

Non-Motorized Transport

Pedestrians Cyclists Wheelchairs



Capri HOUSE

Natra
VISITOR PARK

SINGH
P. A.

DELHI POLICE

INDIA HABITAT STATE

J.L.N STADIUM

HUMAYUN TOMB

NO STOPPING
NO PARKING

PARKING
LIMITED







Case Study

TenderSure Bangalore







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080 66000666

SHRI LAKSHMI
NATIONAL INSURANCE CO.

KIRLOSKAR OIL ENGINES L...

IIHT LTD.
HP EDUCATION CENTRE

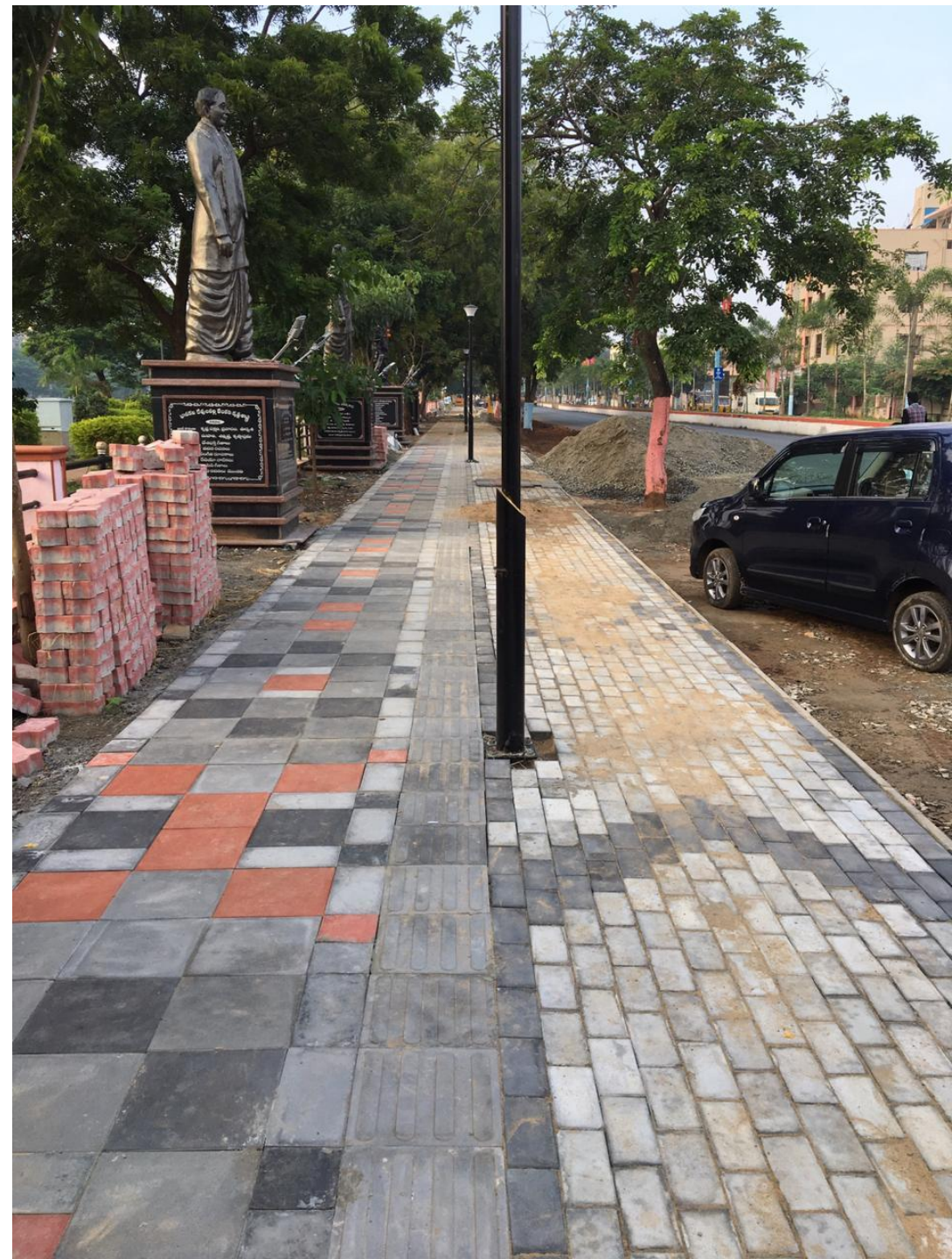
← NO PARK

Bhubaneshwar(Odissa) Cycle track



^
REPLY

Kakinada (A.P.) Cycle track



Chennai Cycle track



Raipur Cycle track



Raipur Cycle track



Indore Cycle track



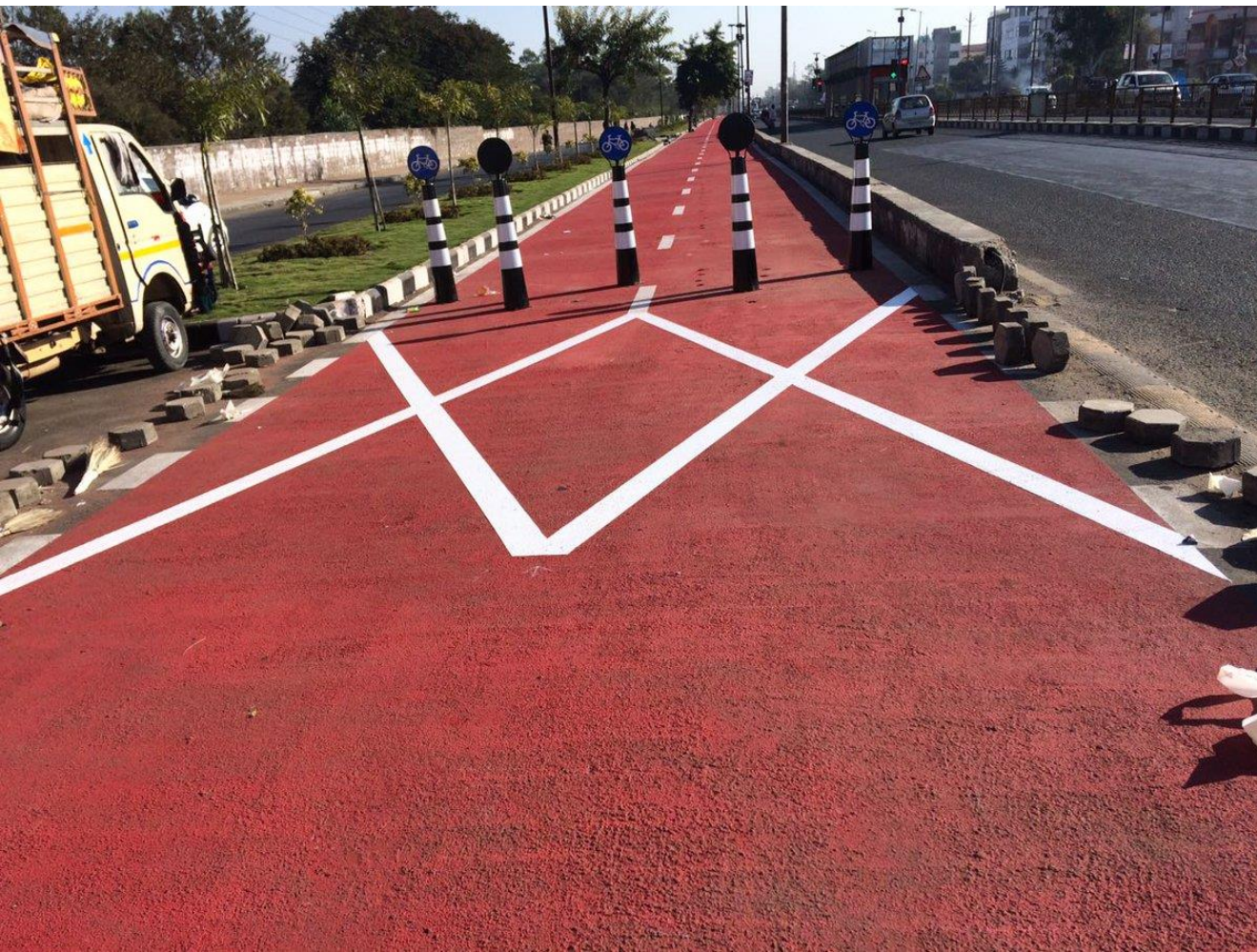
Atalnagar(New Raipur)



Atalnagar(New Raipur)



Bhopal Cycle track



Bhopal Cycle track



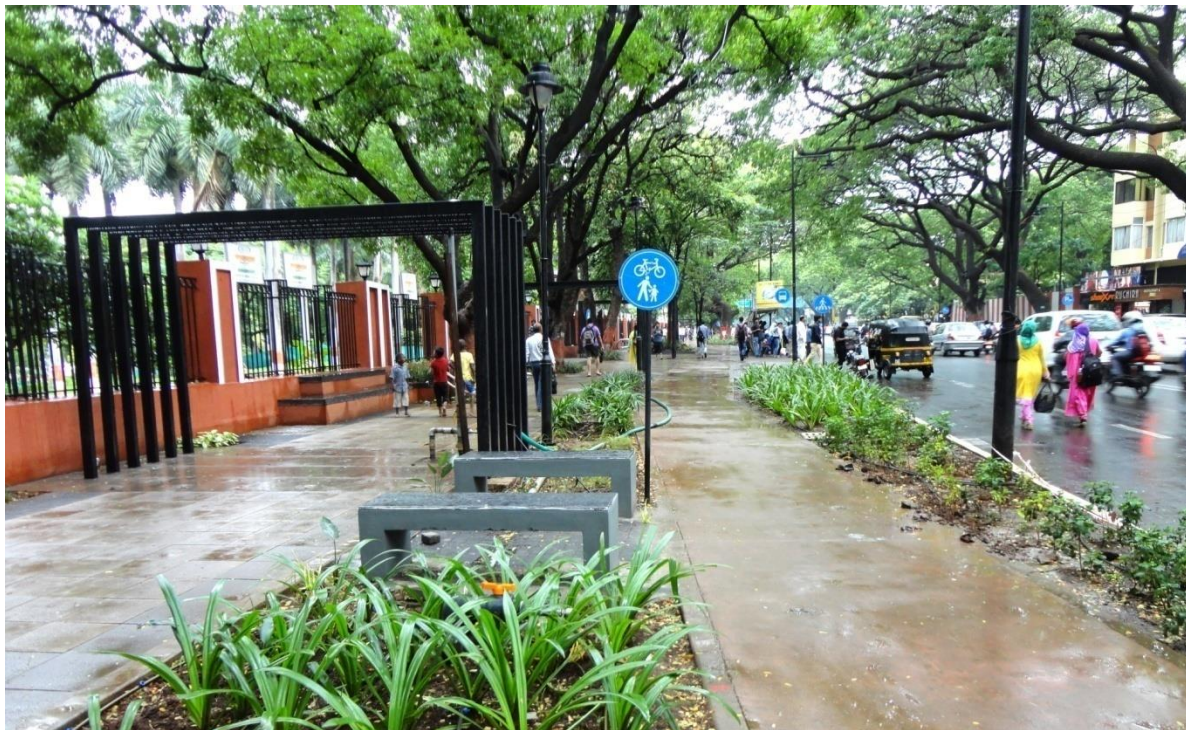
Lucknow Cycle track



Lucknow Cycle track



Pune Cycle track



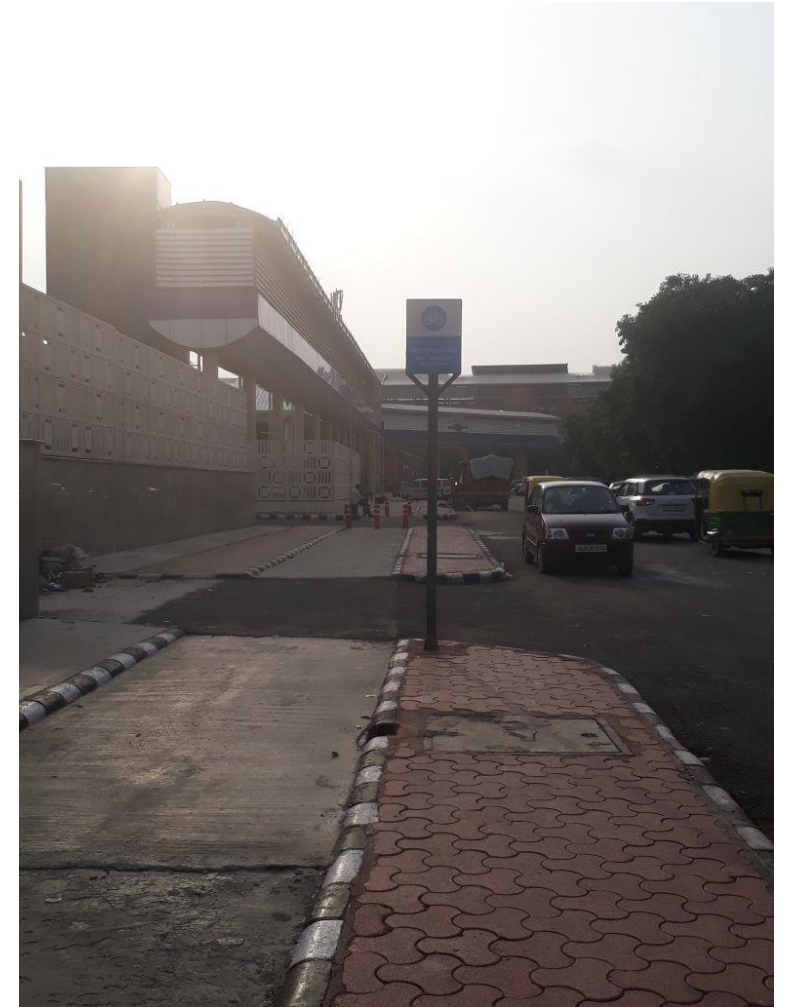
Pune Cycle track



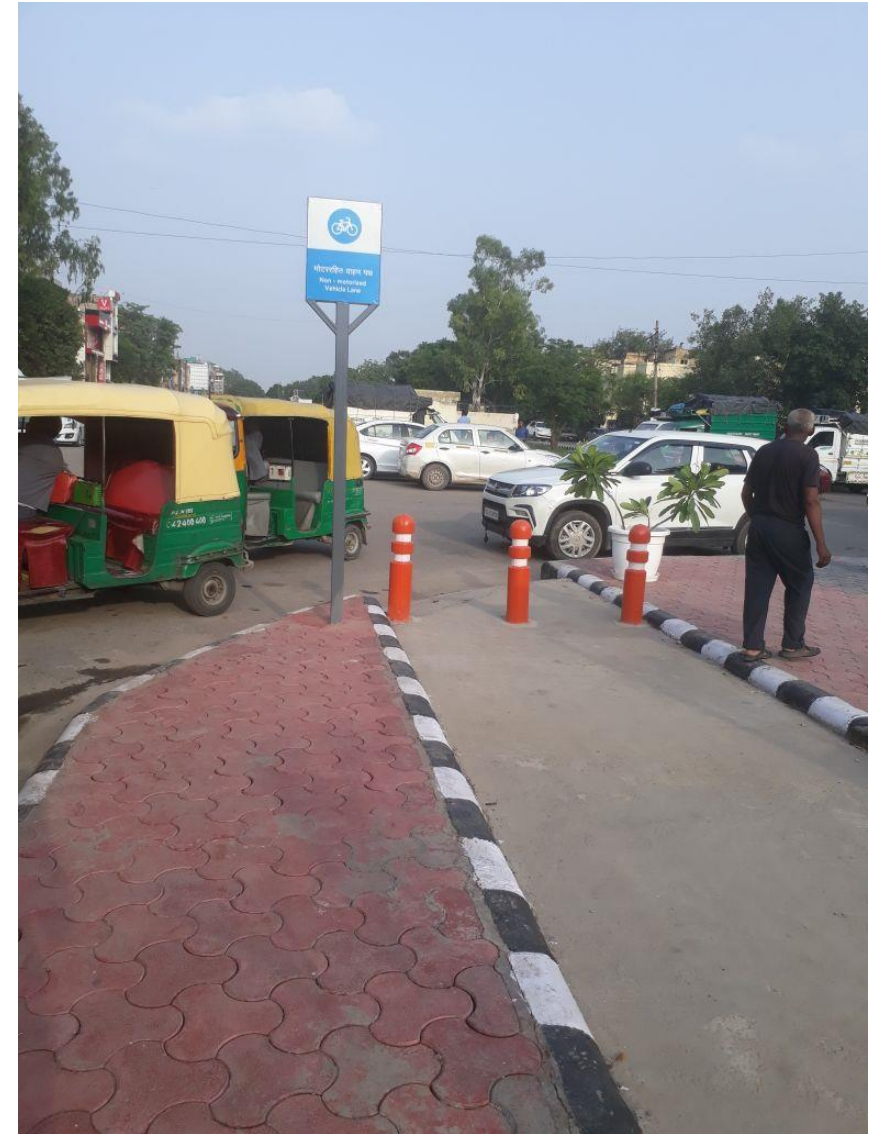
Mumbai Cycle track



Delhi Cycle track (Lajpat Nagar)



Delhi Cycle track (Lajpat Nagar)



Chadigarh Cycle track



Cycle Tracks &
Support Infrastructure

Municipal Corporation

Crossings and
Signalizations

MC+
Traffic Police

Management

Traffic Police

Case Study

Multi-Modal Integration Projects

Trilokpuri Metro Station



Trilokpuri Metro Station





Mayur Vihar Metro Station

Rajouri Metro Station





MMI in operation in Mumbai

Case Study: Palam Station

Multi-Modal Integration









आरक्षित पार्किंग
Reserved Parking

HR-76
BH-4497

DL-9S BK-0276

Activa

DL-9S
CMD553

ROYAL
ENFIELD

DL
BSS



पालम

PALAM

गेट नं. 2
Gate No. 2

पालम

PALAM

2

पालम

PALAM

2

बस सेवा का समय
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DL9S
AY9011

DL-12 SJ-2353

HR-24
CA9251

ROYAL
ENFIELD

Case Study

Lodhi Road, SP Mukherjee Marg
New Delhi



2018.06.05 09:42



मोटर वाहन
चलाना
अशुभनीय है।
दिल्ली सरकार

कुम्भवा
साईकिल
एवं रिक्शा
इसी पथ पर
चलायें।



2018.06.05 09:42



N 10 5

Do Not Honk!

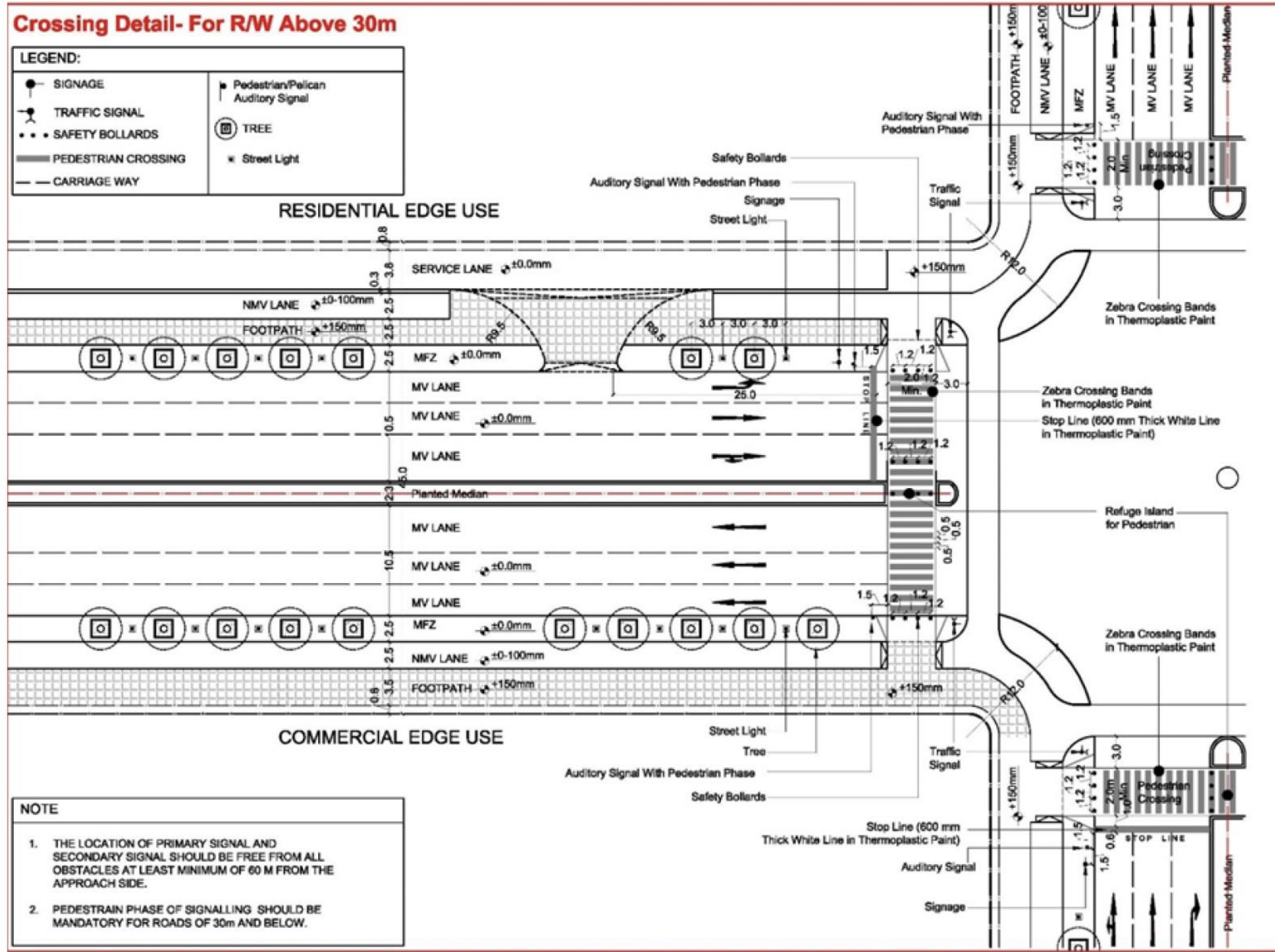
N-10B



Crossing Detail- For R/W Above 30m

LEGEND:

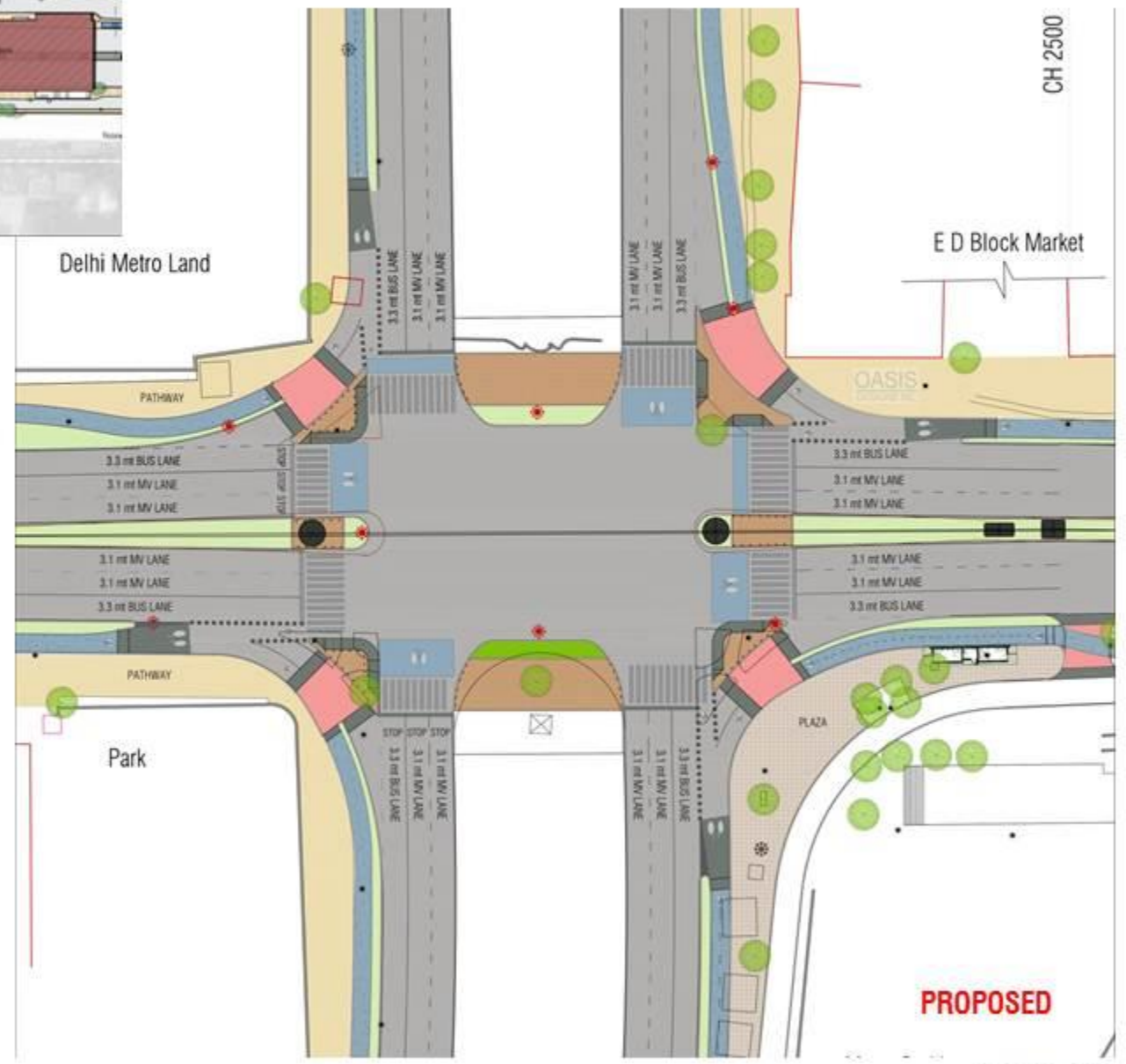
| | |
|---------------------|------------------------------------|
| SIGNAGE | Pedestrian/Pelican Auditory Signal |
| TRAFFIC SIGNAL | TREE |
| SAFETY BOLLARDS | Street Light |
| PEDESTRIAN CROSSING | |
| CARRIAGE WAY | |



MADHUBAN CHOWK



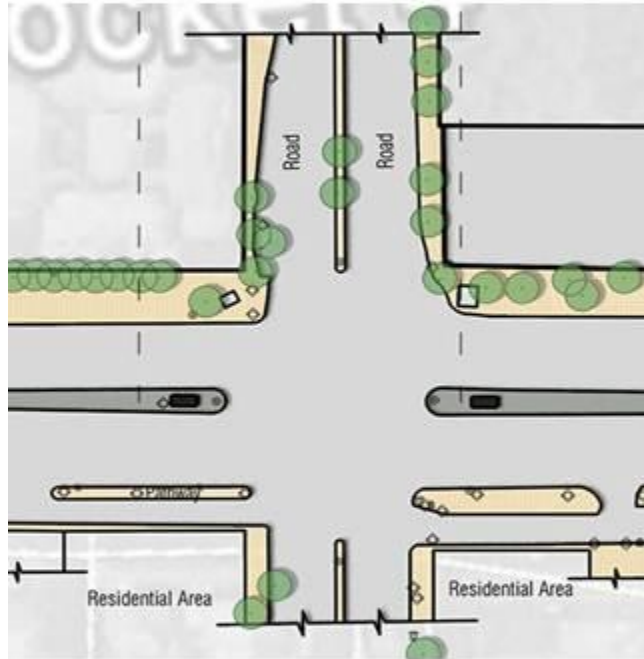
EXISTING



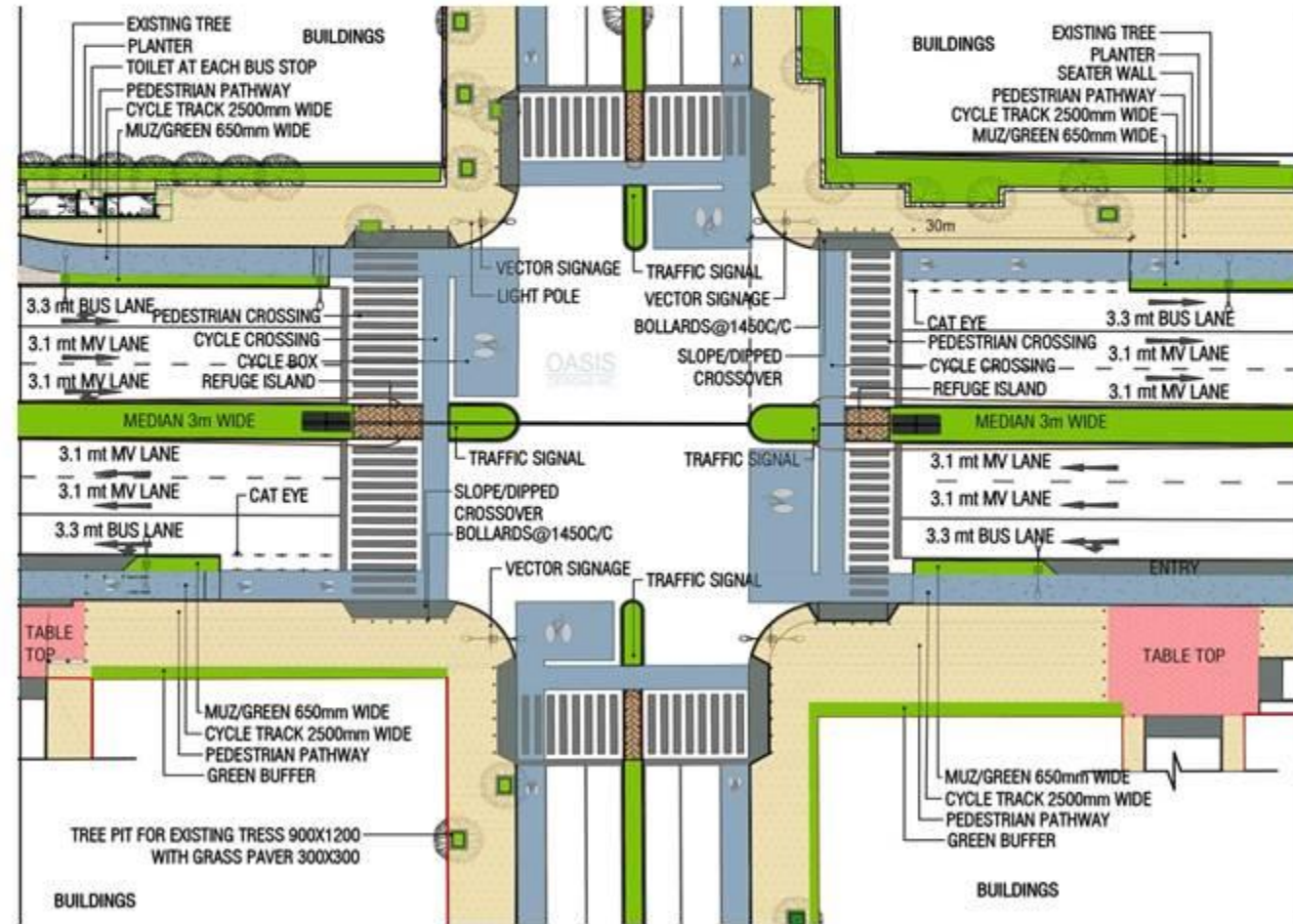
PROPOSED



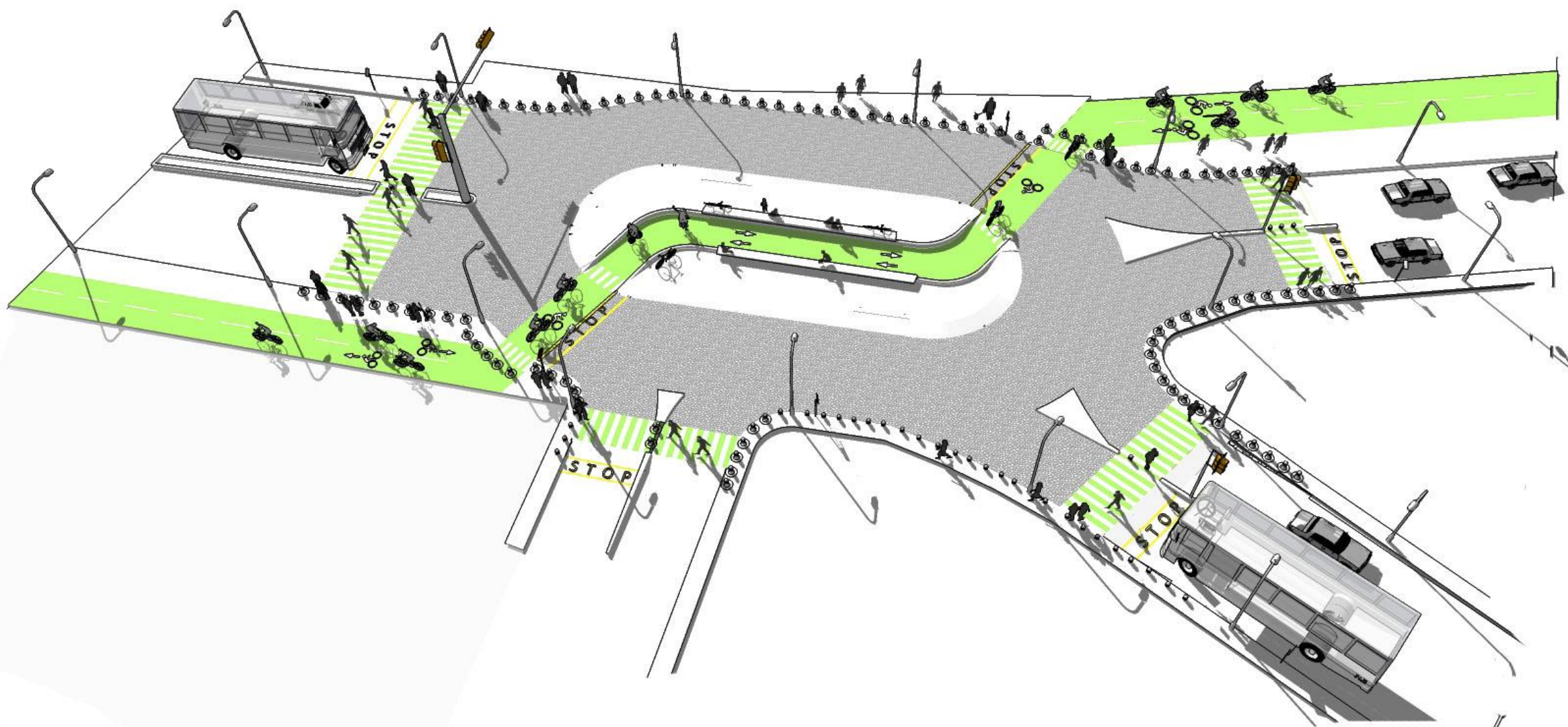
TYPICAL CROSS JUNCTIONS



EXISTING



PROPOSED



urban transform



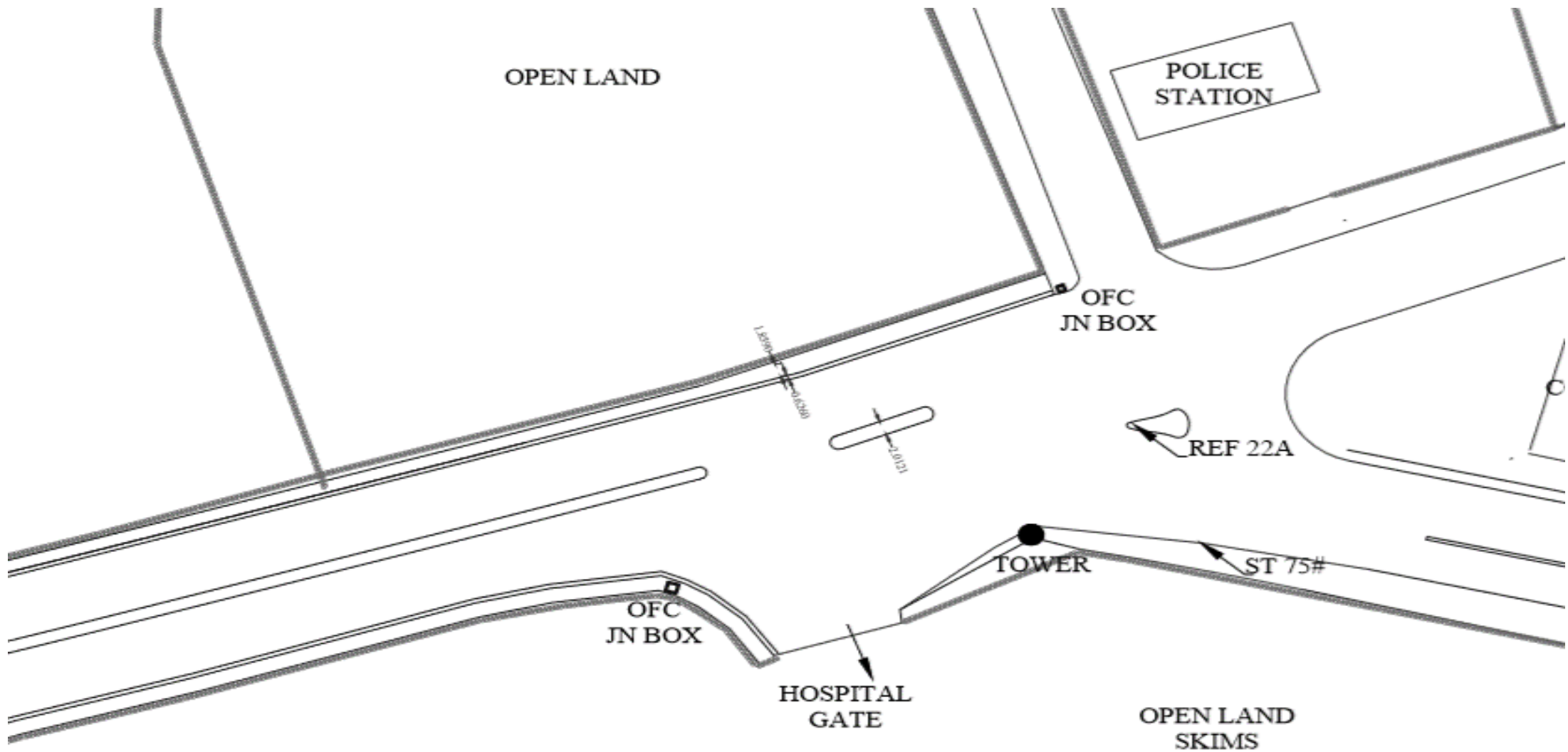
urban transform



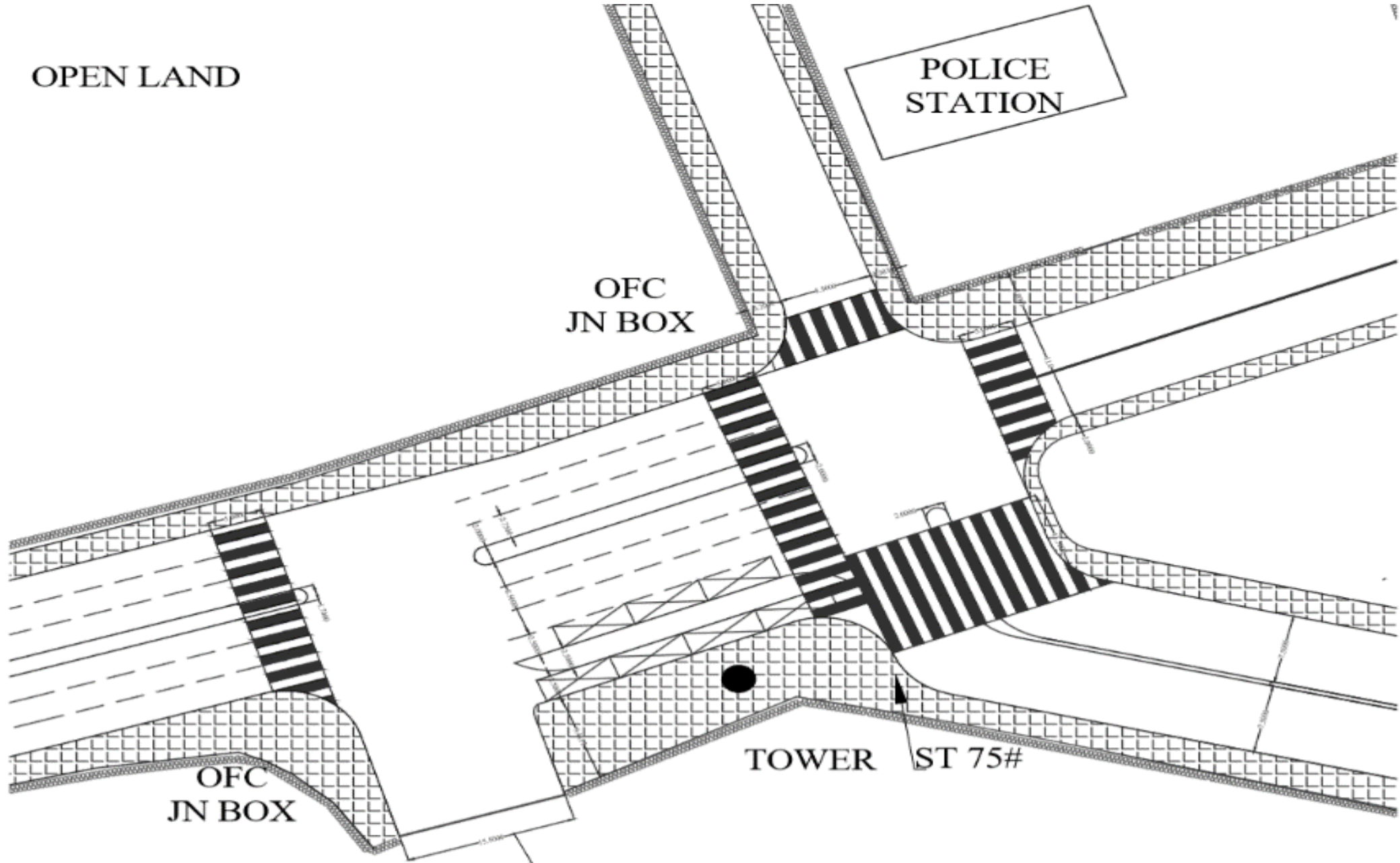
Soura Junction, Srinagar.



CREATE PERIL FOR PEDESTRIAN
REDUCE EFFECTIVE CARRYING CAPACITY OF LANES
PROVIDE PROPER PEDESTRIAN CROSSINGS
AVOID CONFLICT OF TRAFFIC AND PEDESTRIAN



EXISTING SOURA JUNCTION



OPEN LAND

POLICE STATION

OFC JN BOX

OFC JN BOX

TOWER ST 75#

HOSPITAL

OPEN LAND

PROPOSED INTERVENTION FOR SOURA JUNCTION



EXECUTION OF INTERVENTION DURING NIGHT

AFTER



AFTER



BEFORE



AFTER









REGAL CHOWK, Srinagar

Regal Chowk- Issues



Conflicting Traffic Conditions with no lane marking.

Line of bollards cause problem and geometric deficiency.
Also no pedestrian connections

Regal Chowk- Issues

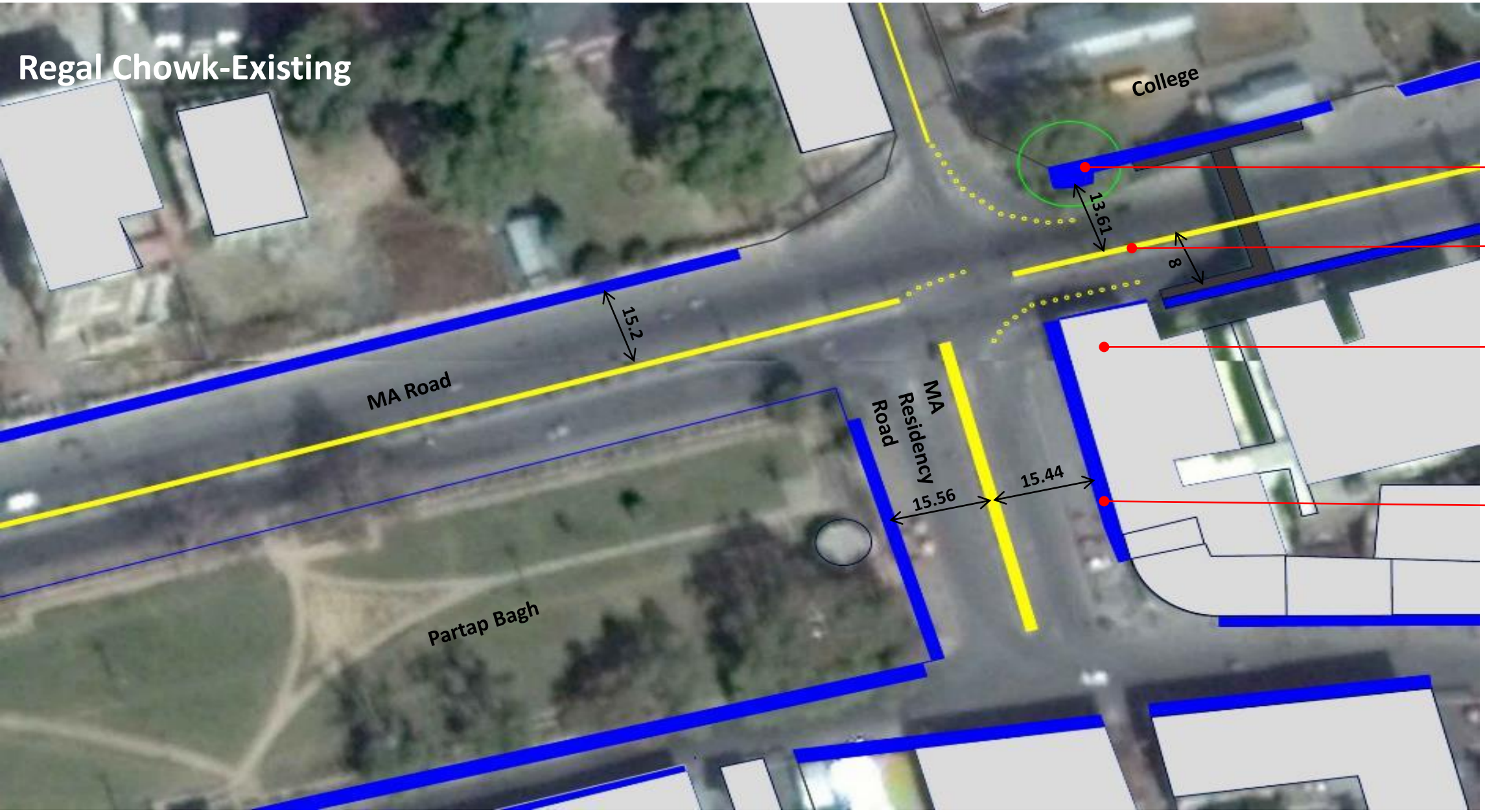


Lack of appropriate pedestrian walkway



Traffic Management is an issue

Regal Chowk-Existing



Footpath
2.8

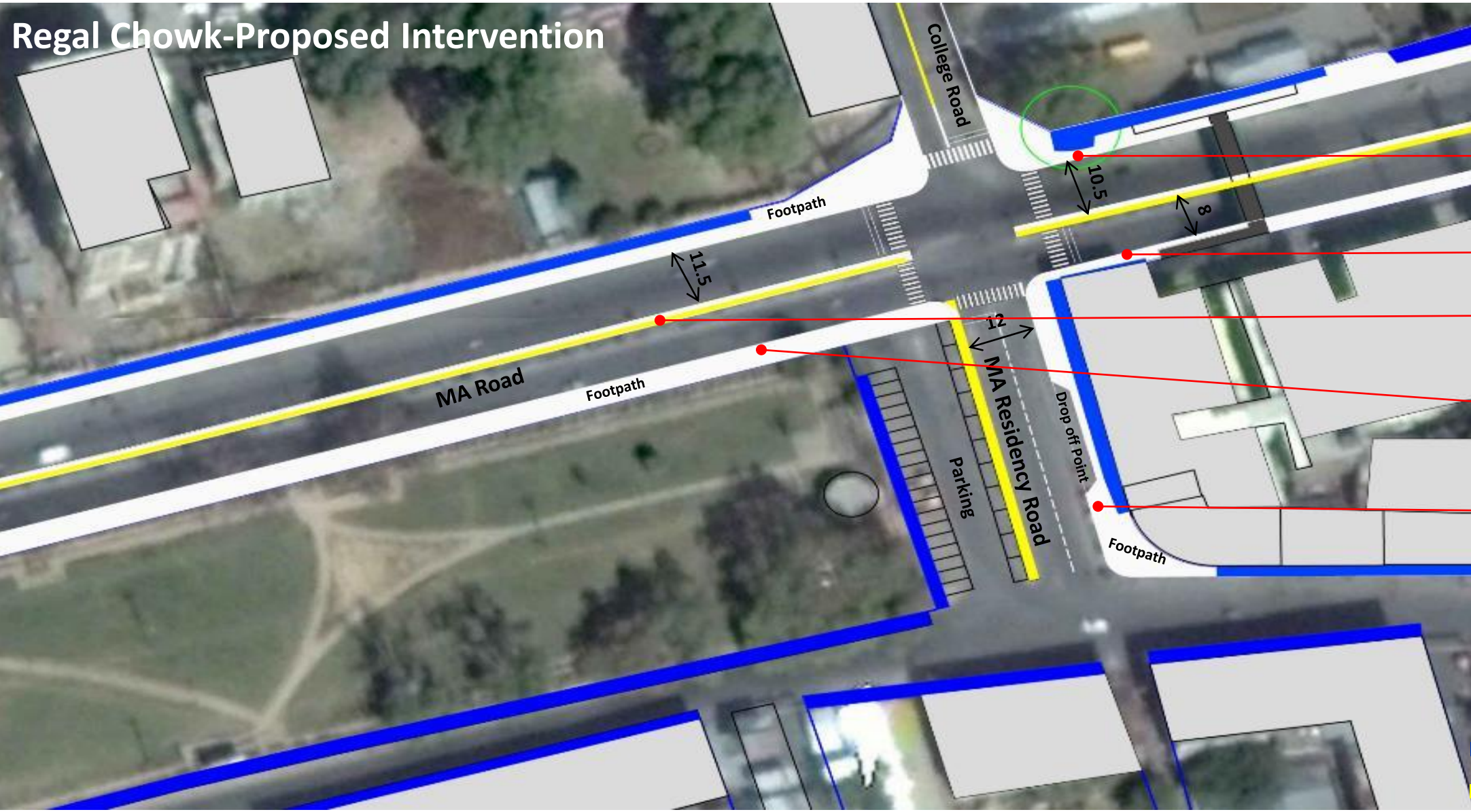
Median
0.85

Footpath
0.57

Footpath
2.6

- Legend**
- Footpath
 - Median

Regal Chowk-Proposed Intervention



- Footpath 6.7
- Footpath 2.45
- Median 2.00
- Footpath 4.3
- Footpath 6.5

Legend

-  Existing Footpath
-  Median



DALGATE CHOWK, Srinagar



Intervention Site

Legend

 *Intervention Site*

Dal Lake

→ **Dhar Chowk**

Dhar Medicos

Golf Course

Jan Bakery

→ **Dal Gate Chowk**

J&K Bank

→ **Regal Chowk**

Partap Bagh



Conflicting traffic and no lane marking



No footpath

Dal Gate Data

Before:

Traffic throughput : 22 PCU per minute

Pedestrian throughput: 18 pedestrians per minute (unsafe crossing)

Applied modifications:

Diameter of rotary: 13m

Central traffic lanes: 7.5m

Traffic lane width in arms: 6m each direction

Dal Gate Chowk- Proposed Intervention



Legend

- Existing Footpath
- To be broken

- Removal of existing divider as the ROW is 11 m in this section
- Pedestrian Plaza with parking for auto, 2 wheeler and 4 wheelers
- Lane Marking for halt and go traffic. Removal of existing divider
- Bus Bay
- Creating access with wider footpath for pedestrians
- Lane Marking
- Rotary Design
- Pedestrian Crossings









Conflicting traffic and no lane marking









Conflicting traffic and no lane marking

AFTER

