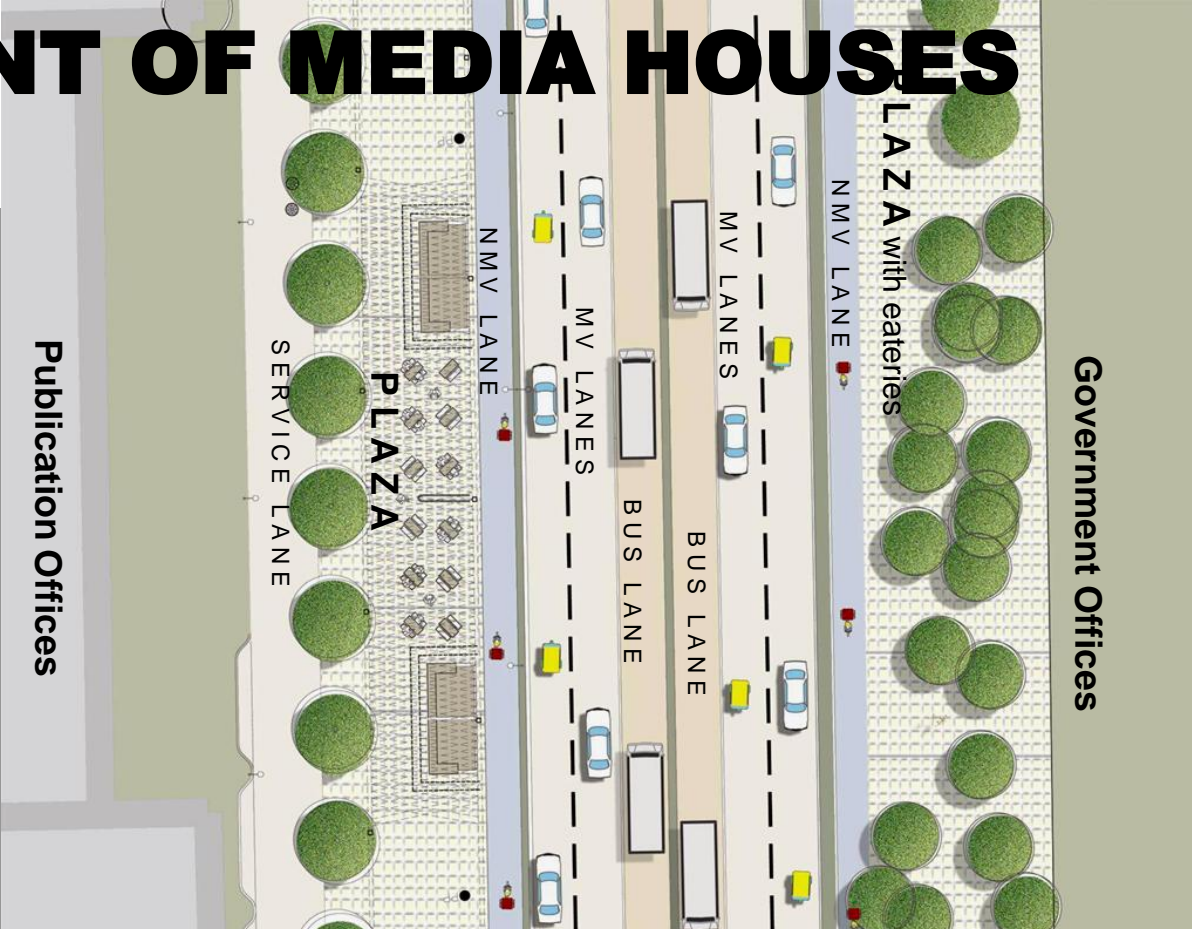
Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

PLAZA IN FRONT OF MEDIA HOUSES

PROPOSED

- Parking cleared for 8000 sqm Plaza
- Existing shacks and hawker location rationalized
- Row of trees along service lane
- Plaza edge defined by columns, and beams in wave form
- Seating space between kiosks shaded by screens hanging from wires strung between two edges
- Vandalism proof furniture
- Paving patterns complimenting ped. circulation and congregation functions.
- Rationalization of existing services and amenities
- Lighting of plaza
- Facade lighting of Publishing Houses



SECTION THROUGH THE PLAZA IN FRONT OF THE PUBLICATION OFFICES

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

PROPOSED



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

PLAZA AT JAMIAT-ULMA-E-HIND (ITO)

PROPOSED



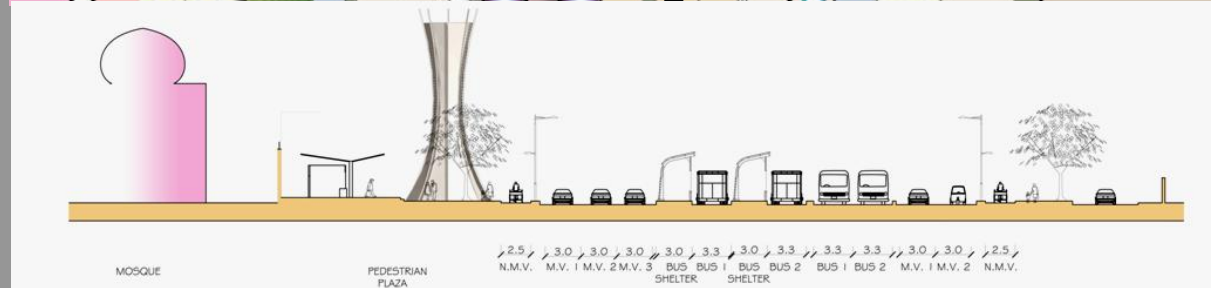
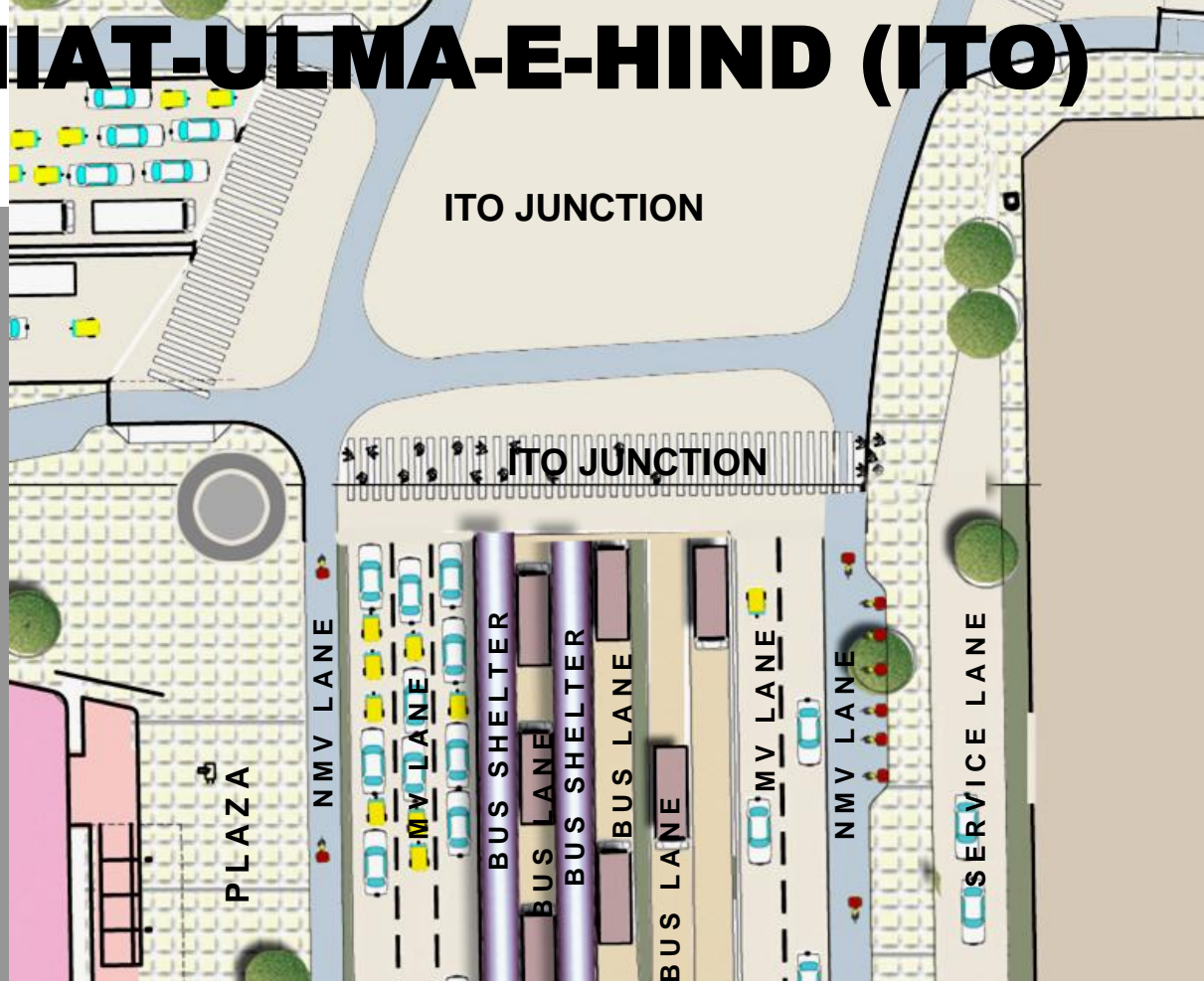
Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

PLAZA AT JAMIAT-ULMA-E-HIND (ITO)

PROPOSED

- ❑ Development of 1550 Sq. M. paved plaza in front of Jamiat Ulma-e-Hind
- ❑ Existing temporary shacks organised in the form of 13, 9sqm kiosks
- ❑ 9m dia, 21m high tower marking beginning of transition from New to Old Delhi
- ❑ 250 sqm of advertisement space on tower – synchronised with signal
- ❑ Existing foot over bridge to be go, signalized ped. crossing at junction
- ❑ Paving patterns complimenting ped. circulation and congregation functions.
- ❑ Rationalization of existing services and amenities i.e., transformers and bus shelters.
- ❑ Lighting of plaza
- ❑ lighting of the Jamiat Ulma-e-Hind



SECTION THROUGH THE PLAZA IN FRONT OF ITO BUS STOP

Decongesting ITO Junction – GEOMETRIC DESIGN

- Integration with BRT (Bus Rapid Transit) System
- Rationalizing locations and designs of bus shelters

-- Improvement of junction geometry for increased throughput and reduced congestion

ITO junction redesigned and carriageway width for entry traffic at junction widened from existing 15m

..... to proposed 21.5m – **INCREASING THROUGHPUT BY 43%**

The screenshot shows the AIMSUN v4.2.14 interface. A central 3D model of an ITO junction is highlighted in yellow. The text 'ITO JUNCTION' is written vertically on the yellow area. A data table in the bottom right corner provides the following information:

Vehicle Type	Wait Out	Inside	Gone out
1w_1wheeler	8	1476	4822
2w_2wheeler	46	1145	1543
2w_Auto	24	349	329
3w_3wheeler	52	1489	2294
Cycle	39	1109	296

AIMSUN micro simulation software used to determine throughput and speed

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

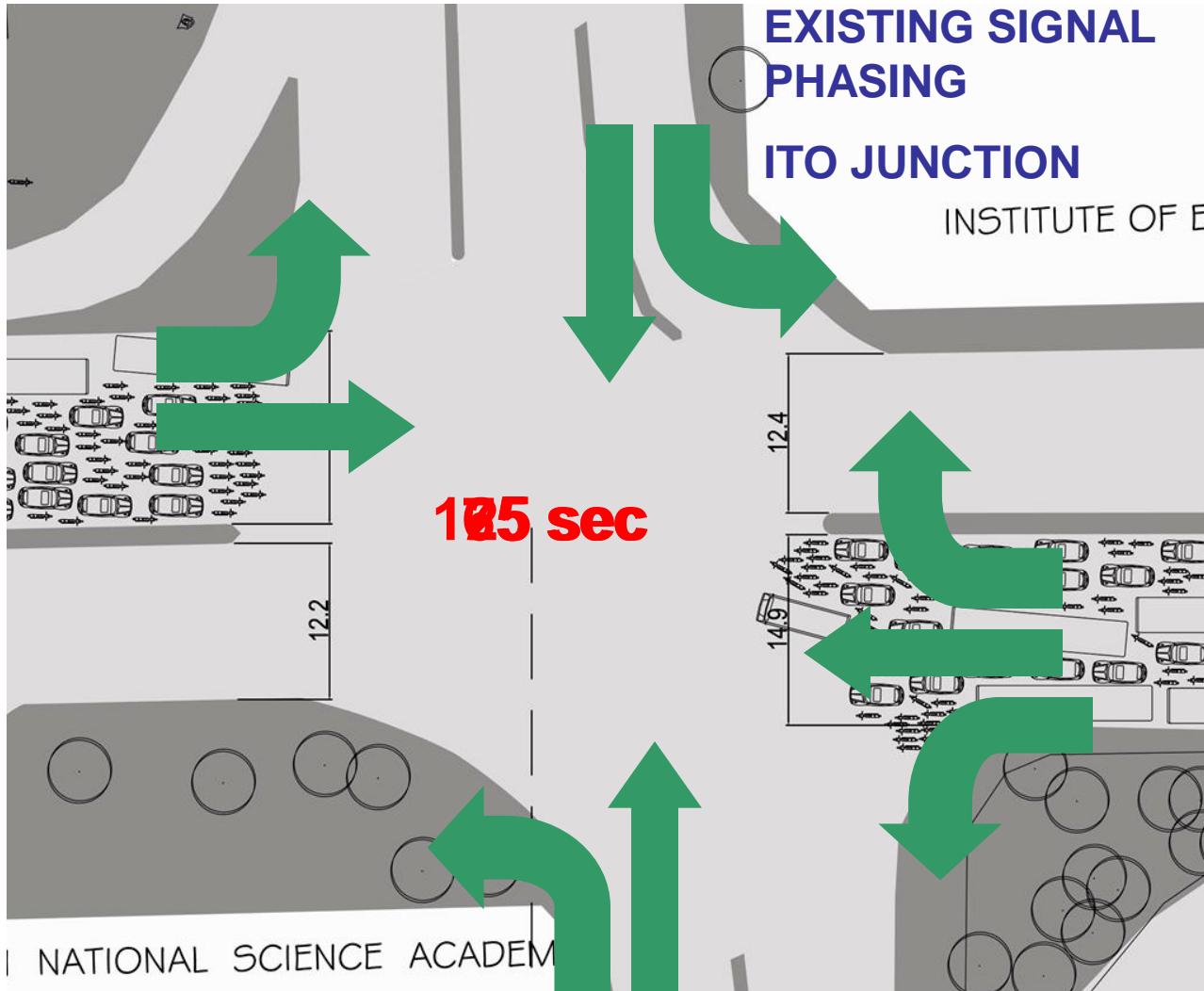
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Decongesting ITO Junction – SIGNAL PHASING

- Integration with BRT (Bus Rapid Transit) System
- Rationalizing locations and designs of bus shelters
- Improvement of junction geometry for increased throughput and reduced congestion

-- Redesigning junction signal cycles for efficient traffic and pedestrian flow Management

REDESIGN OF JUNCTION SIGNAL CYCLE



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

Decongesting ITO Junction – SIGNAL PHASING

- Integration with BRT (Bus Rapid Transit) System
- Rationalizing locations and designs of bus shelters
- Improvement of junction geometry for increased throughput and reduced congestion

-- Redesigning junction signal cycles for efficient traffic and pedestrian flow
Management

PROPOSED SIGNAL

SIGNALIZED INTERSECTION PLANNING ANALYSIS

Analyst: Aarti Kapur Intersection: Thimayya Park
 Agency/Co.: IIT, Delhi Area Type: CBD or Similar
 Date: 1/24/2005 Jurisdiction:

for each opposing pair Plan 3b: P <P P <P
 Plan 4: N N N N

Phase plan selected (1 to 4) 3b 3b

Min. cycle (Cmin) 120 Max. cycle (Cmax) 180

Movement	Plan	Value	EWL	WTL	EWT	NSL	STL	NST
Critical phase vol [C]		63		359	380	40	120	868
Reference sum [RS]		1642						
Lost time/phase [PL]		16	4	0	4	4	0	4
Lost time/cycle [TL]		180.0						
Cycle length [CYC]			9.6	32.2	38.1	7.6	10.8	81.8
Phase time								
Critical v/c Ratio [Xcm]		1.22						
Status		Over capacity						

Analyst: [Aarti Kapur]
 For Help, press F1

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

Decongesting ITO Junction – Public Transport

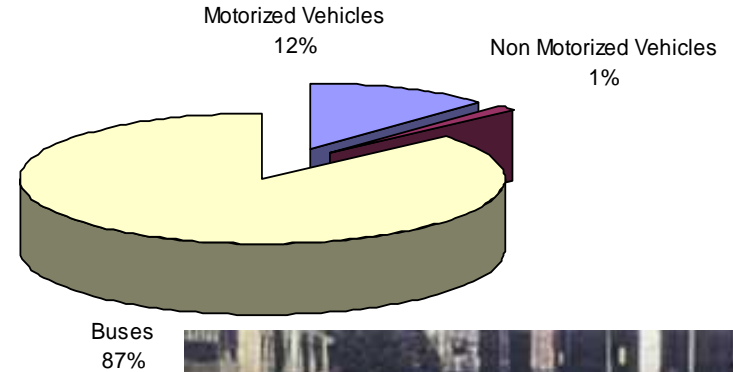
-- Integration with
BRT (Bus Rapid
Transit) System

EMPHASIS ON PUBLIC TRANSPORT

**87% of existing
commuter
traffic on
Bahadur Shah
Zafar Marg
uses bus based
public transport**

**Number of
people in 150
cars can**

**.... fit in three
buses**



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

Decongesting ITO junction – PUBLIC TRANSPORT

-- Integration with
BRT (Bus Rapid
Transit) System

Bus Rapid Transit is high-quality, customer-orientated transit that delivers fast, comfortable and low-cost urban mobility



❑ Segregated busways and NMV lanes on BSZ marg would increase the efficiency of bus based transport by up to 50%

❑ Average speed would go up from existing 13km/hr to 21 km/hr in the proposed system

❑ Efficient fare collection, Modal integration, IT based vehicles and operations would further increase the efficiency by 15%

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

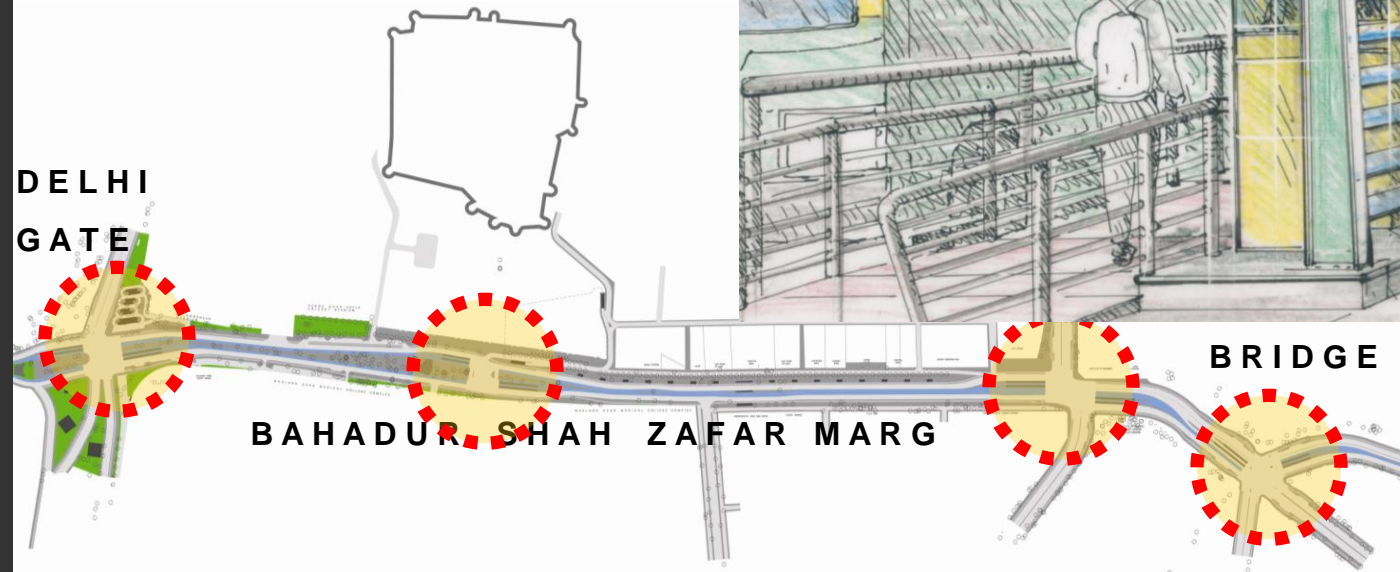
i'us: Designers Combine

HCBS Sytem – BUS SHELTERS

-- Integration with BRT (Bus Rapid Transit) System

-- Rationalizing locations and designs of bus shelters

- 3.0m x 56m parallel bus shelter for each direction traffic, with barrier free access
- Bus shelters located at signalized junctions for safe and convenient commuter access



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

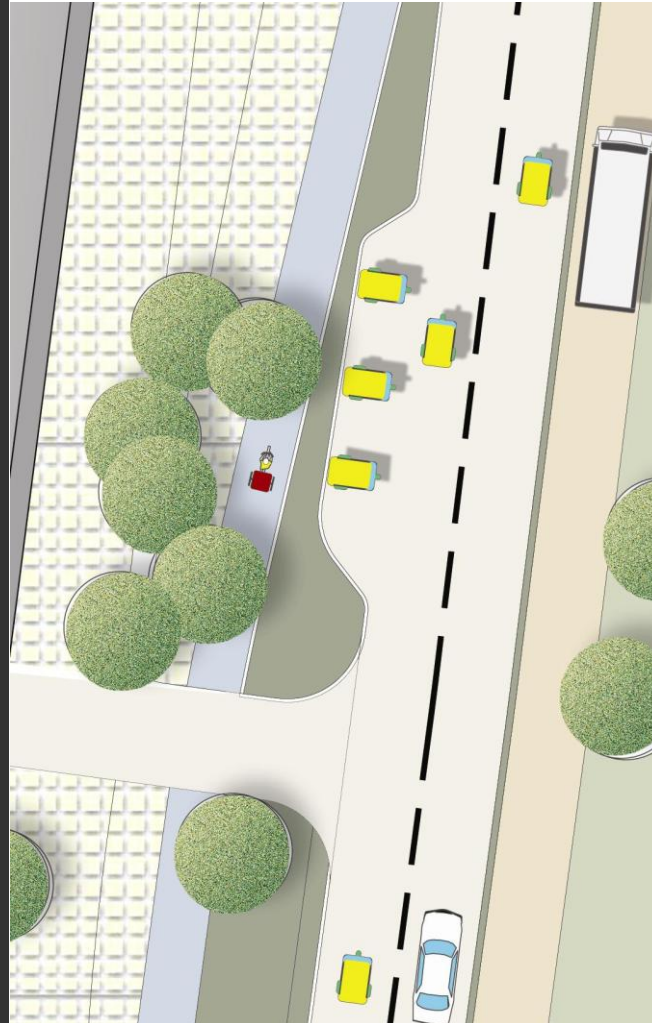
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Feeder Infrastructure

Dedicated parking bays for service vehicles and TSRs

TSR, SERVICE VEHICLE PARKING

CYCLE RICKSHAW PARKING



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

Other Key Issues and Areas of Intervention

- Traffic Calming
- Barrier free movement
- Designer Kiosks
- Public Amenities
- Public Toilets
- Phone Booths
- Lighting
- Drainage and Rain Water Harvesting
- Existing Infrastructure
- Future Infrastructure
- Landscaping
- Garbage and Waste Management



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

Other Key Issues and Areas of Intervention

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- Future Infrastructure
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Tactile Flooring and Ramps on Pavements for Barrier Free Movement



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

Other Key Issues and Areas of Intervention

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- Barrier free movement
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- Garbage and Waste Management

Vandalism Proof, Maintenance free, prefabricated Kiosks



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

Other Key Issues and Areas of Intervention

- Traffic Calming
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- Garbage and Waste Management



Comfortable and Attractive Street Furniture



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

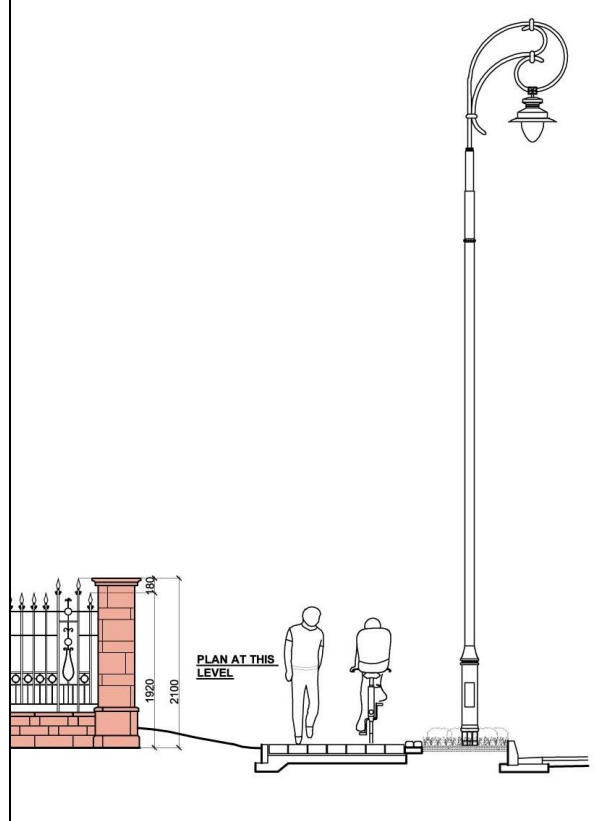
i'us: Designers Combine

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- Existing Infrastructure
- Future Infrastructure
- Landscaping
- Garbage and Waste Management



	Avg Lux	Avg/Min Lux	Light color
Carriage way	17	3	Yellow
NMV Lane	20	4	White
Footpath and service lane	20	4	White



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

Other Key Issues and Areas of Intervention

- Street Furniture
- Rationalising space for vendors and Hawkers
- Ready to accommodate current and future IT innovations for streets
- Rationalized design and location of Police Posts
- Creation of Cycle Rickshaw Tour Points
- Tourist Information Facilities
- Road Marking
- Direction Signs
- Advertisement Structures and Systems

Attractive and Contextual Paving



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

Other Key Issues and Areas of Intervention

- Street Furniture
- Rationalising space for vendors and Hawkers
- Ready to accommodate current and future IT innovations for streets
- Rationalized design and location of Police Posts
- Creation of Cycle Rickshaw Tour Points
- Tourist Information Facilities
- Road Marking
- Direction Signs
- Advertisement Structures and Systems

Road Markings and Street Signs



Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

Financial and Management Viability

Expenditure and revenue model

EXPENDITURE

S. NO.	Item	Cost (in crores)
1	Development of Plazas including planters, pergola and furniture	2.27
2	Development of underground parking and shopping facility	11.83
3	Development of concrete carriageway, footpath, bus shelters including road markings and signs	12.00
4	Repair and development of services including electrical and drainage	3.27
5	Miscellaneous expenses including dismantling, special equipment, horticulture, contingencies and consultancy fees, etc.	3.52
	TOTAL	32.89

Streetscaping: Bahadur Shah Zafar Marg – Tilak Bridge to Delhi Gate Corridor, Delhi

i'us: Designers Combine

Financial and Management Viability

Expenditure and revenue model

REVENUE

One Time revenue

S. NO.	Item	Cost (in crores)
1	Contribution by Delhi Transport Department for development of the HCBS proposal @ Rs. 8 crore per km	12.00
2	Lease of 450 car parking bays @ 75,000 per bay to publication houses (for an agreed period)	3.38
3	Lease of 600 two wheeler parking bays @ 15,000 per bay to publication and corporate houses (for an agreed period)	0.90
4	Sale of shops in the underground basement parking @ Rs. 50,000 per sq.m.	7.3
	TOTAL	23.58

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Financial and Management Viability

Expenditure and revenue model

REVENUE

Annual revenue

S. NO.	Item	Annual earnings (in crores)
1	Revenue from hourly lease of 450 car parking and 600 two wheeler parking bays	0.96
2	Annual lease of advertisement panels on the bus shelters, garbage dumps, subway, plaza walls and public toilets @ Rs. 25,000 per sqm.	4.2
	TOTAL	5.16

RECOVERY OF COST < 2 YEARS

ANNUAL REVENUE > 5 CRORES

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Financial Viability

-- Expenditure and
revenue model

Management model

Institutional Structure

A Special Institutional Structure (SIS) within the developing authority is proposed to be created for the maintenance, marketing and business development of Patrika Path (consisting of Plazas and Pedestrian Avenue)

Responsibilities

- ↗ Organizing, night, handicraft or festival bazaars on the Shaheed Chabutra (in front of Shaheed Park).
- ↗ Collection of revenue, control of spill over (of kiosks in front of publication houses) and control on hawking activity (in association with an NGO).
- ↗ Maintenance and security of the Patrika Path and all plazas on it.

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Financial and Management Viability

-- Expenditure and revenue model

Management model

Annual Expenses for SIS

S. NO.	Item	Annual Expenses (in crores)
1	Employee salaries (8 officers and 25 workers)	0.30
3	Cost of lighting and maintenance	0.10
	TOTAL	0.40

Annual Revenue for SIS

S. NO.	Item	Annual earnings (in crores)
1	Revenue from annual lease of kiosks in front of publication houses @ 1750 per sqm	0.59
2	Annual lease of Night Bazaar , plaza to weekly bazaar associations or exhibitors on a daily basis @ Rs. 15,000 per day	0.30
	TOTAL	0.89

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Financial Viability

-- Expenditure and revenue model

-- Management model

Stakeholders

partnership

model

Publishing and Corporate Houses

↗ **Brand Identity** – Development of Brand image on the plaza area opposite each corporate /publishing house.

↗ **Façade Control** – Control of hoardings and branding on office buildings.

↗ **Façade Lighting Control** – Development, maintenance and upkeep of façade lighting.

↗ **Parking Control** – Co-operation in control of street parking on the access road between plaza and publishing houses.

↗ **Encroachment Control** Co-operation in the control of encroachment and long term parking on the service lane.

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Financial Viability

-- Expenditure and revenue model

-- Management model

Stakeholders

partnership

model

ASI and DTTDC

↗ **Façade Lighting Control** – Development, maintenance and upkeep of external lighting system of monuments

↗ **Ticketing Control** – Management of ticketing system, ticket counter and souvenir shops

↗ **Parking Control** – Maintenance, control and upkeep of service and disabled parking.

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Financial Viability

-- Expenditure and revenue model

-- Management model

**Stakeholders
partnership
model**

Delhi District Cricket Association

↗ **Access Control** – Maintenance, upkeep and control of check post and access road.

↗ **Façade Lighting Control** – Development, maintenance and upkeep of façade lighting.

↗ **Parking Control** – Maintenance and Control of parking opposite DDCA club (along with ASI and DTTDC)

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**PLAZAS
AMPHITHEATRE
NIGHT BAZAAR
PEDESTRIAN AVENUE**

**RETURNS IN < 2 YEARS
> 5 CRORE ANNUAL
REVENUE**

**STATE OF ART
PUBLIC
TRANSPORTATION
SYSTEM AND
TRAFFIC
SOLUTIONS**

**CLEAN & EFFICIENT
PARKING
PEDESTRIAN
FRIENDLY AND
EFFICIENT
INTERSECTIONS**

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