

world of decorama

JUNE 2016 ₹200



Salone Del Mobile 2016 Highlights

Luxury Resort
Ritz Carlton Hungary

Lead Story
Landscape Architecture

THE MAKEOVER

I M Kadri Architects suggest a public and environment friendly space planning for the Nepean Sea Road under the NSRCF Vision 2020



In a joint initiative with Nepean Sea Road Citizen Forum (NSRCF), I M Kadri Architects has come up with a plan for a greener, cleaner, spacious and public friendly Nepean Sea Road. The real urban concerns identified through onsite observation and study is resolved through analytical design interventions. Some of the key issues were:

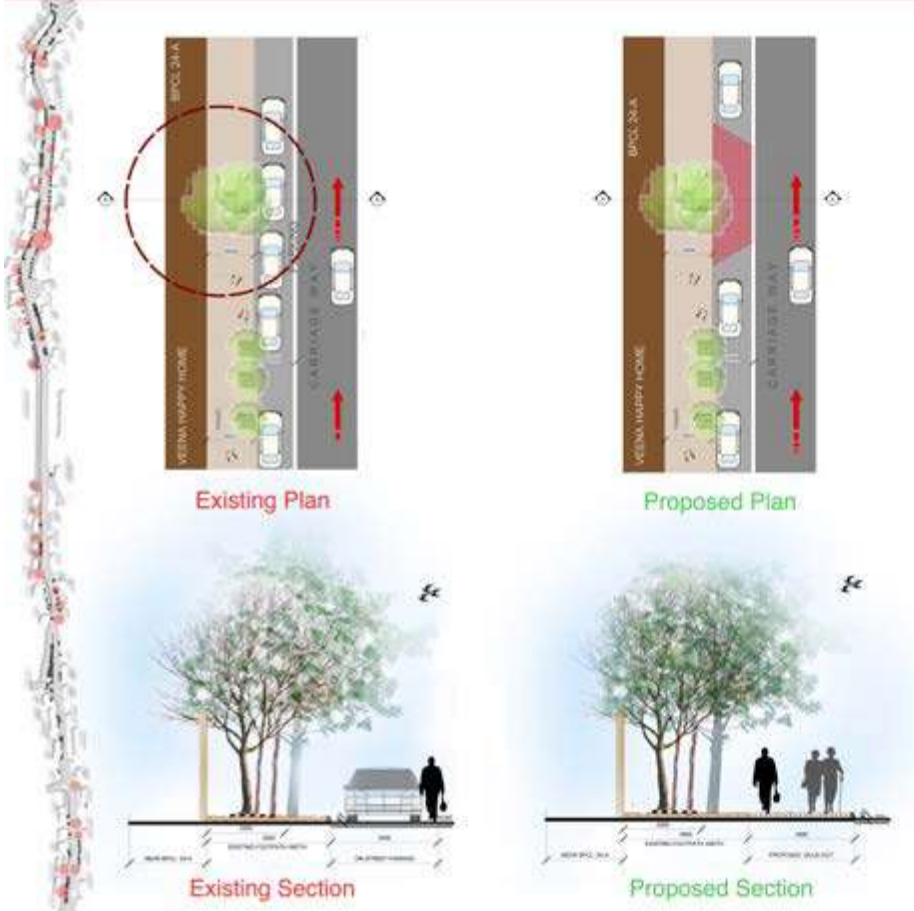
- Underutilised footpath due to discontinuity
- Physical hindrance on footpath leading to insufficient width
- Undefined pedestrian crossing
- Inefficient bus stops and bus shelters to be given a makeover

- Inadequate street furniture like benches and trash receptacles.
- Vendor encroachment on footpath.

Objectives

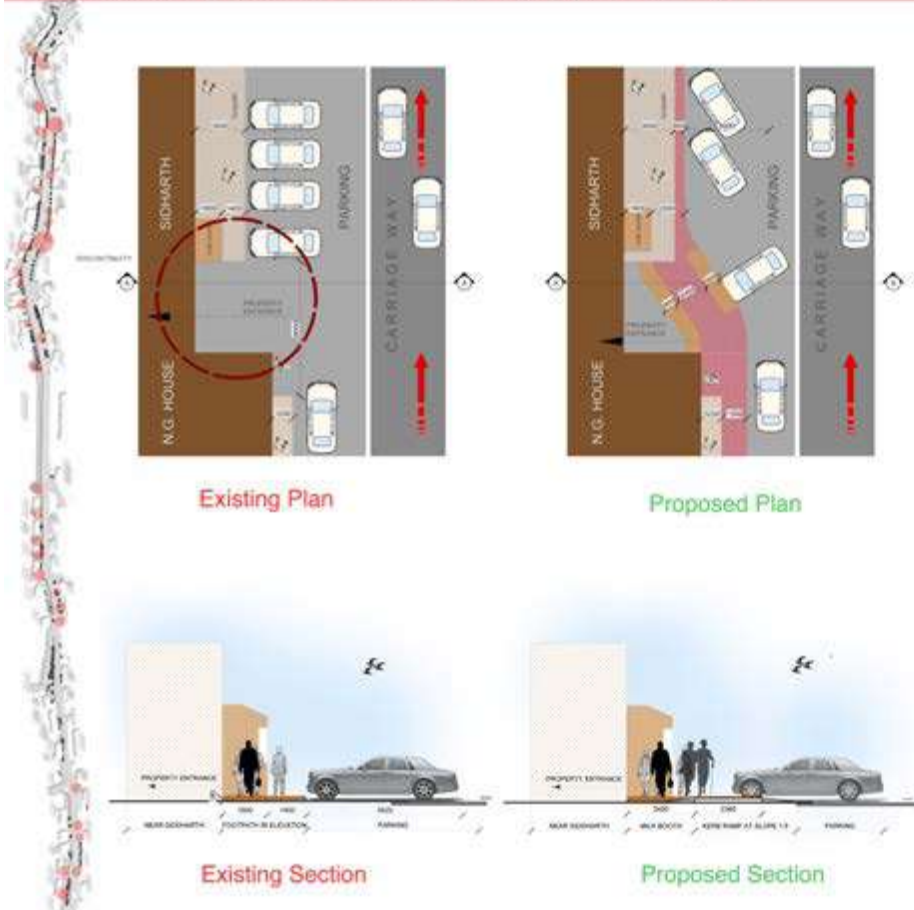
- To ensure easy movement of pedestrians by giving footpath connectivity, pedestrian crossing and adding green gate
- To have smooth flow of traffic by adding bus lay by
- To provide amenities by relocating hawkers, landscaping of underutilised open space and by adding street furniture, trash bins, public toilets and signages.

Easy movement of pedestrians : Through the use of bulbouts : At F-30



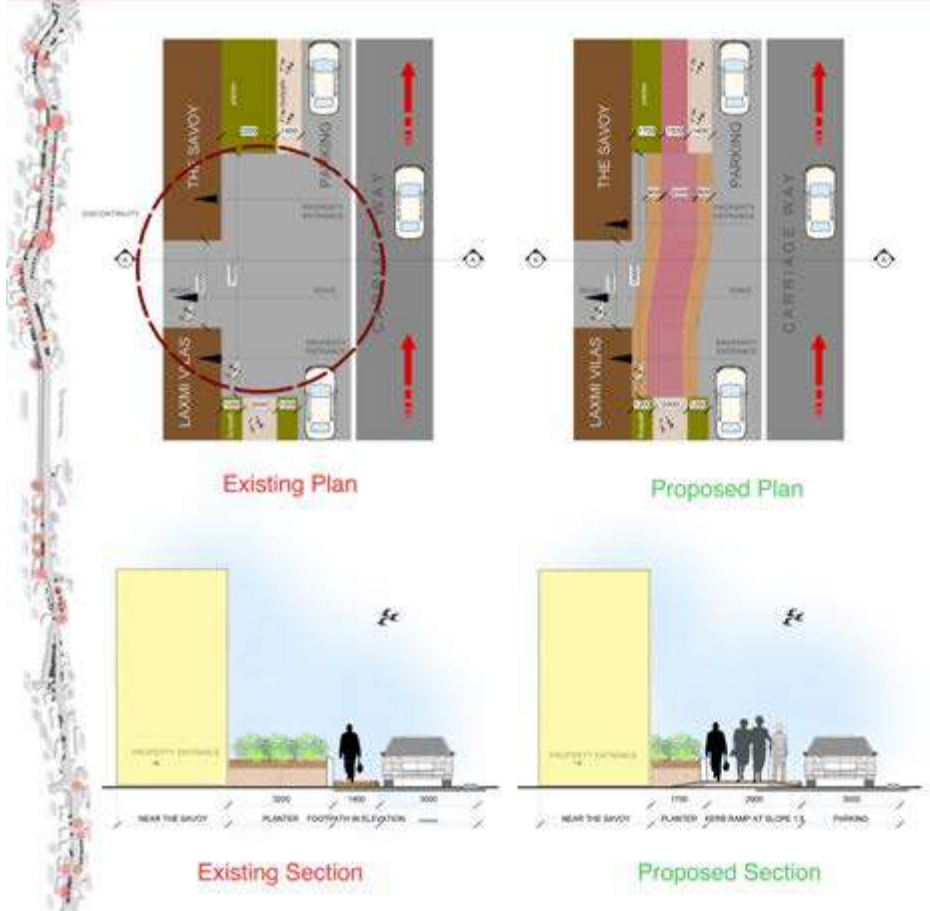
SALIENT FEATURE
Existing - Tree coming right across the walkable area, acting as a hindrance for the movement of users.
Proposed - Making the footpath more pedestrian oriented by providing the bulbouts.

Easy movement of pedestrians : Through the use of kerb ramps : At F-2



Existing - Discontinuity at the junction, near the property entrance; water logging issues, hindrance in pedestrian movement.
Proposed - Interlinking at junction through kerb ramps; encouraging pedestrian movement along with vehicle.

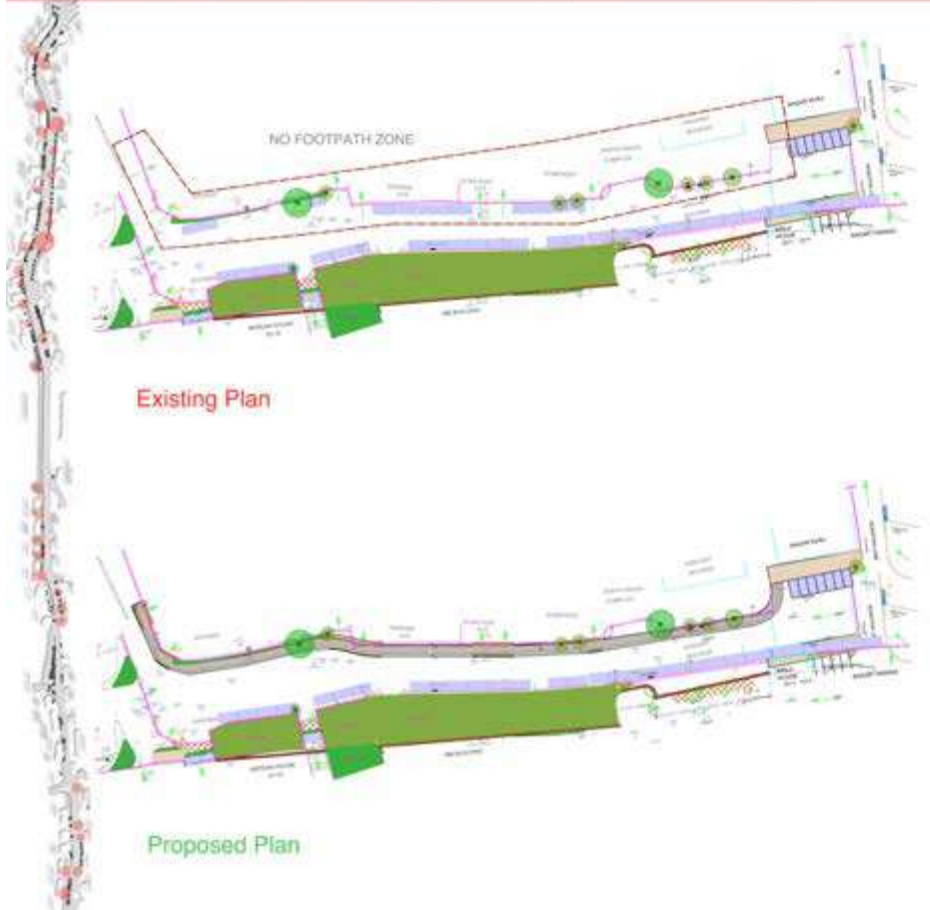
Easy movement of pedestrians : Through the use of kerb ramps : At F-13



Existing - Discontinuity at the junction, near the property entrance; water logging issues, hindrance in pedestrian movement.

Proposed - Interlinking at junction through kerb ramps, by compromising on the width of planters, giving way to pedestrian; encouraging pedestrian movement along with vehicles.

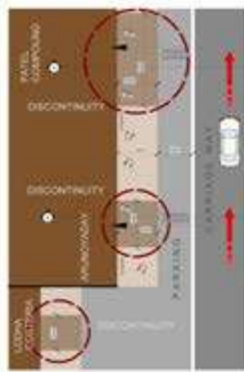
Easy movement of pedestrians : Through the addition of footpath on one side



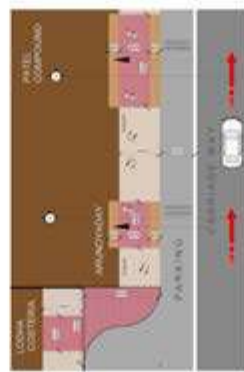
Existing - No footpath exists on both sides of the stretch causing encroachment, making hindrance for the pedestrians.

Proposed - Making the footpath from Shivneri to Sagar Kunj, on one side, making it more pedestrian oriented.

Easy movement of pedestrians : Through the use of kerb ramps : At F-31



Existing Plan



Proposed Plan



Existing Section



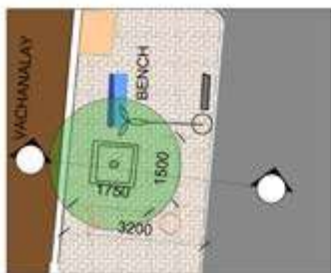
Proposed Section



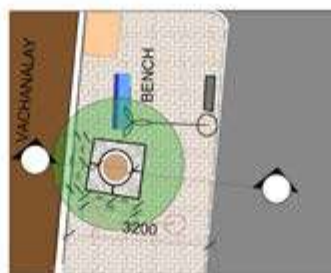
Existing - Tree coming right across the walkable area, acting as a hindrance for the movement of users.

Proposed - Making the footpath more pedestrian oriented by providing bulbouts.

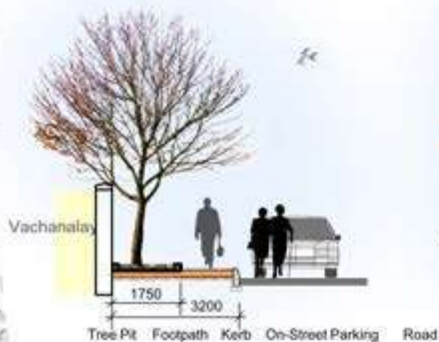
Easy movement of pedestrians : Through the use of tree grates : At T-16



Existing Plan



Proposed Plan



Existing Section



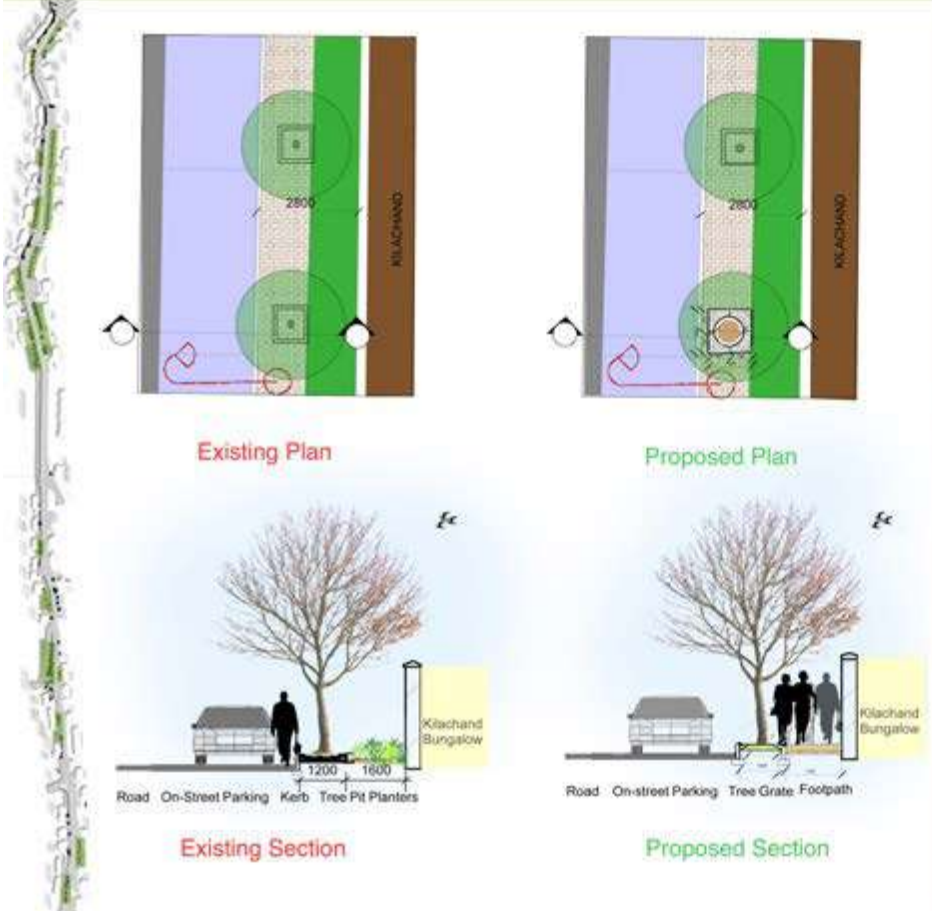
Proposed Section



Existing - The existing tree pit covers more than half the width of the footpath, creating problem for the pedestrians; a bench or stall inappropriately placed at these narrow footpath also hampers the pedestrian traffic.

Proposed - The provision of tree grate not only helps to conserve the tree soil but also gives the extra space for pedestrian to walk over it making pedestrian movement easier.

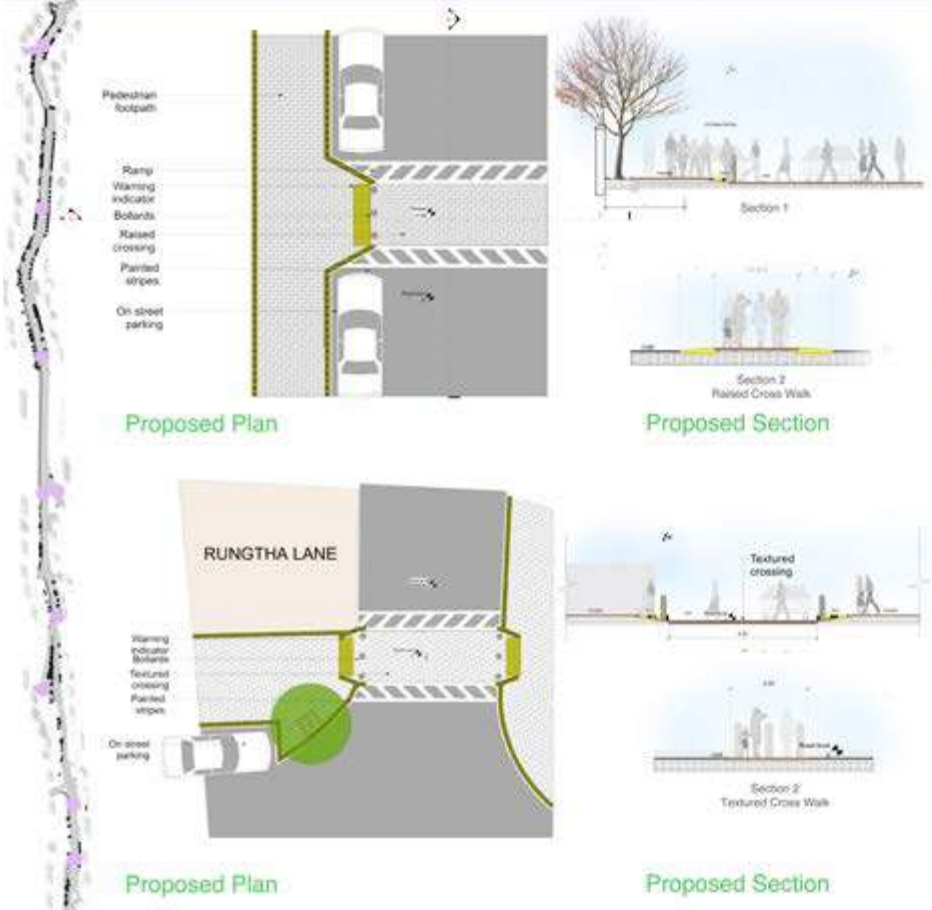
Easy movement of pedestrians : Through the use of tree grates : At T-15



Existing - The existing tree pit covers more than half the width of the footpath, creating problem for the pedestrians; a bench or stall inappropriately placed at these narrow footpath also hampers the pedestrian traffic.

Proposed - The provision of tree grate not only helps to conserve the tree soil but also gives the extra space for pedestrian to walk over it making pedestrian movement easier.

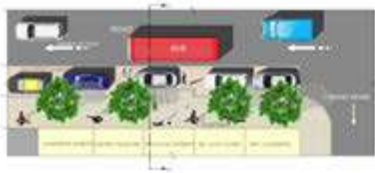
Easy movement of pedestrians: Through use of pedestrian crossings : At P-1 & P-8



Existing - No pedestrian crossing present for easy flow of pedestrian traffic.

Proposed - Use of textured and raised cross walks, depending on location, for easy flow of pedestrian traffic.

Smooth flow of traffic : Through the use of lay-by : At B-1



Existing Plan



Proposed Plan



Existing Section



Proposed Section



Existing - No defined bus stop zone; bus stops in a carriage way because of vehicles parked in the bus stop zone. The stationary bus, in turn, causes obstruction to other traffic.

Proposed - By providing the bus bay the issue caused due to parked vehicle in the bus stop zone is eliminated, thus ensuring a hindrance free bus movement.

Smooth flow of traffic : Through the use of lay-by : At B-4



Existing Plan



Proposed Plan



Existing Section



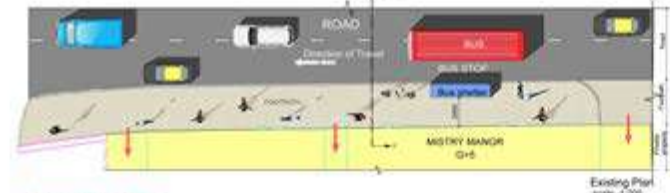
Proposed Section



Existing - No defined bus stop zone; bus stops in a carriage way because of vehicles parked in the bus stop zone. The stationary bus, in turn, causes obstruction to other traffic.

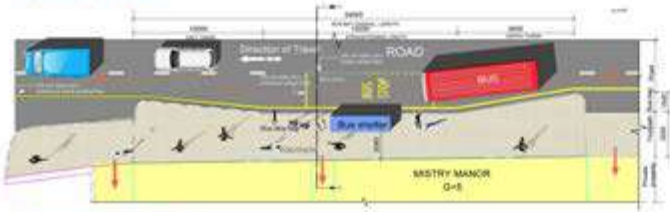
Proposed - By providing the bus bay, the issue caused due to parked vehicle in the bus stop zone is eliminated, thus ensuring a hindrance free bus movement.

Smooth flow of traffic : Through the use of lay-by : At B-5:

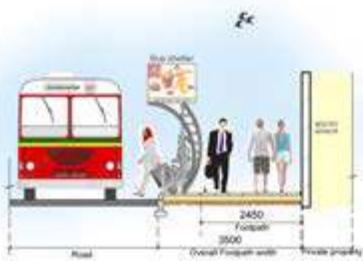


Existing Plan

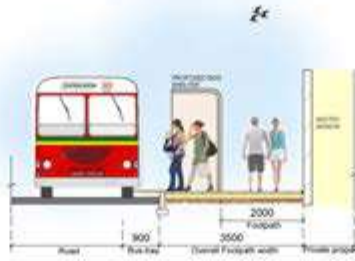
Existing Plan scale -1:200



Proposed Plan



Existing Section



Proposed Section

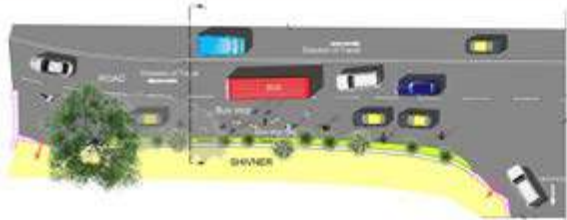


SALIENT FEATURE

Existing - No defined bus stop zone; bus stops in a carriage way because of vehicles parked in the bus stop zone. The stationary bus, in turn, causes obstruction to other traffic.

Proposed - Defined bus stop zone; by providing the bus bay (bus bay-by), the issue caused due to parked vehicle in the bus stop zone is eliminated, thus ensuring a hindrance free bus movement.

Smooth flow of traffic : Through the use of lay-by : At B-10:



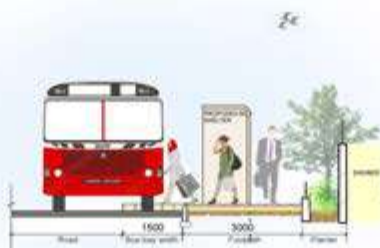
Existing Plan



Proposed Plan



Existing Section



Proposed Section



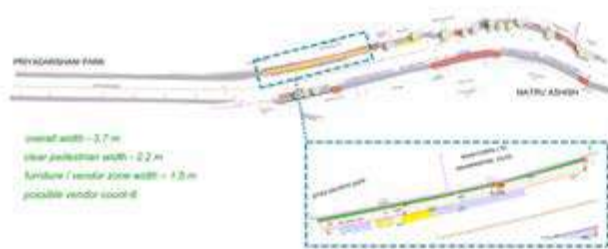
SALIENT FEATURE

Existing - No defined bus stop zone; bus stops in a carriage way because of vehicles parked in the bus stop zone. The stationary bus, in turn, causes obstruction to other traffic.

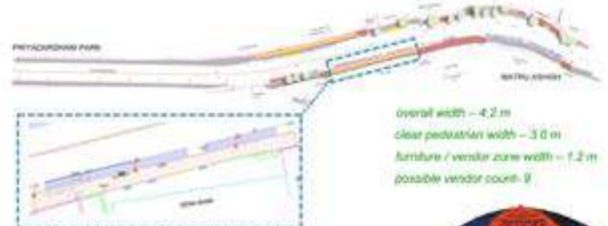
Proposed - Defined bus stop zone; by providing the bus bay (bus bay-by), the issue caused due to parked vehicle in the bus stop zone is eliminated, thus ensuring a hindrance free bus movement.

Providing amenities : Through relocation of vendors

Street vendor potential zone 1 : NEAR PRIYADARSHINI PARK



Street vendor potential zone 1 : NEAR DENA BANK



IDENTIFIED VENDOR ZONES

S.I No	Vendor Zones	No's
1.	PDP	8
2.	Dena Bank	9
3.	Matru Ashish	8
4.	Mont Blanc	3
5.	Radymony House	2
6.	Shahanaz	5
	Total	35



We recommend mobile carts over stationary kiosks.

EXISTING
- Footpaths- vendors blocking the free pedestrian movement.

PROPOSED
- These vendors should be relocated to the listed vendor zones.



EXISTING SCENARIO

SALIENT FEATURE

Existing - Vendors blocking the free pedestrian movements.

Proposed - The vendors should be relocated to listed vendor zones.



Providing amenities : Through landscaping of the footpath garden



EXISTING SCENARIO

SALIENT FEATURE

Existing - The plot in front of RBI remains unutilised.

Proposed - Developing the area through proper landscaping, by addition of children's play area, space for old age group and enhancing existing landscape.