

BHADRA SQUARE AHMEDABAD

59TH ANNUAL NASA CONVENTION
REUBENS TROPHY

N 34





PREFACE

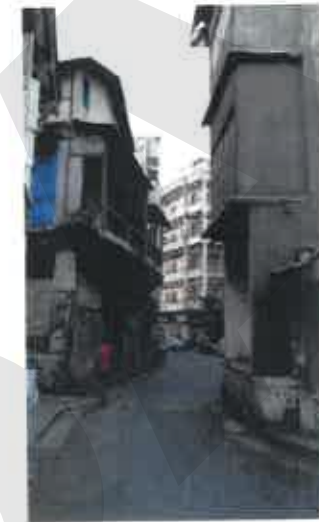
Every place has a characteristic tradition, the tradition and culture of people is usually understood through the architecture of that place. Every era, since time immemorial, has introduced a novel expression of architecture, a result of evolution and shift in context, represented by the incidence of heritage precincts in a region. While the improvement of surroundings is a definite motive behind the design response, it is essential to retain the sanctity of the precinct, upholding the age old values, traditions and cultures it represents, that would give impetus to true transformation, which will symbolize the past, serve efficiently for the present and uphold its glory for the future.

AHMEDABAD

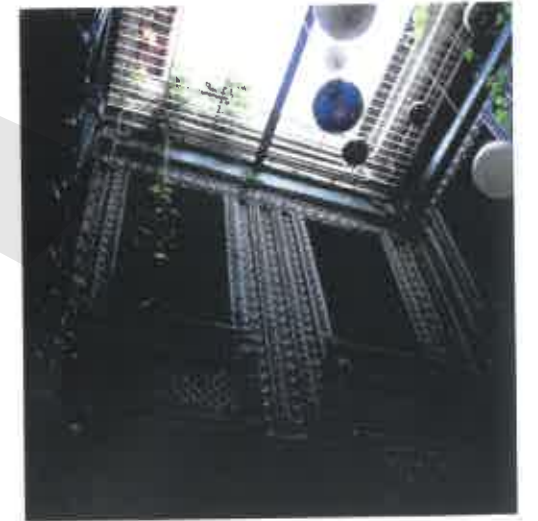
Ahmedabad is a curious amalgamation of conservative traditions and cosmopolitan trends. From the mute grandeur of the Shaking Minarets to the noisy prosperity of the country's largest textile empires, Ahmedabad's fascination is its variety. Old and new stand side by side. It has a unique settlement which has acquired significant importance for its patterns and homogeneity of community living which is characteristic of its economic reliance on trade and commerce since centuries. The city is considered a storehouse of integrated crafts which extended from block making for textile printing to some of the finest expressions in traditional houses and temple building arts. Today, Ahmedabad boasts as the sixth largest city and the seventh largest metropolitan area in the country, whose "growth" has resulted in the emergence of multi-storied buildings along the stretch from the Sabarmati River to the Bhadra Fort along with the old city sprawling behind the Teen Darwaza which has retained the traditional character of the old city.



SATELLITE VIEW OF AHMEDABAD



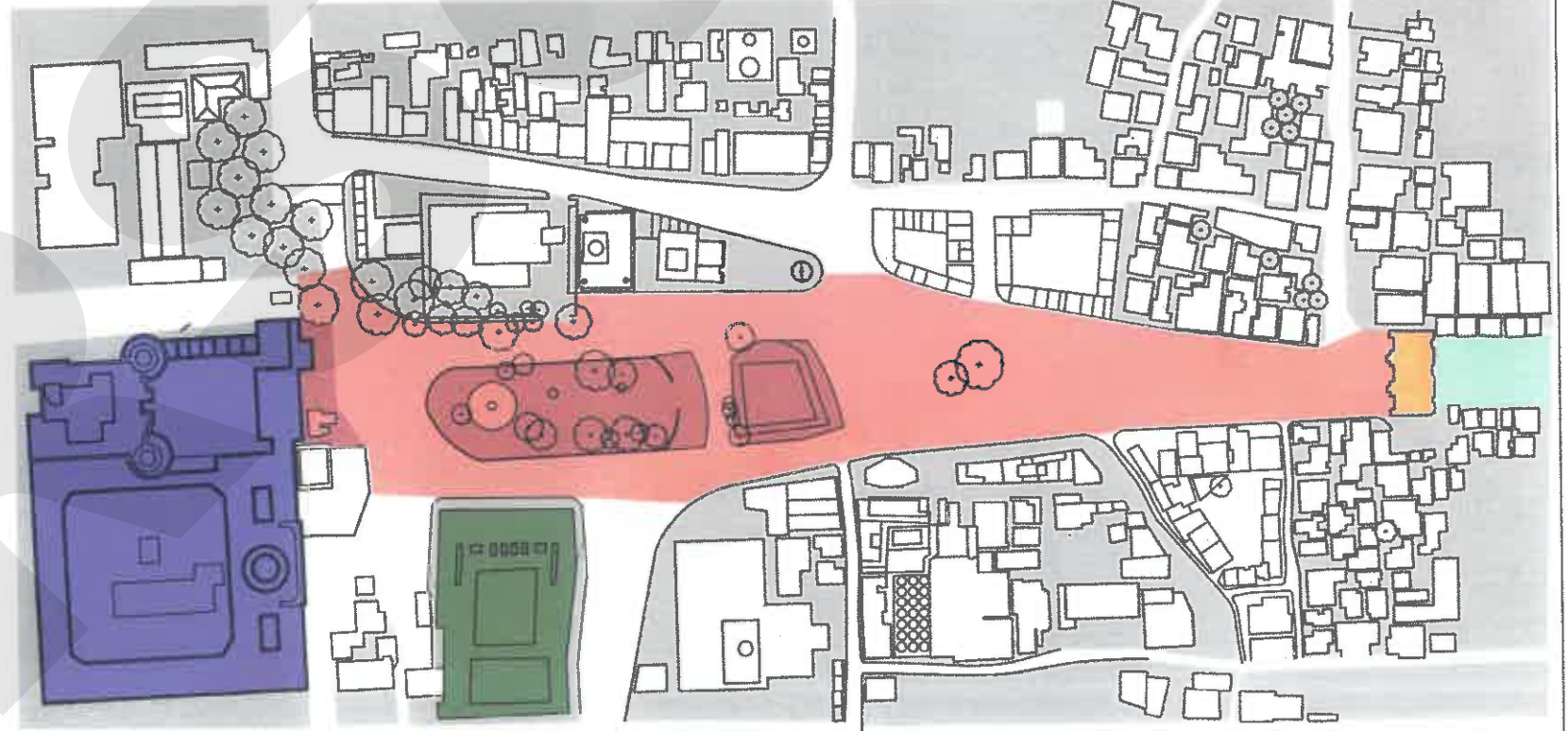
NARROW STREETS



MANGALDAS KI HAVELI



MAP DEPICTING BHADRA SQUARE IN CONTEXT WITH THE OLD AHMEDABAD CITY .



Ahmedabad's walled city has a rich and extensive history that goes beyond the last six centuries. This walled city, with its twelve gates and numerous mosques, temples and towers, was founded in 1411 by Ahmad Shah on the eastern bank of the Sabarmati River. As a mark of his conquest he laid the foundation for the construction of the historic Bhadra Fort. Until the beginning of the twentieth century most of Ahmedabad's population resided within the Fort Walls. The fort complex was used as a royal court during his reign. On the eastern side of the fort, there exists a triple gateway known as Teen Darwaza which was formerly an entrance to the royal square, Maidan-Shah, now known as the Bhadra Square. The road beyond Teen Darwaza leads to Manek Chowk, a mercantile square. On the south side along the road, there is a congregational mosque known as Jami Masjid. The ever bustling Bhadra square is often considered to be the heart of Old Ahmedabad. The importance of this square goes beyond it just being a market place or a source of income generation; it serves as a much needed break from the narrow gullies and pols of Old Ahmedabad, thereby, attracting people from all walks of life and formulating a means of much needed social interaction amongst them; it holds its position as a City Centre.

- BHADRA SQUARE
- BHADRA FORT
- PREMABHAI HALL
- TEEN DARWAJA
- MANEK CHOWK

This caught the attention of the Ahmedabad Municipal Corporation (AMC) and the Archeological Survey of India who put forth the idea of conserving and reinstating the splendour of the Bhadra Fort and developing that stretch as a City Centre, and as a platform to learn about the city. It was envisioned as a socio-cultural hub, music concerts, garba and other activities with the Bhadra Fort as a backdrop. The Premabhai Hall, which has remained shut since 1997 after huge maintenance costs, was visualised as the platform to learn more about the city's past, present and future. The project came to a standstill when the demands of the AMC and the trustees of the hall did not meet each other. This square still has a lot of undiscovered potential that could possibly change the dynamic with which the city of Old Ahmedabad functions. The importance of a public place to people, and its relevance to the culture of the location should be backed by strong research and analysis of the existing conditions. The understanding of the working of various systems together and the processes. It is therefore, essential to learn all the matter pertaining to each given situation. Hence, the Third Year of Architecture at L.S.Raheja School of Architecture, took on an extensive and elaborate research project of the given site, Bhadra Square, Ahmedabad. The class then split into groups and undertook a day long analysis process on the Sunday before Diwali. Thereby, data collected on this day depicts usage of the site at its peak. This book aims at providing and all-encompassing guide of the Bhadra Square which is the current site under consideration.





TEMPLE BESIDES THE FORT.



STREET ADJOINING THE MARKET.



MOSQUE AND COMMERCIAL SPACES ON PARSI GULLY.



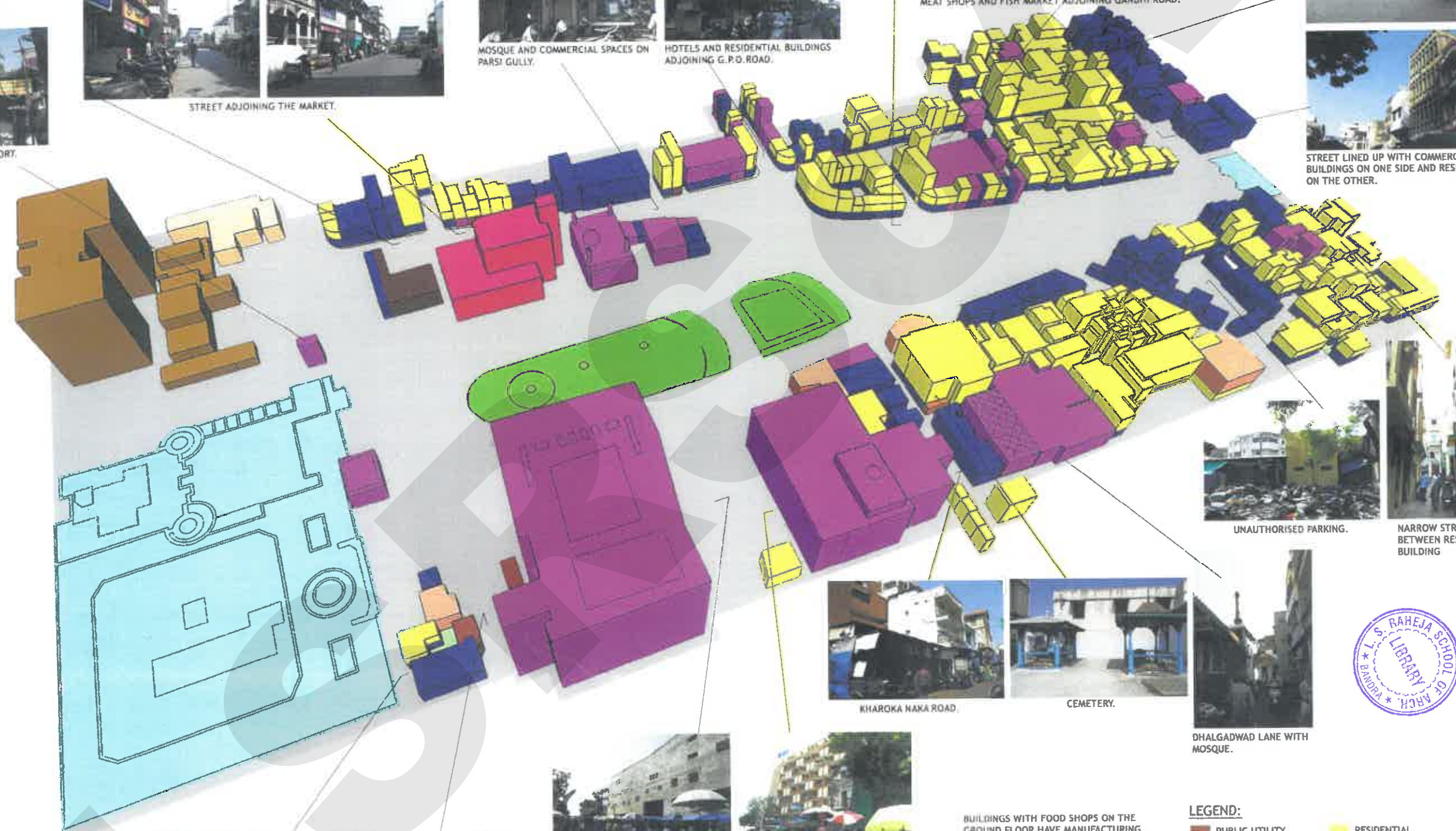
HOTELS AND RESIDENTIAL BUILDINGS ADJOINING G.P.D. ROAD.



MEAT SHOPS AND FISH MARKET ADJOINING GANDHI ROAD.



STREET LINED UP WITH COMMERCIAL BUILDINGS ON ONE SIDE AND RESIDENTIAL ON THE OTHER.



UNAUTHORISED PARKING.



NARROW STREET BETWEEN RESIDENTIAL BUILDING



KHAROKA NAKA ROAD.



CEMETERY.



DHALGADWAD LANE WITH MOSQUE.



LANE BETWEEN PREMABHAI HALL AND BANK OF INDIA.



AERIAL VIEW OF BHADRA SQUARE FROM FORT.



POST OFFICE ADJOINING COURT ROAD.



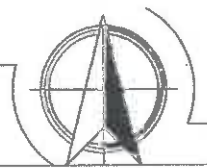
GOVERNMENT BUILDING ON THE STREET ADJOINING PREMABHAI HALL.

BUILDINGS WITH FOOD SHOPS ON THE GROUND FLOOR HAVE MANUFACTURING AND STORAGE UNITS ON THE FIRST FLOOR.

BUILDINGS USED FOR COMMERCIAL PURPOSES ON THE GROUND FLOOR ALSO HAVE RESIDENTIAL UNITS OF PEOPLE WORKING BELOW.

LEGEND:

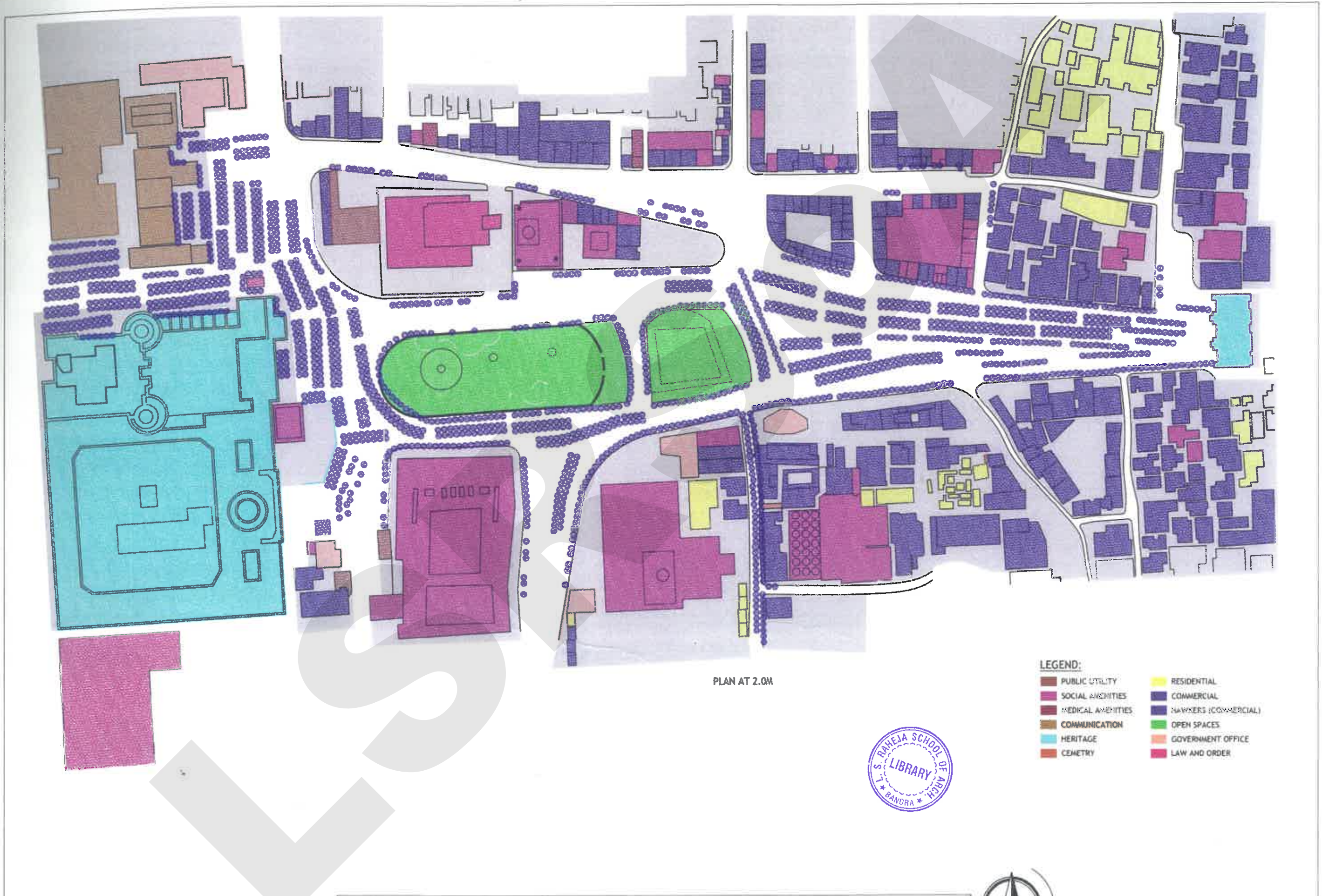
- PUBLIC UTILITY
- SOCIAL AMENITIES
- MEDICAL AMENITIES
- COMMUNICATION
- HERITAGE
- CEMETERY
- RESIDENTIAL
- COMMERCIAL
- HAWKERS (COMMERCIAL)
- OPEN SPACES
- GOVERNMENT OFFICE
- LAW AND ORDER





PLAN AT 4.0M





PLAN AT 2.0M

- LEGEND:**
- | | |
|---|--|
| ■ PUBLIC UTILITY | ■ RESIDENTIAL |
| ■ SOCIAL AMENITIES | ■ COMMERCIAL |
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SPACES IN BETWEEN THE TEEN DARWAZA.

- Small doors are closed and used by hawkers for storage, and by homeless people.
- Garbage littering in between the small doors.

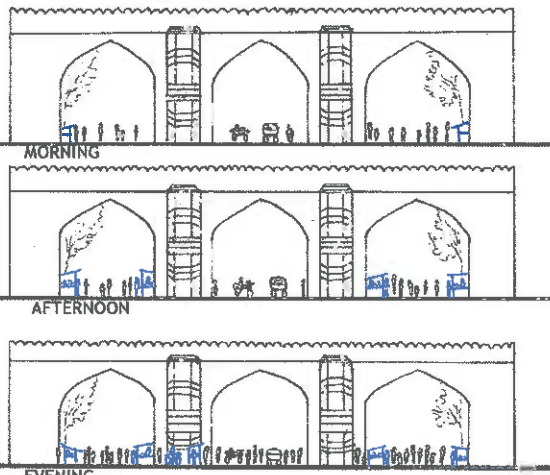


TEEN DARWAZA ELEVATION DURING EARLY MORNINGS.

- For sleeping by poor people
- Peak hours cause congestion of the doors blocking movement.



MISUSE OF GATEWAYS AND ARCHED WINDOWS.



CHANGE IN THE IN BETWEEN SPACES AROUND THE TEEN DARWAZA THROUGHOUT THE DAY



LITTERING OF THE ROADS BECAUSE OF MEAT MARKETS MEAT MARKET AREA



STALLS ALIGNED TO THE CURVE OF THE ROAD ALONG THE ENTIRE LENGTH.

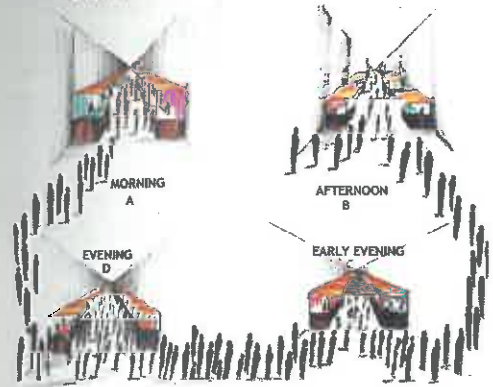


SHOP STOCKS SPILLING OUT ON THE ROAD.



LITTERING OVER THE ROADS CAUSED BY STALLS.

- Shops offering raw meat, chicken and fish in the area.
- Area is messy, unhygienic and has a very
- Population density in the area is very high, and vehicular density is low due to heavy road congestion.
- Most of the shops have temporary seating facilities.



THE GRADUAL VARIATION IN THE AMBIENCE AND CROWD DENSITY OF THE IN BETWEEN SPACE

- A: Crowd is less in the morning, the street is not shaded or covered. Less heat during the early hours so more comfort.
- B: Crowd increases with time, by afternoon a few stalls close for lunch. It is comparatively hotter and the street has no shade or covering.
- C: Crowd further increases, all the stalls are open. The heat is high and canopies are added to provide shade.
- D: Crowd is very high, all the stalls are open. It is less hot in the evening and the canopies are removed to allow for ventilation and fresh air.



THE NARROW LEFT OVER SPACES BETWEEN TWO LANES OF STALLS ARE THE ONLY OPENINGS IN THESE AREAS.

GANDHI ROAD

- There are many shops and hawkers in the area.
- The area has small restaurants around the corners.
- Area is heavily crowded during evening time; however early mornings are very calm.
- Traffic due to continuous clashing of vehicular and pedestrian



SCHEMATIC ELEVATION AT GANDHI ROAD

The elevation shows the inter relation between the stalls and the openings in relation to human scale. The Gandhi road does not have peculiar hawkers, it is in itself a market, one place having it all. As you enter the market from the meat market, non-vegetarian food stalls are replaced by vegetarian ones, along with snacks and juices, typically sold on hand carts. Besides, there are stalls selling clothes and shoes. There is no particular segregation of stalls, one may find a food stall right next to a cloth stall; random arrangement of stalls.

SPACES BETWEEN THE STALLS

- Large number of hawkers with narrow spaces in between for pedestrian and vehicular access.
- The spaces between the opposite sides of the stalls are multi-functional consisting of seatings for eating, two wheeler parking, storage.
- Population density is very high, vehicular density is comparatively lower.
- The area gets crowded due to absence of segregation of space for vehicular and pedestrian movements.



PATVAS GALLI

- Is a temporary fish market from 4am-9am.
 - Fish market replaced majority by temporary shoe selling stands from 9am-9pm.
 - Mostly residential area, hygiene maintained.
 - Free from foul smells.
- A typical character of these lanes includes a random arrangement of group of stalls and small openings between them. Most of these lanes are covered during the day, but the temporary roofs are removed when the harsh of the sun is less.

THE SLAUGHTER MART SPILL OUT OVER THE ROAD.



CROWDED LANES MOVING FROM TEEN DARWAZA TOWARDS PREMABHAI HALL.



SALAPUS ROAD

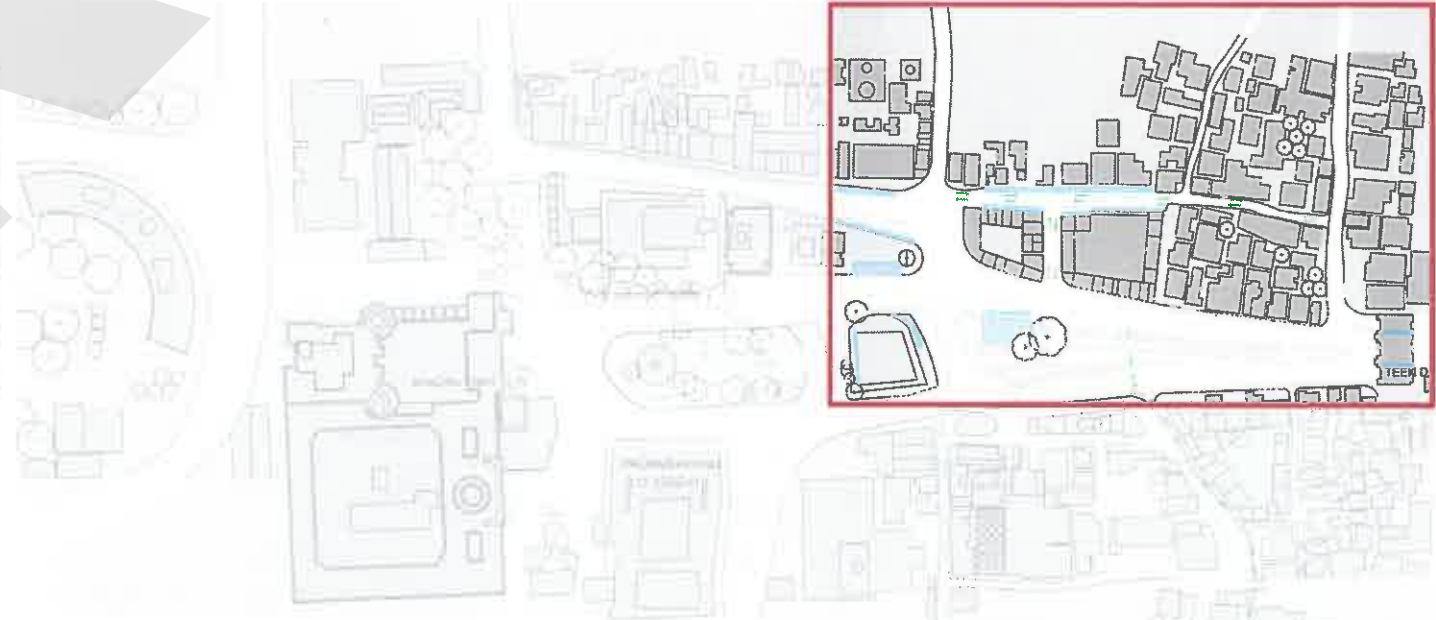
- Majority of the commercial zone in the area includes permanent hardware shops
- One masjid in the area; worshippers come out on the roads when the masjid is completely occupied, commonly during friday namaz and on special

PARSI GALLI

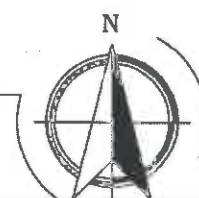
- Heavy vehicular traffic.
- The area has majority of shoe shops.
- The street continues into Bhatiyar galli.



PICTURES OVERLOOKING THE ROAD TOWARDS PARSII GALLI, SHOWING MISUSE OF OPEN SPACES FOR THE MOSQUE. ILLEGAL 2-WHEELER PARKING AND HAWKING.



KEY PLAN



LEGEND

- PARKING
- TWO WHEELER MOVEMENT
- SELECTED AREA

PARSI GALLI

Typical Ahmedabad - residences on top, owners' shops on the ground floor. Character of space changes from commercial-residential to handcarts selling food, spilling over the central common portion, which is also used for parking.



MOSQUE FRONT COURTYARD USED FOR FOOD STALLS STORAGE AND SEATING

The area gradually proceeds to continue into the meat mart, thereby increasing the number of stalls happening around. 65% muslim population is found, along with mosques happening in the vicinity. the spill out of the mosque is also used by stalls.



SHOPS ON GROUND LEVEL, UNLIKE STALLS, DO NOT ENCR OACH OVER THE ROADS.

BEYOND BHADRA FORT, JIJABAI MARG.

Once out of the hawking zone from bhadra fort, the roads clearly are non- congested. The roads are not encroached upon, and ground floors of buildings house food retailers.



THE FORT AND THE BSNL BUILDING, LANE CHARACTER.

BHADRAKALI TEMPLE PRECINCT

- The temple front courtyard is usually open, acting as spill out for the temple.
- The sides are used by hawkers selling temple related articles.
- These stalls start having temporary shades and umbrellas by late afternoon.



ONCE OUT OF THE FORT PRECINCT, THE ROADS ARE JUST AS ANY USUAL CITY.



THE COURT YARD RIGHT OUTSIDE THE TEMPLE IS NOT ENCR OACHED, BUT HAWKER LANES START RIGHT OUTSIDE THE TEMPLE PRECINCT.



MAHALAXMI TEMPLE

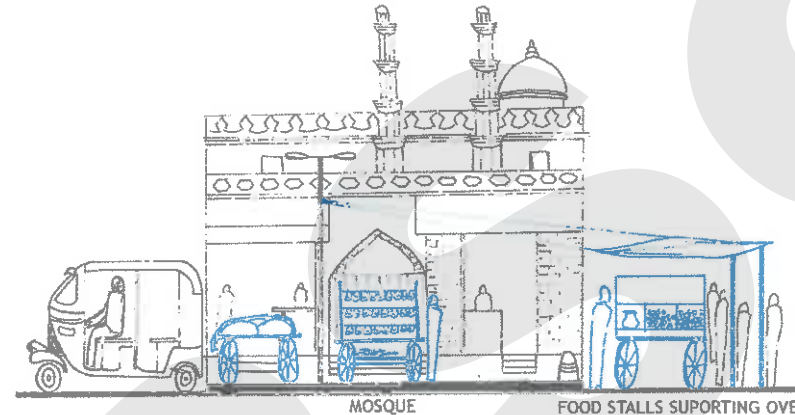
The space besides the abruptly constructed mahalaxmi temple, is used for temple related activities, and by the people as a pause point. The space between the temple and the bhadra fort --taken over by hawkers -- temporary shading devices-- supported over the walls of the buildings.



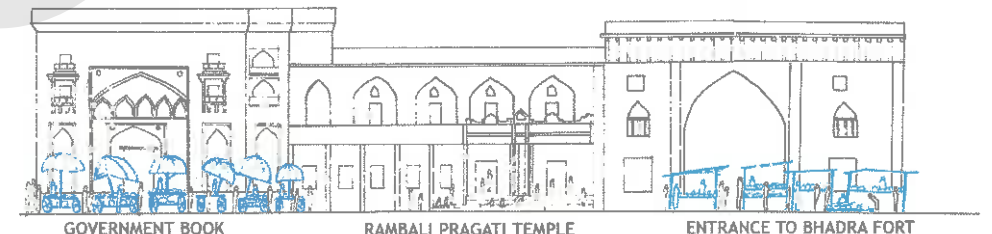
TEMPLE WALLS USED AS PARTITIONS OR VERTICAL SUPPORTS.



TEMPORARY STALLS SET OVER THE LANES.



SCHEMATIC SECTION SHOWING HAWKERS TAKING OVER THE MOSQUE SPILL OUT

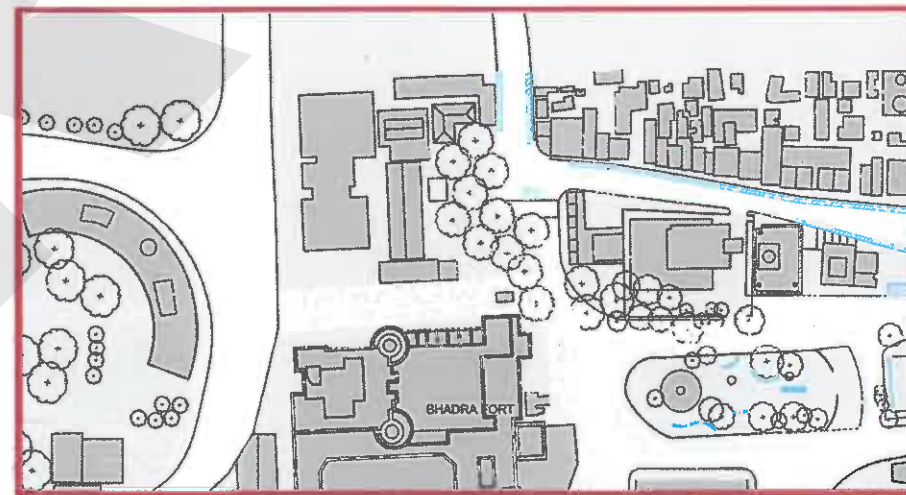


SCHEMATIC SECTION LOOKING TOWARDS BHADRA FORT SHOWING THE STALLS AND HAWKERS

KARANJ BAUGH

Illegal use of hardscape area for selling of local traditional articles . Parts of the Baugh used for illegal parking of two wheeler vehicles. Seating area which is surrounded by trees used by groups of people to shelter themselves from the afternoon heat. Local vendors use seating to keep their goods .

Landscape portion blocked, and cut off from surrounding by continuous chain of hawkers, leaving it completely unused and empty, even in the peak hours.



KEY PLAN



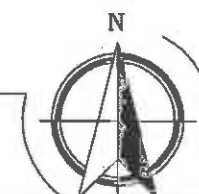
PICTURE SHOWING HAWKERS USING THE CENTRAL AREA OF KARANJ BAUGH TO SELL THEIR GOODS.



THE SPACE UNDER SEATS USED FOR STORAGE.



THE SEATING USED AS A BOUNDARY TO DIVIDE TWO SIDES OF HAWKERS.



GOVERNMENT BOOK DEPOT



AREA IN FRONT OF THE ENTRANCE OF GOVERNMENT BOOK DEPOT IS NOW BEING USED TO PARK MOTORCYCLES AND OTHER TWO WHEELERS.

SPACES AROUND PREMABHAI HALL



THE AREA BETWEEN PREMABHAI HALL AND ONE OF THE FOOD STALLS IS USED AS SEATING SPACE.



AREA BETWEEN PREMABHAI HALL AND BHADRA FORT IS OCCUPIED BY HAWKERS, FOOD STALLS, FRUIT STALLS, FESTIVE STALLS AND CLOTH STALLS.



THE SPACE BETWEEN PREMABHAI HALL AND BOI IS LESS CONGESTED.

IN BETWEEN BANK OF INDIA BUILDING AND SURROUNDINGS



TWO WHEELERS ARE PARKED ALONG THE STREET UNOFFICIALLY

Unauthorized 2 wheeler access and parking. There are Permanent shops on one side of the lane and Temporary stalls (typically clothing) on the other.

AROUND THE MOSQUE



THE STREET IS LINED BY PERMANENT FLORIST SHOPS ON BOTH SIDES AND A FEW CLOTH SHOPS.

Unauthorized 2 wheeler access and parking. Permanent shops- typically florist shops and cloth shops.



THE CANOPY COVERS THE LANE BETWEEN THE PERMANENT SHOPS PROVIDING SHADE AND MAKING IT A COMPARATIVELY COOLER REGION.

The lane is covered with a Partial Canopy, thus providing shade to some parts of the street. Temporary parts of shops encroach the streets and cause congestion.

One to three storey structures found along the street and at the far end under construction buildings were observed.



PEDESTRIANS, VEHICLES, HAWKERS, PERMANENT SHOPS, CAUSING OVER CROWDING OF STREET.

Unauthorized Two wheeler access and parking. Presence of permanent shops. Partial canopy



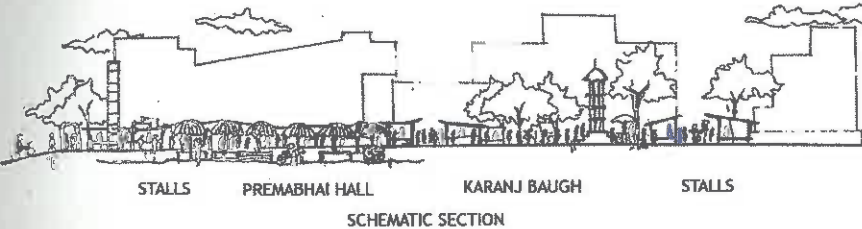
SKETCH SHOWING SHADE PROVIDED BY PREMABHAI HALL DURING DIFFERENT TIMES OF THE DAY.

SCHEMATIC ELEVATION SHOWING STALLS IN FRONT OF PREMABHAI HALL.



A CORNER OF PREMABHAI HALL HAS A NICHE WHICH NOW SERVES AS A SHOP.

THE METAL ARCHES THAT DEFINE THE ENTRANCE TO THE BHADRA SQUARE ON THE STREET NEXT TO PREMABHAI HALL.



PARKING LOTS



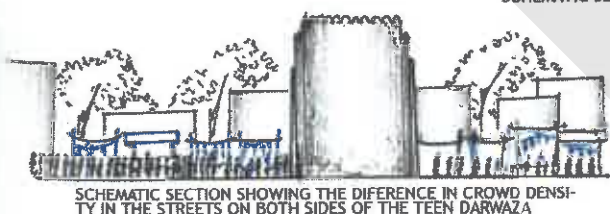
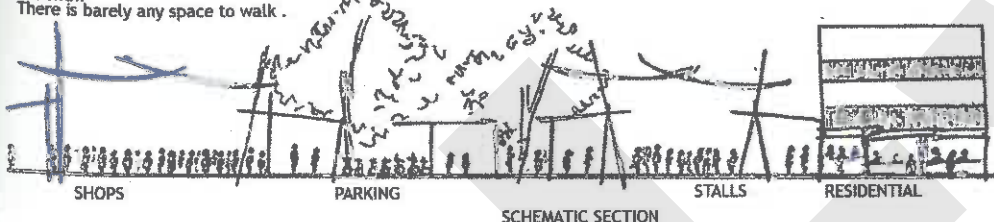
PANORAMIC VIEW OF THE PARKING LOT SURROUNDED BY SHOPS AND BUILDINGS ON ALL SIDES

The area is highly congested with haphazardly parked 2 wheelers. It doesn't have any kind of covering, shade or canopy. The space is strewn with a lot of garbage and some of the service pipes from the shops open into this area increasing the filth. There is barely any space to walk.

3 ways to enter or exit the parking:
- One through a shop and,
- The others directly through shopping lanes.



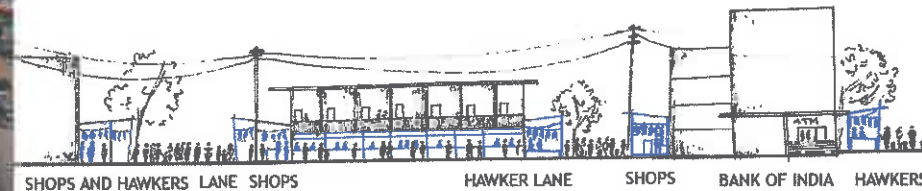
ONE OF THE ENTRANCES TO THE PARKING LOT IS THROUGH A NARROW LANE OF A SHOP.



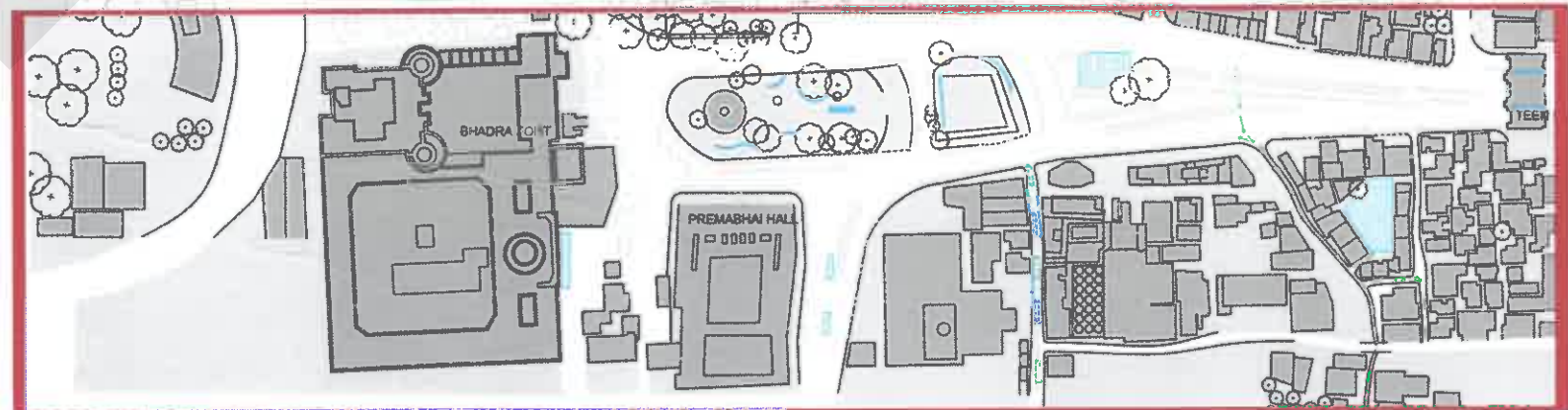
Teen darwaza acts as an in-between space. The part beyond the darwaza towards the site is very crowded during the evenings. It is lined with buildings with permanent shops on the ground floor and shoe stalls in front of those shops causing a lot of chaos. Vehicles and pedestrian movement merge in every way making the space feel extremely congested. The part beyond Teen Darwaza is less crowded, all the vehicles and pedestrians are released from the extreme traffic conditions once they cross the Teen Darwaza.



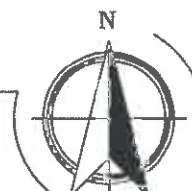
Barriers fixed to prevent vehicles beyond a certain point. 4 wheel hand carts crossed the street at various times of the day. There is no temporary canopy or shade over the lane.



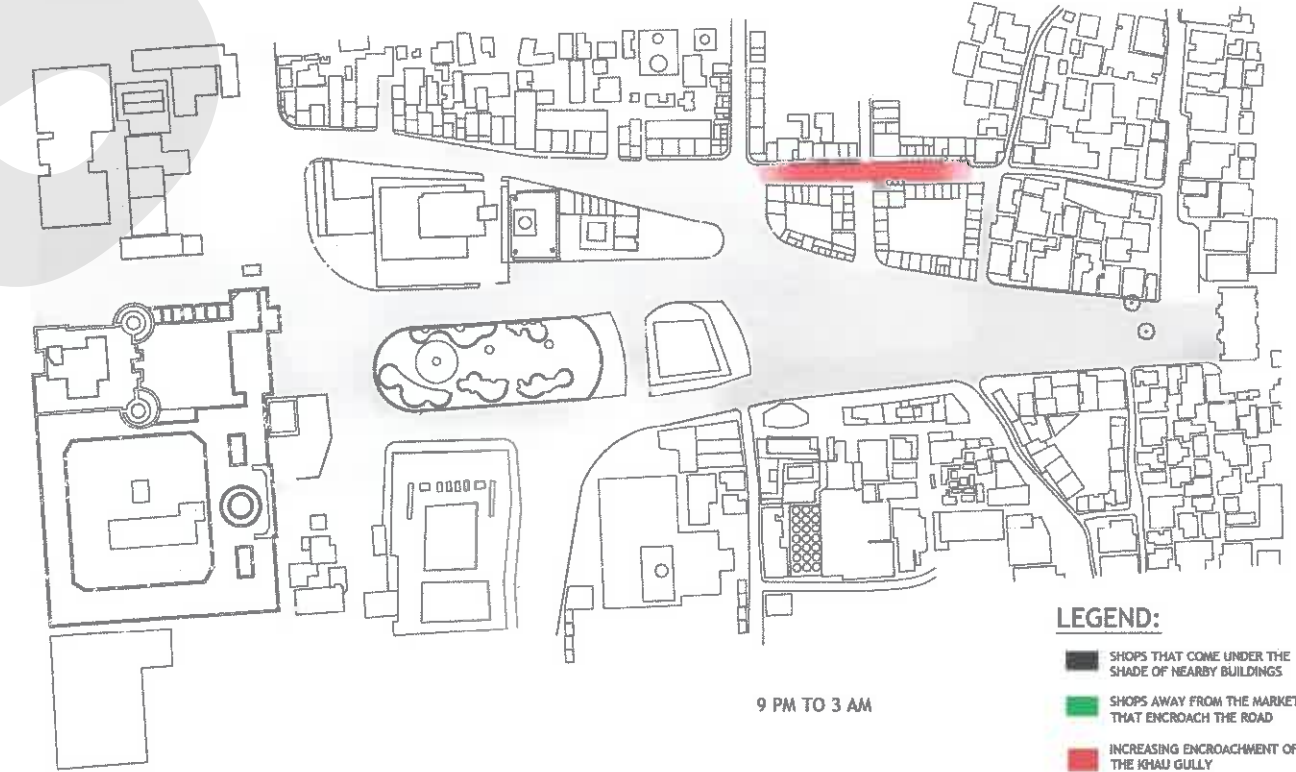
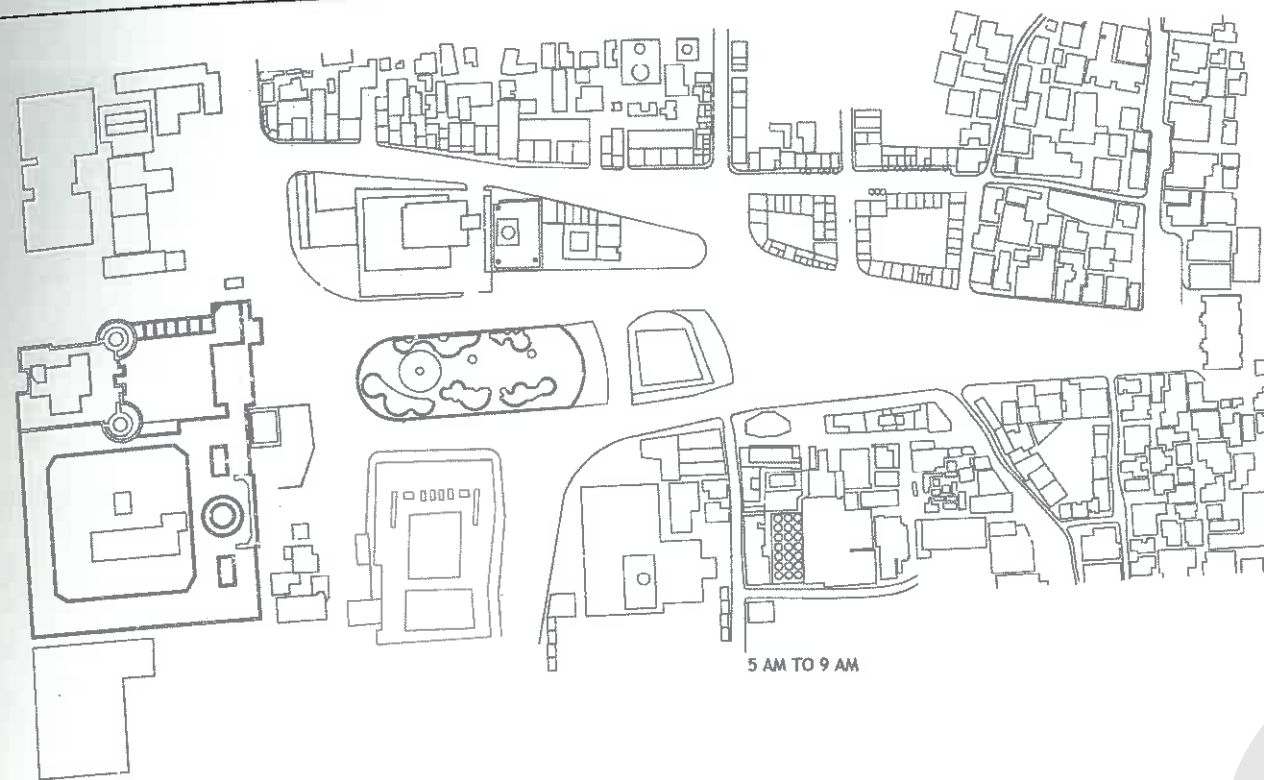
SCHEMATIC SECTION SHOWING THE FUNCTIONS WITHIN EACH "IN BETWEEN" SPACE OF THE STREET



KEY PLAN



- LEGEND**
- PARKING
 - TWO WHEELER MOVEMENT
 - SELECTED AREA



- LEGEND:**
- SHOPS THAT COME UNDER THE SHADE OF NEARBY BUILDINGS
 - SHOPS AWAY FROM THE MARKET THAT ENCRoACH THE ROAD
 - INCREASING ENCRoACHMENT OF THE KHAJURI GULLY



THE SQUARE AT 8:00 A.M.



THE STALLS START GETTING SETUP FROM 8:30 A.M..



THE SCENE AT THE STREET CHANGES WHEN STALLS ARE SET UP 9:30 A.M. ONWARDS



THE SQUARE AT 3:00 P.M.





THE PLATFORM OUTSIDE THE TEMPLE.

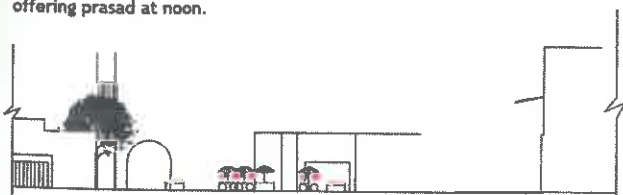


ENTRANCE TO THE TEMPLE.

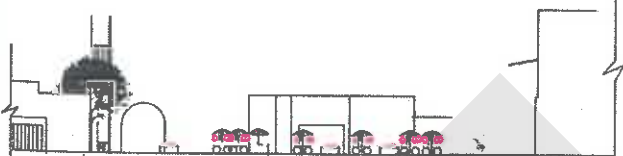


PRASAD DISTRIBUTION OUTSIDE THE TEMPLE.

The temple adjoining the Bhadra fort is the main temple in this area. Every Sunday, the platform outside the temple is used for offering prasad at noon.



SPACE OUTSIDE THE TEMPLE BETWEEN 8:30A.M.- 12:00P.M. EVERYDAY.



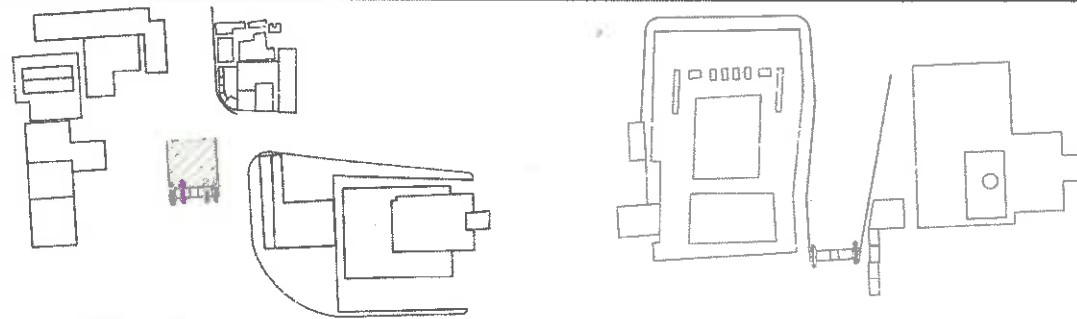
SPACE OUTSIDE THE TEMPLE BETWEEN 12:00P.M.- 3:00P.M. ON WEEKDAYS.



SPACE OUTSIDE THE TEMPLE BETWEEN 12:00P.M.- 3:00P.M. ON SUNDAYS.

CHANGE IN CHARACTER OF TEMPLE EVERY WEEK

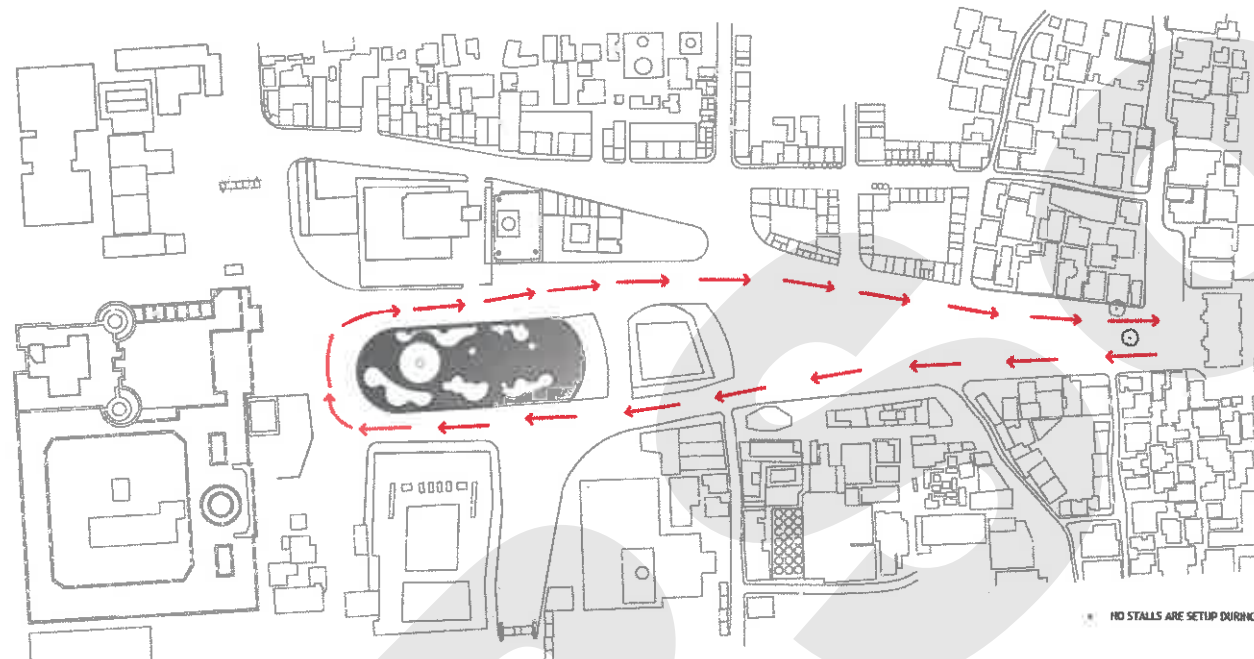
BHADRA SQUARE, AHMEDABAD



PARKING

The gates leading to the market are kept open in the morning to let hawkers bring their carts in. They are later closed and the area outside the gates are used for parking.

- LEGEND**
- PEDESTRIAN MOVEMENT
 - TWO WHEELER MOVEMENT
 - TWO WHEELER PARKING



SCHEMATIC PLAN SHOWING THE CHANGING CHARACTER OF THE BHADRA SQUARE DURING FESTIVALS

- There is one temple, five mosques and one dargah on site. area around the fountain is used to play garba during navratri.
- Procession during moharram takes place along the walkway around the fountain and seating. people from all the mosques join this procession.

- LEGEND**
- ROUTE OF MOHARRAM PROCESSION.
 - AREA WHERE PEOPLE PLAY GARBA DURING NAVRATRI.

NO STALLS ARE SETUP DURING FESTIVALS.

During the afternoon, the feeling of being connected to the site is lost when under the temporary shading devices of the stalls.



VIEW OF STALLS IN THE AFTERNOON.

With the stalls getting covered with temporary shading devices as the sun reaches the peak position, the entire promenade appears closed and compact.

During the evening, the stalls remove the temporary shading devices thus retaining the character of being on an open promenade they are present on.



VIEW OF STALLS IN THE EVENING.

WHOLESALE AND RETAIL MARKET

Wholesale market shuts down at 12:00 P.M. The unsold fish is sold to the retail shop which functions henceforth, till the evening.

KHAU GULLY FROM 9 A.M. TO 2 P.M.

KHAU GULLY FROM 2 P.M. TO 9 P.M.

KHAU GULLY FROM 9 P.M. TO 3 A.M.

The Khau Gully remains closed only from 3A.M.- 5A.M. Since they are small, they spread onto the road. As the crowd increases throughout the day, the shops extend their spill-out further.

As the day progresses, few stalls that lie closer to the buildings come under the shade and do not require temporary shading devices. Thus the space near these stalls remain open while the space near the other stalls become congested.



STALLS THAT DON'T REQUIRE TEMPORARY SHADING DEVICES AS THEY FALL UNDER SHADE.

4. TEMPORALLY CHANGING FUNCTION SPACES

SCALE:- 1:2000



T. Y. B. ARCH. 2015-16
L. S. RAHEJA SCHOOL OF ARCHITECTURE



AUTORICKSHAWS STAND NEAR THE MOSQUE



VEHICLES PARKED ON THE PAVEMENT ON MAIN ROAD



LANE BETWEEN BHADRA FORT AND PREMABHAI HALL AT 10:00 A.M.



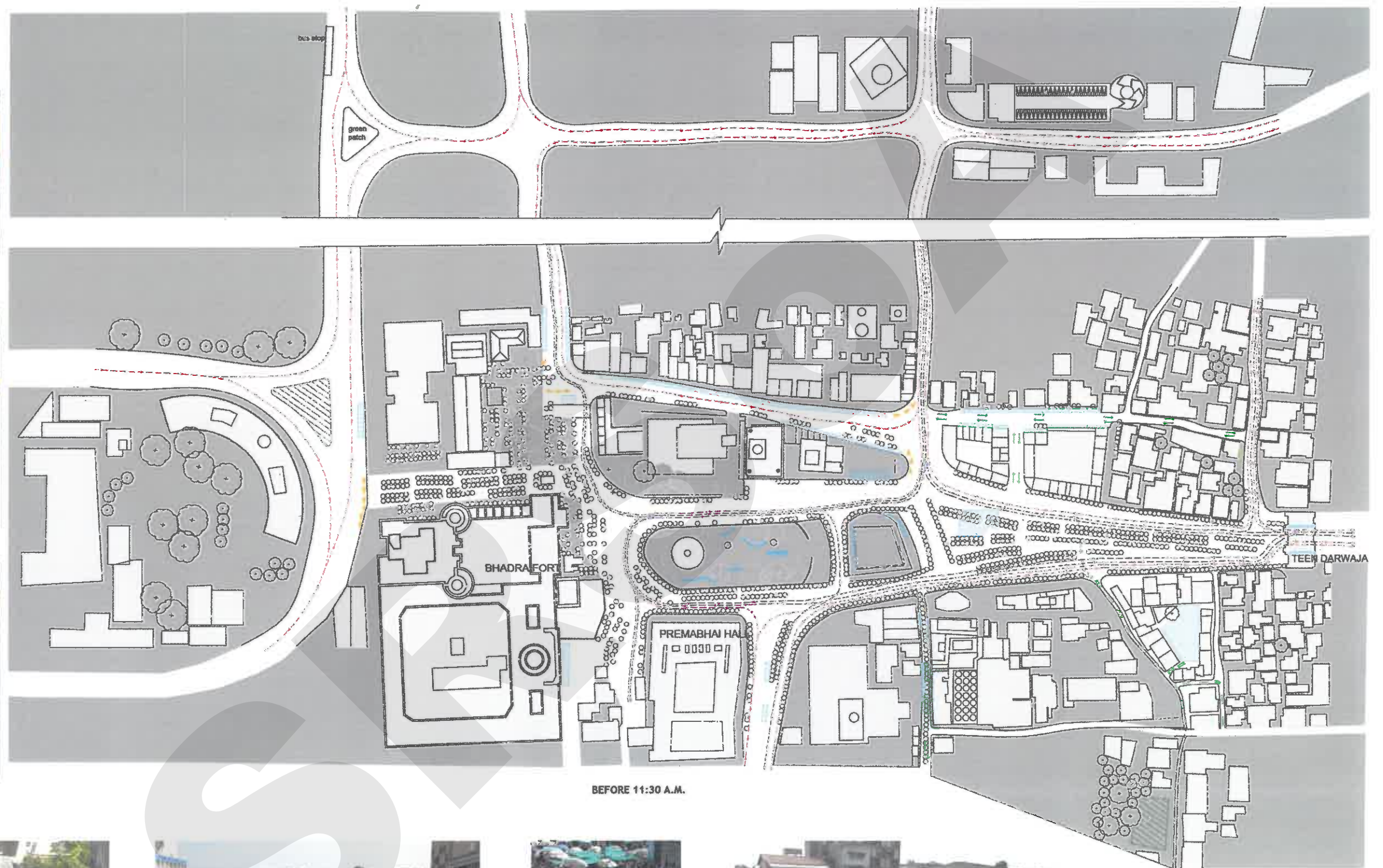
BHADRA SQUARE AT 10:30 A.M.



VEHICLES MOVING THROUGH CROWDED LANE AT 11:30 A.M.



BHADRA SQUARE VIEWED FROM NORTHERN SIDE AT 11:30 A.M.



BEFORE 11:30 A.M.

LEGEND:

- VEHICULAR MOVEMENT
- PARKED BIKES BEFORE 11 30 A.M
- PARKED BIKES AFTER 11 30 A.M
- MOVEMENT OF TWO WHEELERS ONLY
- AUTORICKSHAW STAND
- AUTHORIZED PARKING
- SLOW MOVING VEHICLES





BHADRA SQUARE AT 3:30 P.M.



BHADRA SQUARE AT 4:30 P.M.



BHADRA SQUARE AT 5:30 P.M.



AFTER 11:30 A.M.



AUTHORIZED TWO WHEELER & RICKSHAW PARKING NEAR ZILLA PANCHAYAT BUILDING. (200 BIKES & 25 RICKSHAWS)



PARKING OF TWO WHEELERS IN THE MIDDLE OF BHADRA SQUARE AT 3:00 P.M.



TWO WHEELERS PARKED IN FRONT OF THE NORTHERN GATE NEAR THE FORT.

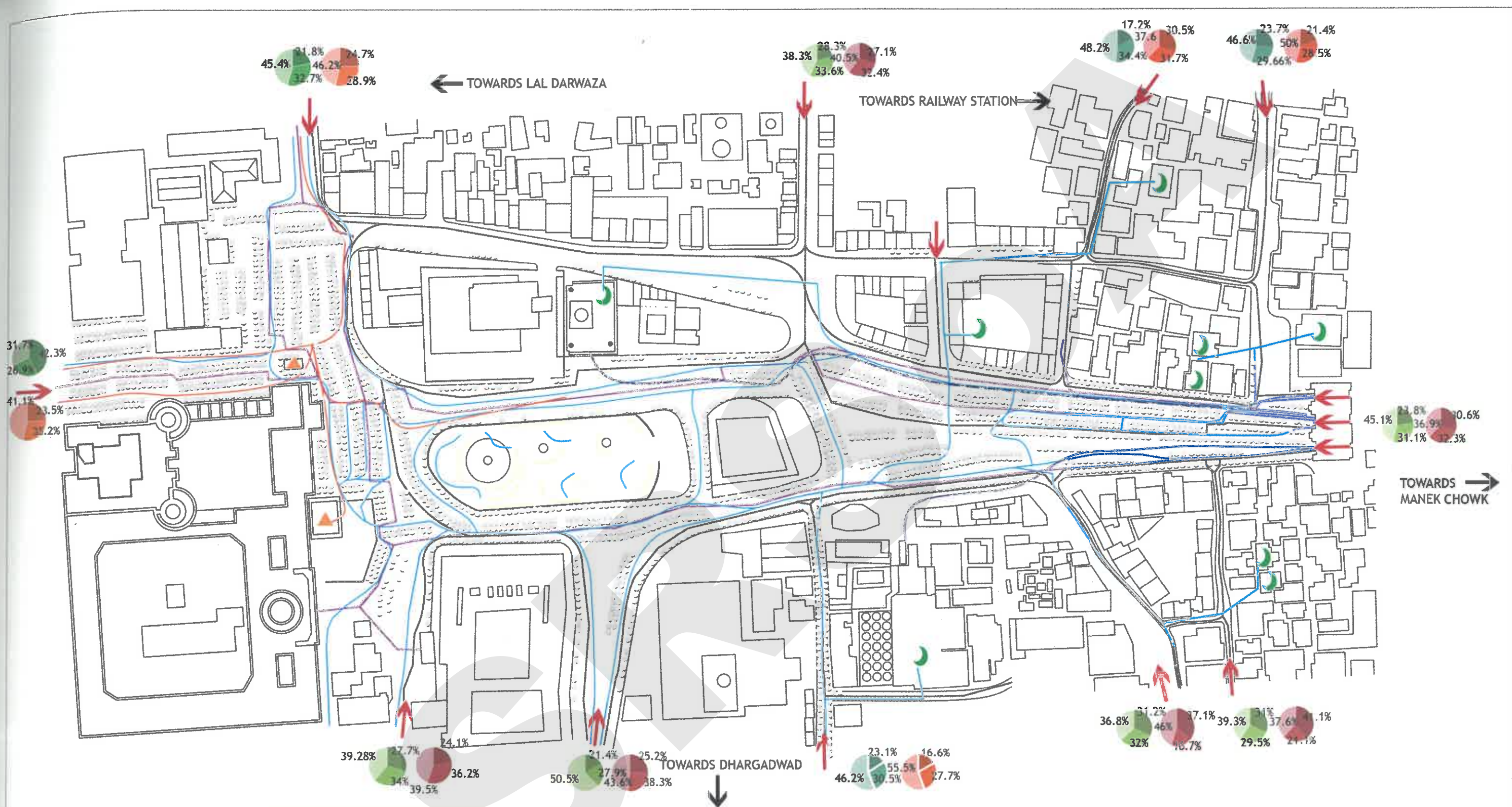


VEHICLES PARKED IN FRONT OF THE MOSQUE.

LEGEND:

- VEHICULAR MOVEMENT
- PARKED BIKES BEFORE 11 30 A.M
- PARKED BIKES AFTER 11 30 A.M
- MOVEMENT OF TWO WHEELERS ONLY
- AUTORICKSHAW STAND
- AUTHORIZED PARKING
- SLOW MOVING VEHICLES





BEGGERS



MOSQUE



LOCAL VISITORS



PEOPLE COMING FOR SHOPPING



PEOPLE VISITING THE TEMPLE

- LEGEND**
- PEOPLE VISITING TEMPLES
 - PEOPLE VISITING MOSQUES
 - PEOPLE COMING FOR SHOPPING
 - BEGGARS
 - LOCALITES
 - TOURISTS
 - 10.00am-12.00pm
 - 12.00pm-2.00pm
 - 2.00pm-5.00pm
 - MOSQUE
 - ▲ TEMPLE

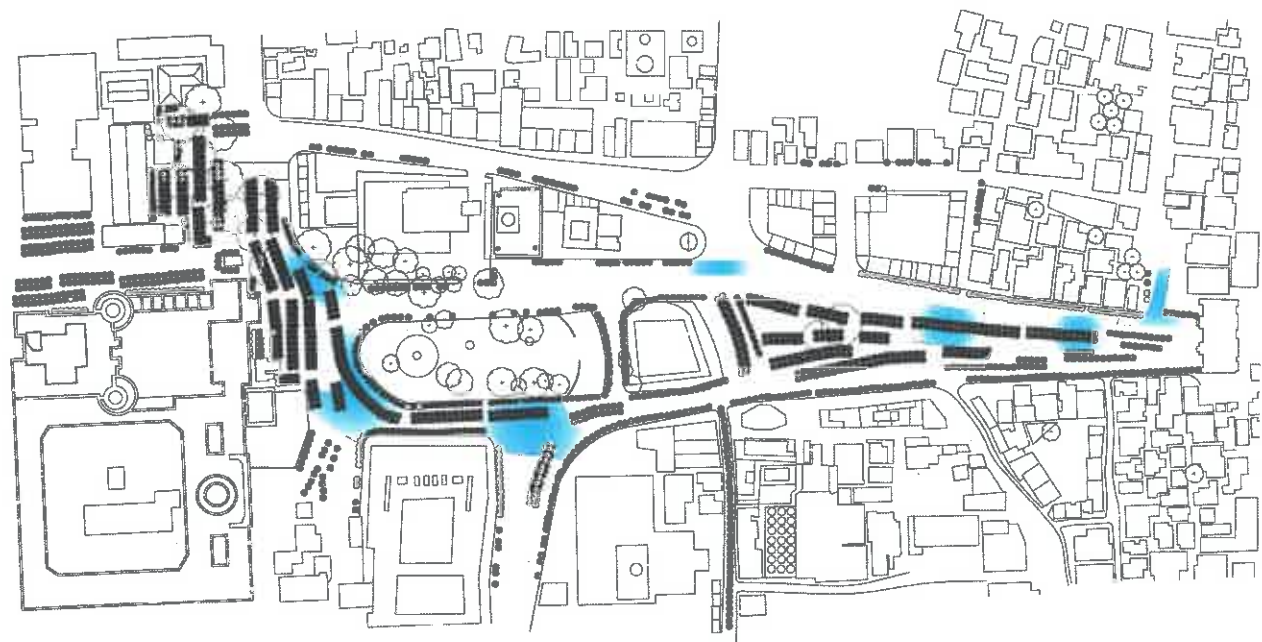
BHADRA SQUARE, AHMEDABAD

6. PEDESTRIAN MOVEMENTS

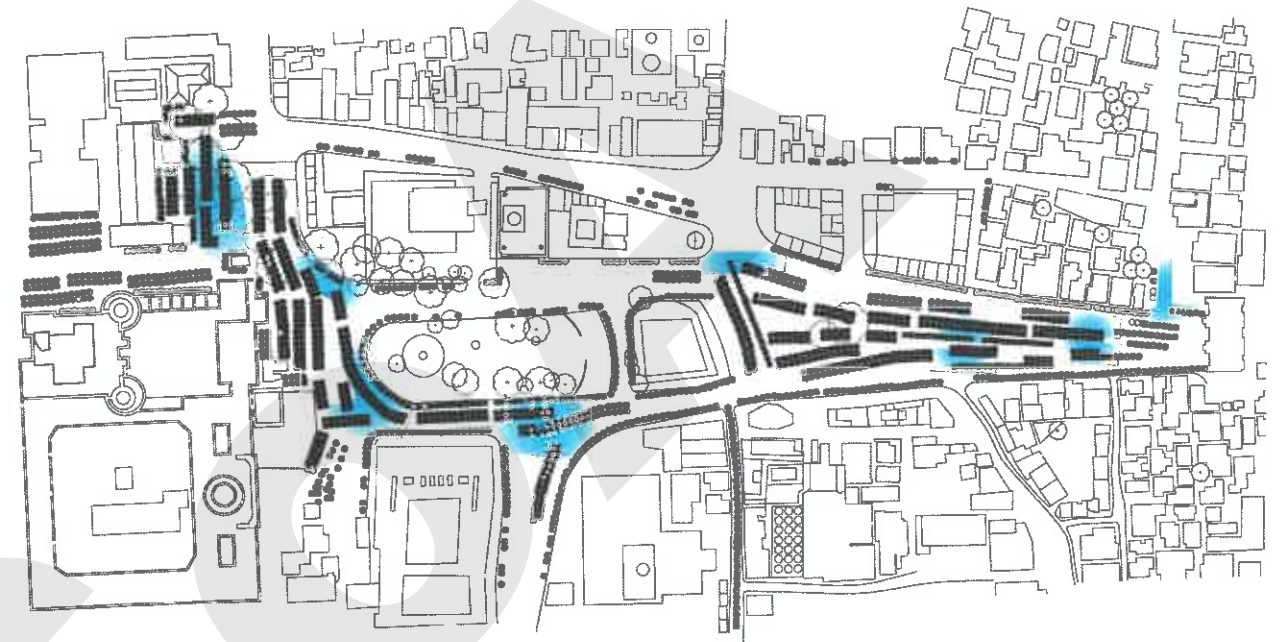
SCALE:- 1:1000



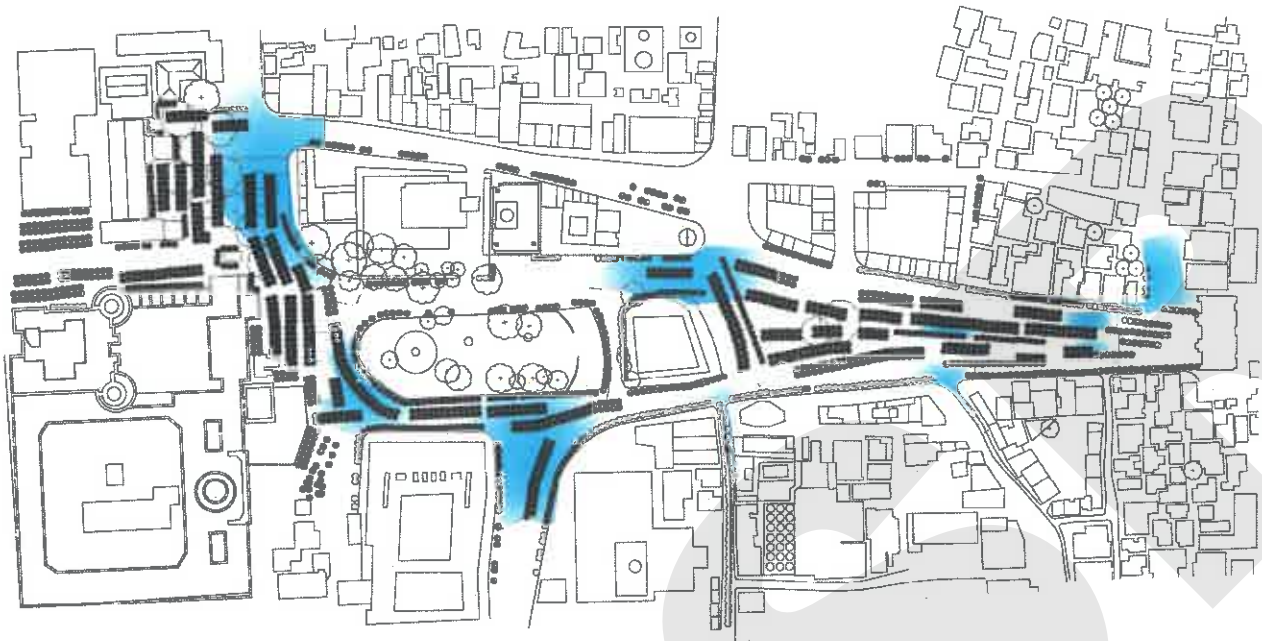
T. Y. B. ARCH. 2015-16
L. S. RAHEJA SCHOOL OF ARCHITECTURE



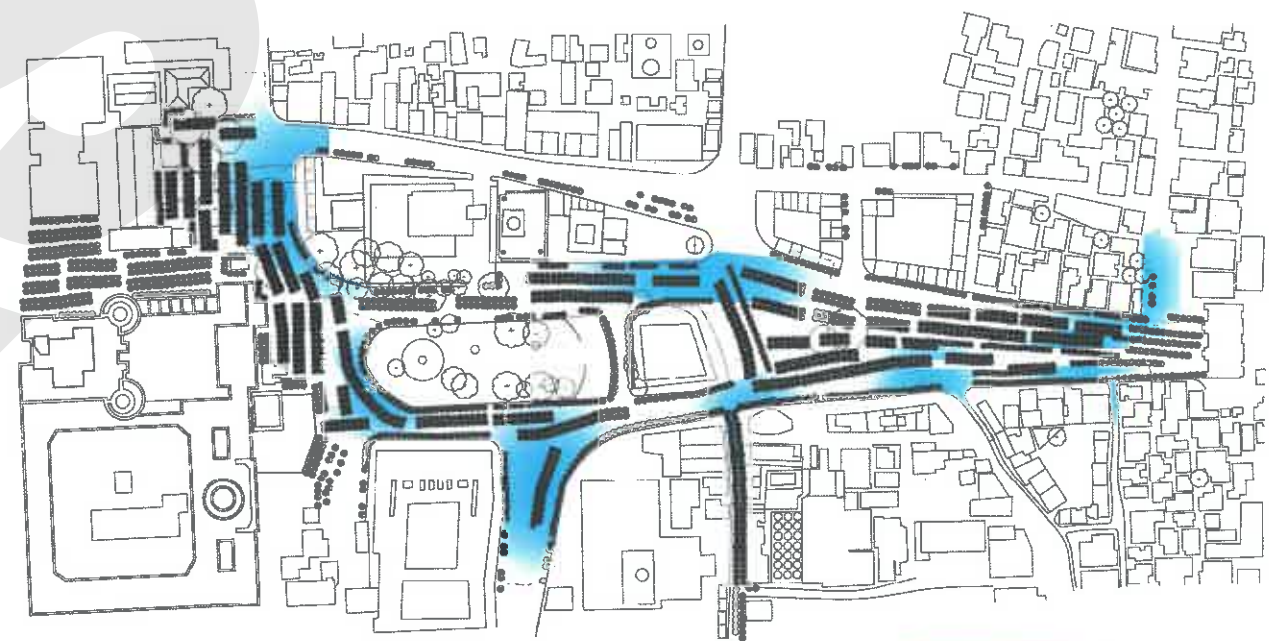
7 AM-11 AM



11 AM-1 PM



1 PM-3 PM



3 PM-5 PM

MAXIMUM CONGESTION MINIMUM CONGESTION



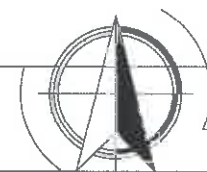
DIMENSIONS

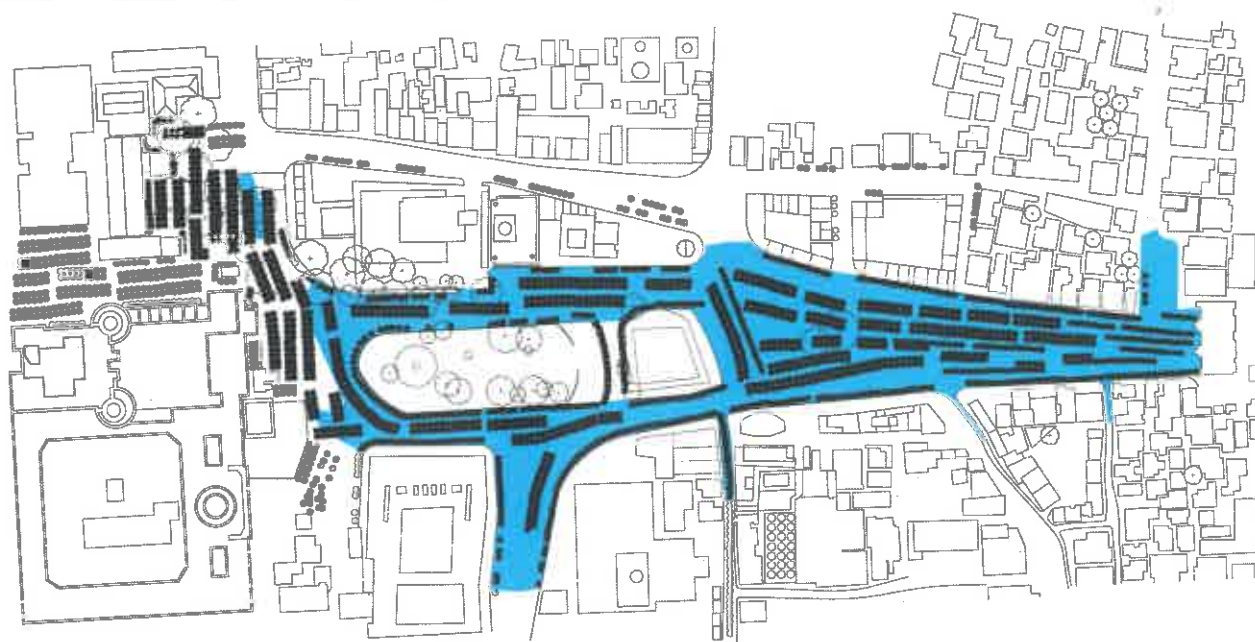
DIMENSION OF CART:
Length:1m
Breadth:0.7m
Height:0.23-0.25m

DIMENSION OF BICYCLE CART:
Length:1.9m
Breadth:0.7m

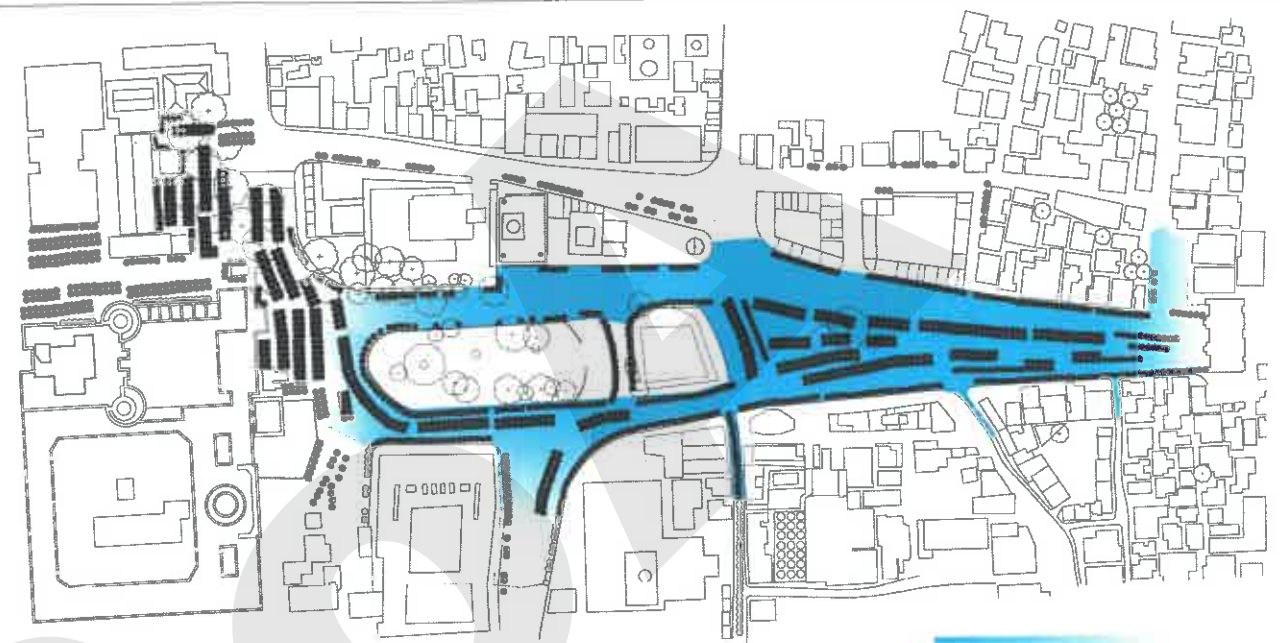
REASONS FOR CONGESTION

- Due to encroachment by permanently stationed hawkers, there is less room for circulation at various turning points.
- The junctions between and the byroads act as congestion points.
- Dispersion of temporary hawkers in this zone, further hampers circulation.



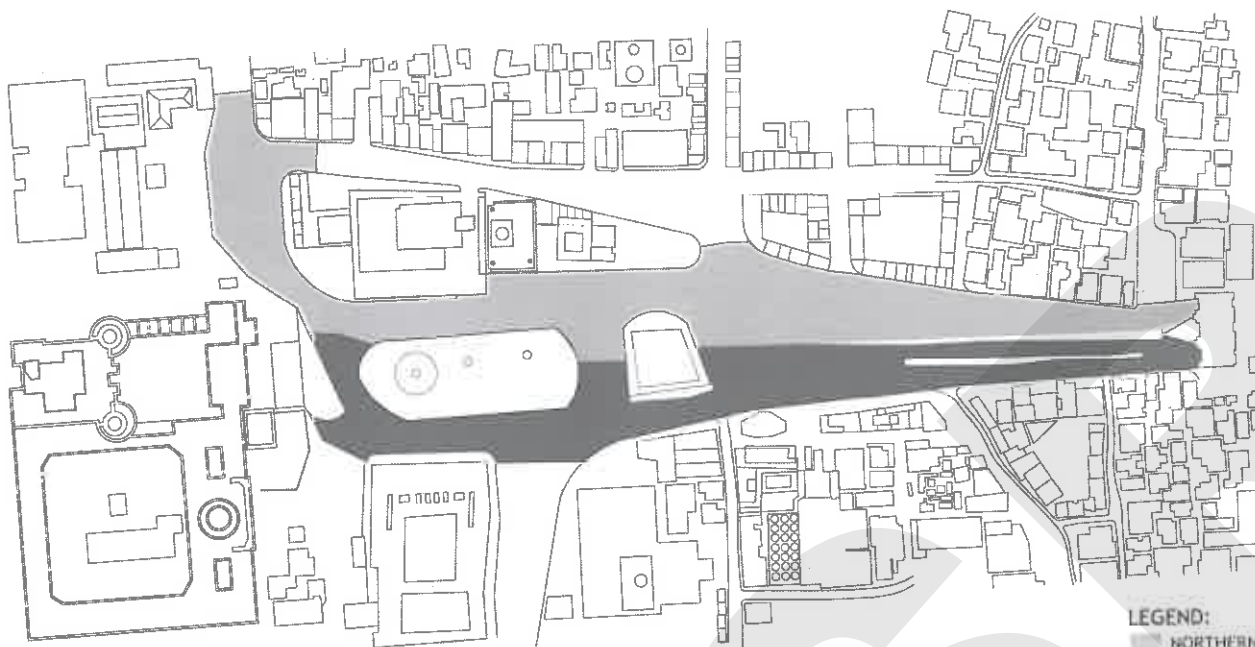


5 PM-8 PM



8 PM ONWARDS

MAXIMUM CONGESTION MINIMUM CONGESTION



PLAN DEPICTING LANE USAGE WITH RESPECT TO SUN PATH

The congestions of the northern part and southern part of stretch between Bhadra Fort and Teen Darwaza changes with respect to sun path. The northern part gets shaded in the morning which results in more usage, while the usage of southern part is maximized in late afternoon.

SECTION DEPICTING LANE USAGE WITH RESPECT TO SUN PATH



BEFORE 11 AM



AFTER 11 AM

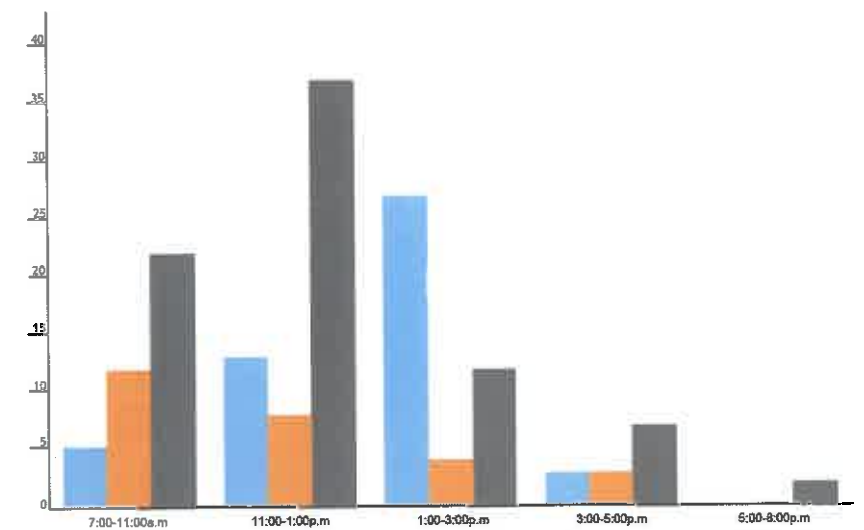


SOUTHERN PART

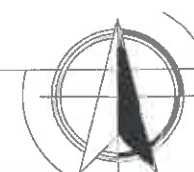


NORTHERN PART

BAR GRAPH SHOWING STATISTICAL DATA OF SLOW MOVING VEHICLES



LEGEND:
 ■ CARTS
 ■ CART BICYCLES
 ■ BICYCLES





MAPPING OF HAWKERS DURING MORNING TIME
(DIFFERENTIATED ON THE BASIS OF THE PRODUCTS THEY SELL)



SCHEMATIC SECTION BB' THROUGH THE ROAD AND KARANJ BACH
(AVERAGE ROAD WIDTH: 26M)



CROWD OF HAWKERS AND CUSTOMERS IN THE MORNING



DURING MORNING TIME :

- Approximate number of hawkers on site : 2000-2500
- Distance between two stalls : 0.6-1.0 M.
- Average number of sellers at a stall : 1-2
- In rare cases 3-4 persons per stall.
- Approximate number of customers at a stall during the course of the day : 150-200.

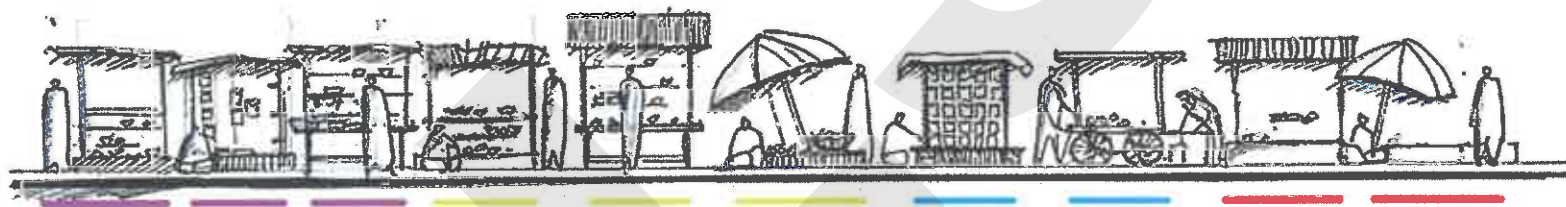
LEGEND:

- EATABLES
- GARMENTS
- FOOTWEAR
- TOYS
- ACCESSORIES
- PLASTIC ITEMS
- RELIGIOUS ITEMS
- DECORATIVE ITEMS





MAPPING OF HAWKERS DURING PEAK HOURS
(DIFFERENTIATED ON THE BASIS OF THE PRODUCTS THEY SELL)



SCHEMATIC SECTION AA' THROUGH THE ROAD
(AVERAGE ROAD WIDTH : 26M)

2.50 M LVL
1.50 M LVL
1.20 M LVL
0.15 M LVL
0.00 M LVL



CROWD OF HAWKERS AND CUSTOMERS DURING PEAK HOURS



DURING PEAK HOURS -

- Approximate number of hawkers on site : 3500-4000.
- Distance between two stalls: 0.4-0.6M
- Average number of sellers at a stall: 1-2.
- In rare cases 3-4 persons per stall.
- Approximate number of customers at a stall during the course of the day: 150-200.

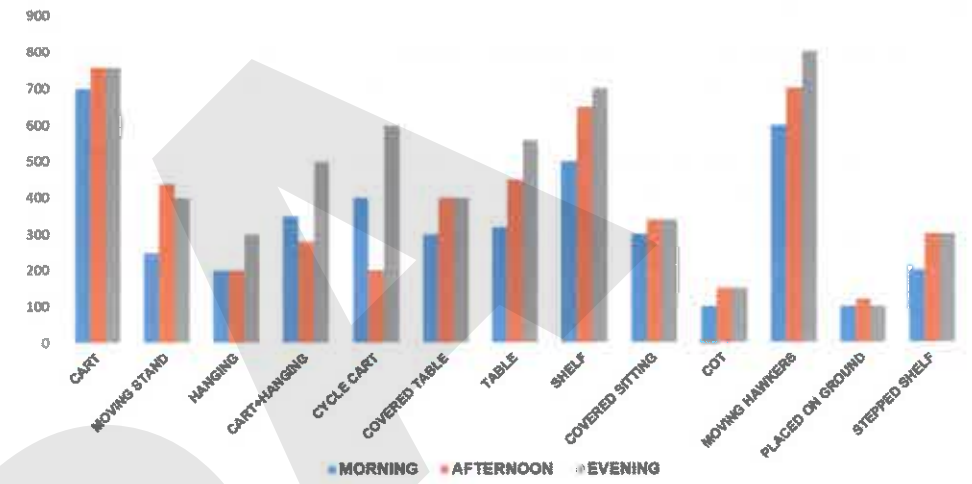
LEGEND:

- EATABLES
- GARMENTS
- FOOTWEAR
- TOYS
- ACCESSORIES
- PLASTIC ITEMS
- RELIGIOUS ITEMS
- DECORATIVE ITEMS





SCHEMATIC SECTION LOOKING TOWARDS TEEN DARWAZA

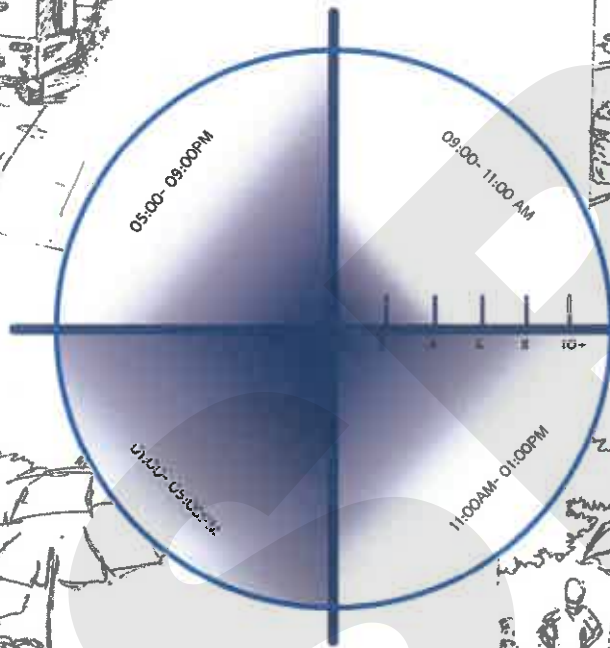


GODOWNS USED BY HAWKERS:

- The godowns act as a storage space for the hawkers during night time.
- Each block of a godown is approximately 3.5 by 3m.
- Approximately five godowns are being used at present by the hawkers, with one being on the site.
- The basement level and ground floor of a residential building are rented out as storage space by hawkers.



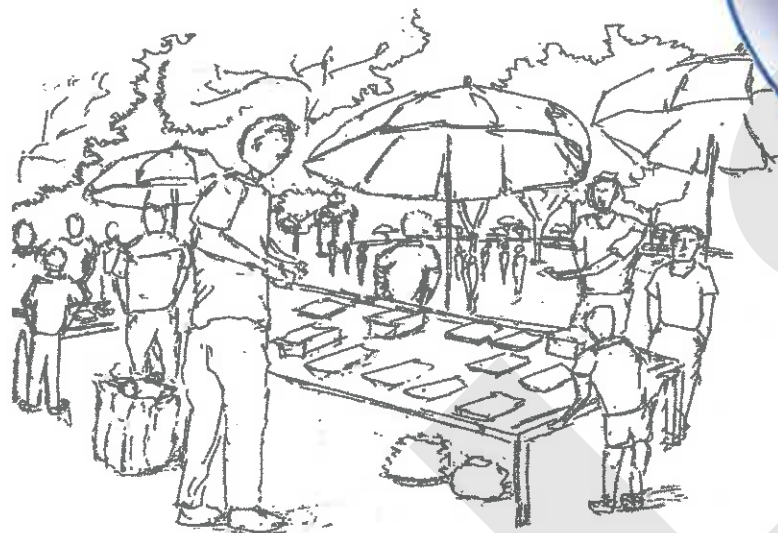
COLLECTION OF PRODUCTS TO BE SOLD AT THE STALLS



GRAPH SHOWING NUMBER OF CUSTOMERS AT ONE HAWKER VS TIME

DURING PEAK HOURS:

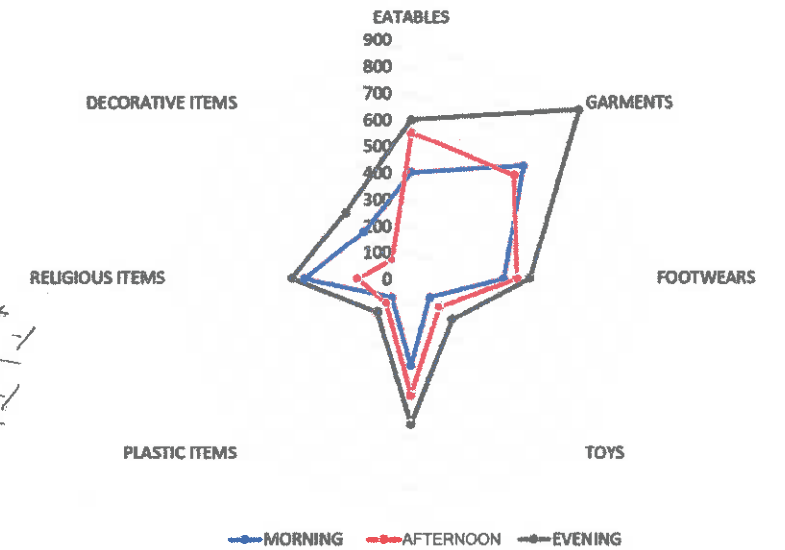
- Average number of customers at a stall at a time: 3-5 approx.
- Number of lanes formed on the road during peak hours: 8-10 lanes.
- Average walking distance between two rows of shops: 1-2m
- Total number of hawkers on site 3500-4000 approx.
- Distance between two stalls: 0.4-0.6m
- Average number of sellers at a stall: 1-2 in're rare cases 3-4 persons per stall.



CROWD OF CUSTOMERS DURING PEAK HOURS



SETTING UP THE STALL AND ASSEMBLING ALL THE ITEMS FOR CUSTOMERS

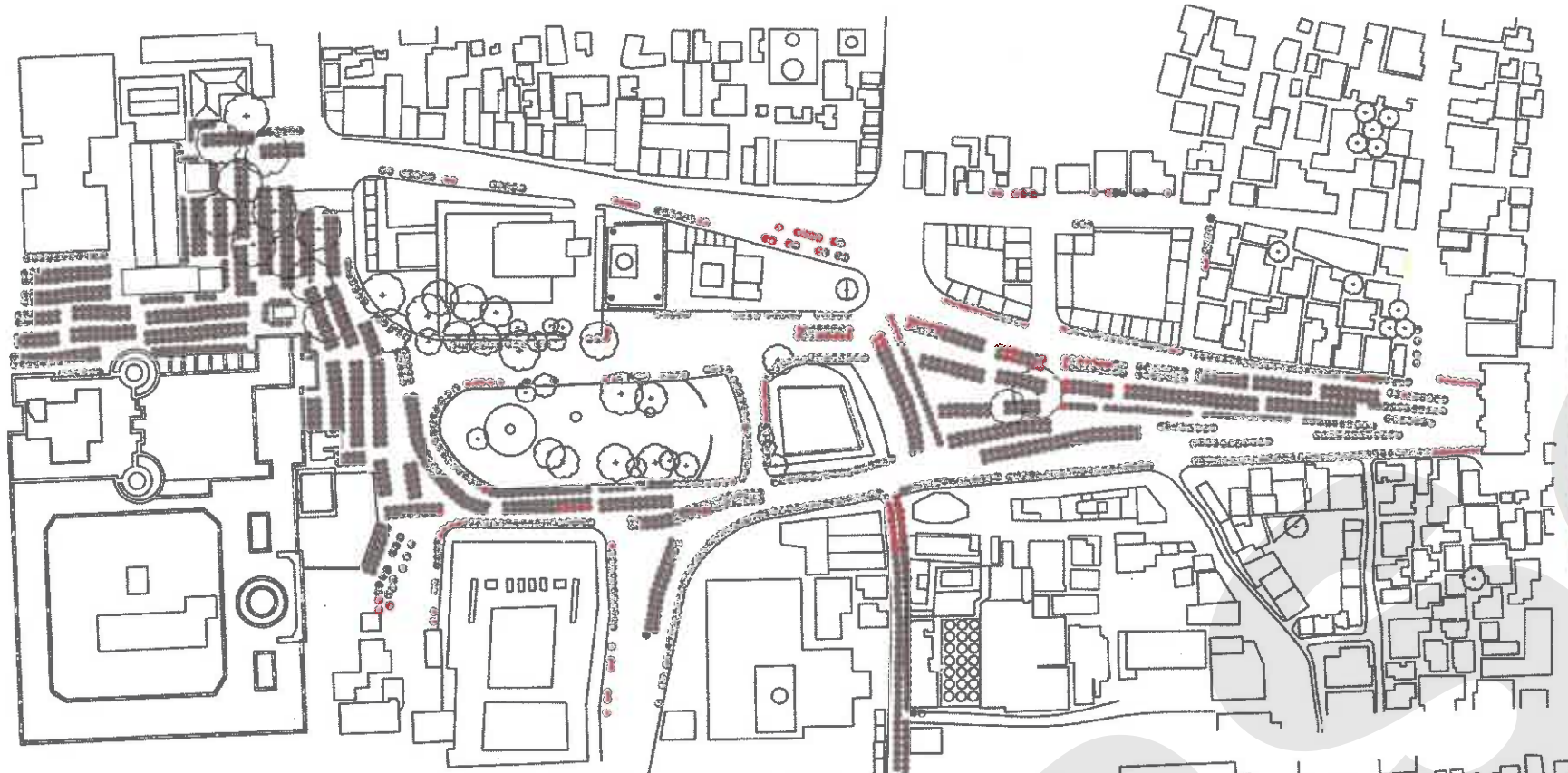


SELL OF PRODUCTS VS TIME



KEY PLAN SHOWING PLACEMENT OF GODOWNS AROUND THE SITE





PLAN SHOWING MOVEMENT OF HAWKERS DURING THE MORNING

MORNING 11:00 AM TO 02:00 PM

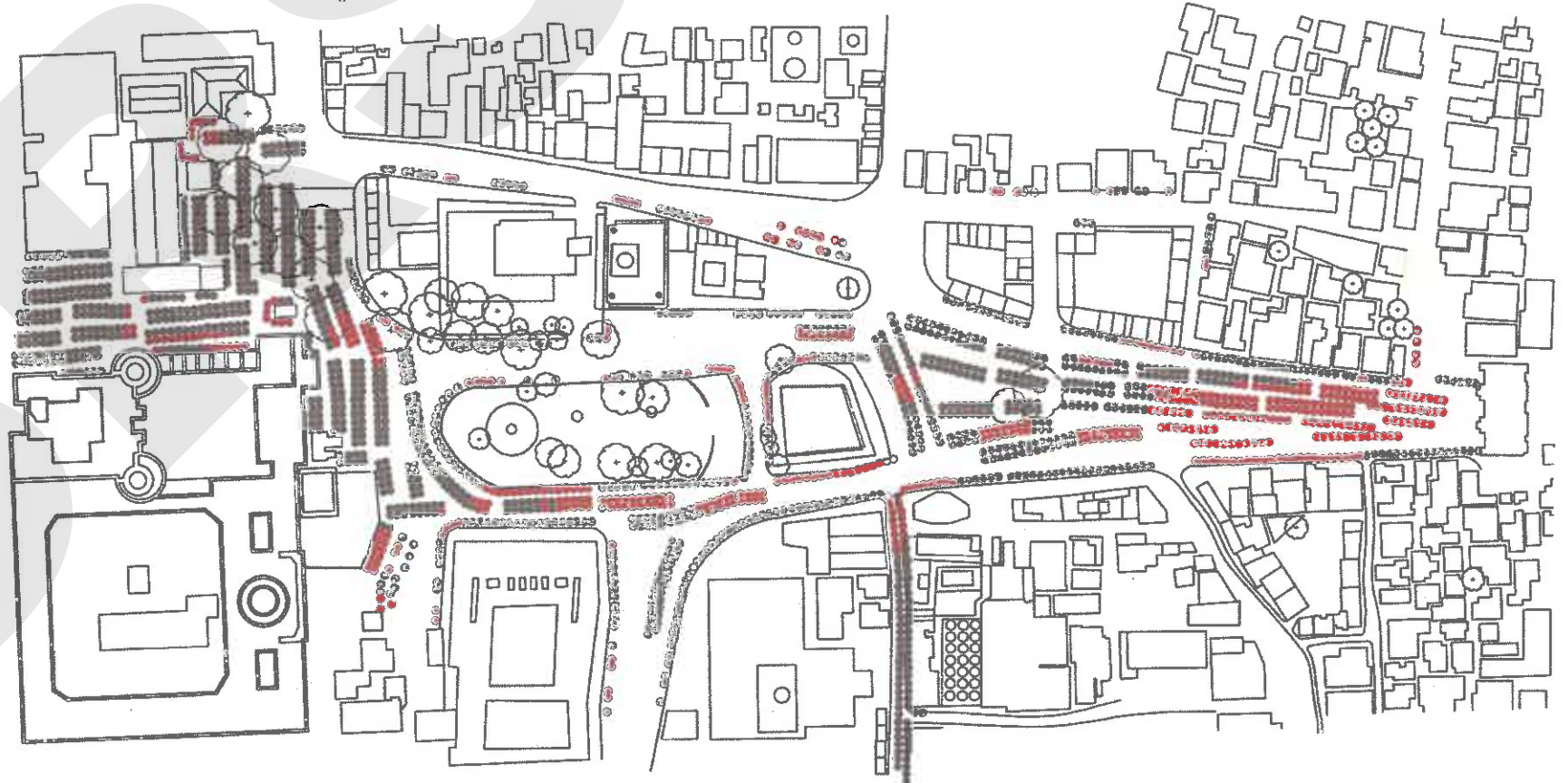
The number of moving hawkers in and around the site are quite less in number during the morning hours.
 The number of stationary hawkers however remain constant throughout the day.
 The ratio of moving hawkers to stationary hawkers at this time of the day is approximately 1:10.



MOVING HAWKERS



STATIONARY HAWKERS

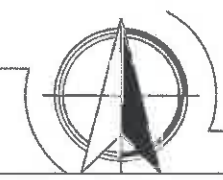


PLAN SHOWING MOVEMENT OF HAWKERS DURING THE EVENING

2PM TO 7PM :

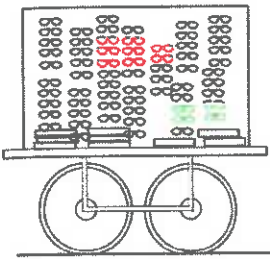
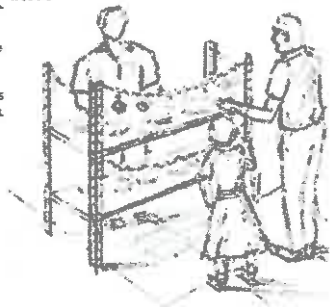
The number of moving hawkers in and around the site considerably increases with the setting sun.
 The ratio of moving hawkers to stationary hawkers during this time is 1:6.

LEGEND:
 □ MOVING HAWKERS
 ● STATIONARY HAWKERS



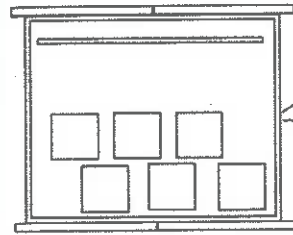
1. MOVABLE SHELVES AND CARTS

- These type of stalls can be seen in areas with more shade.
- The elevation shows how the cart is used to create a moving facade displaying various items.
- Items sold: Clothes and accessories.



ELEVATION

1.50 M



PLAN

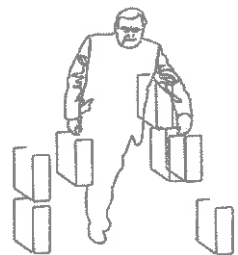


5. MOVING ON FOOT

- These type of hawkers are usually seen carrying small items that can be easily moved around and sold.
- Throughout the day, very few moving hawkers are present on the site.
- Items sold: Bags and accessories.



ELEVATION



PLAN



2. TABLE WITHOUT ROOFING

- These type of hawkers are the most common type visible on the site.
- Dimensions: The dimensions of the display area used by this type of hawkers are approximately 1.5M by 1.2M.
- The height of the table may vary from 0.6M - 0.9M.
- Items sold: Mainly clothing, also shoes.



ELEVATION

1.50 M

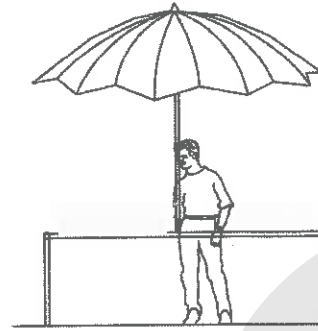


PLAN



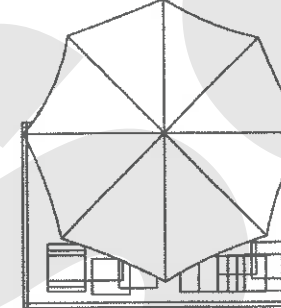
3. TABLE WITH UMBRELLA ROOFING

- These type of hawkers are seen more on the north and east sides of the site since there is less of shade.
- Dimensions: The dimensions of the display area used by this type of hawkers are approximately 1.8M by 1.2M.
- Items sold: Clothes and shoes.



ELEVATION

1.80 M



PLAN



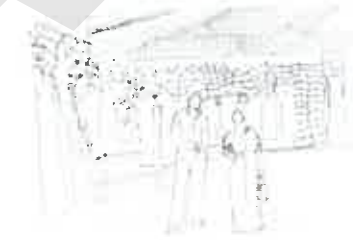
2.1 M

1.20 M

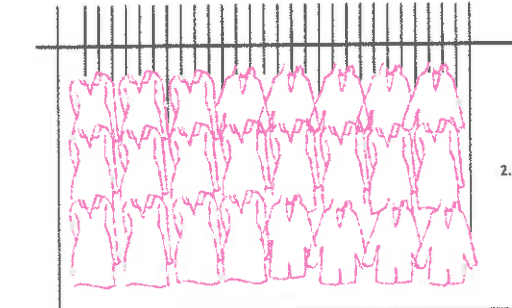


4. HANGING, WALL MOUNTED

- These type of hawkers are only seen on the sides of building facades as they use a facade to hold on/hang the products.
- Very few hawkers of this kind are seen as there is a limitation to the number of building facades that can be used by the hawkers for putting up their stalls.
- Items sold: Bags and clothes.

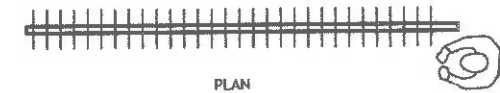


3.10 M



ELEVATION

2.8 M

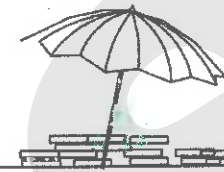
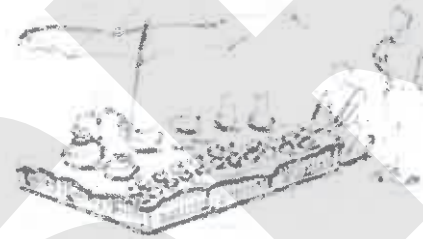


PLAN



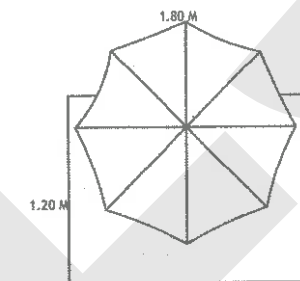
6. FLOOR MOUNTED WITH UMBRELLA ROOFING

- These type of hawkers use their own storage baskets and boxes for display and an umbrella as a shading device.
- Dimensions: The dimensions of the display area used by this type of hawkers are approximately 1.5M by 1.2M.
- Items sold: Bags and accessories.



ELEVATION

1.80 M



PLAN



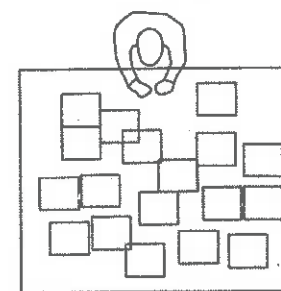
7. LOW STAND

- These type of hawkers use their own storage baskets and boxes for display and an umbrella as a shading device.
- Dimensions: The dimensions of the display area used by this type of hawkers are approximately 1.5M by 1.2M.
- Height of the stand varies from 0.2M to 0.5M.
- Items sold: Fruits, toys, accessories and other decorative items for various festivals.

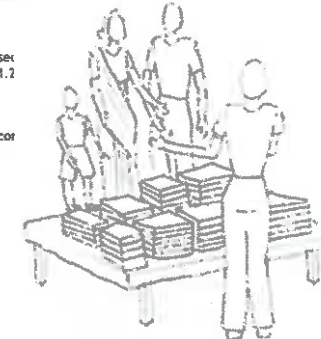


ELEVATION

1.80 M

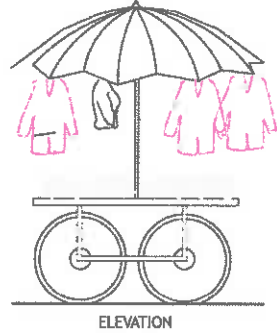


PLAN

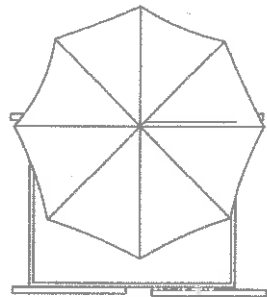


8. CART WITH UMBRELLA AS ROOF

- These type of hawkers are most common on this site and are the largest in number as compared to the other types.
- Height of cart is approximately 0.7 high.
- Easy movability. Storage space is below the cart.
- Items sold: Clothes and toys.



ELEVATION

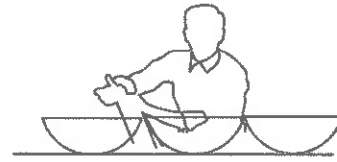


PLAN

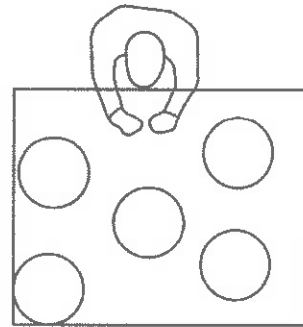


9. FLOOR MOUNTED

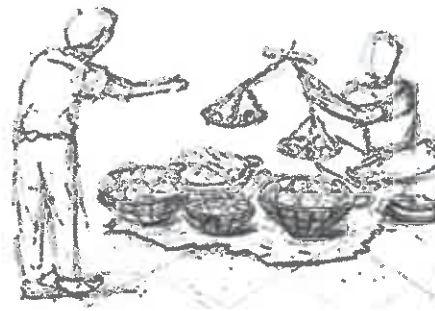
- These type of hawkers are usually seen on the south and west side of the site where there is enough shade.
- They usually carry baskets which have the dual function of storage and display.
- Items sold: Clothes and toys.



ELEVATION

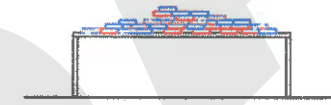


PLAN

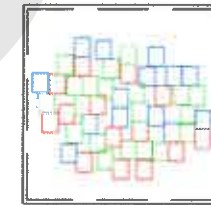


10. TABLE WITHOUT ROOFING

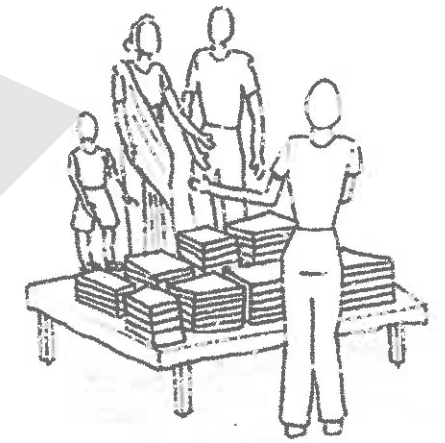
- These type of hawkers are usually seen on the sides of building facades.
- Items sold: Bigger products including clothes and bags.



ELEVATION

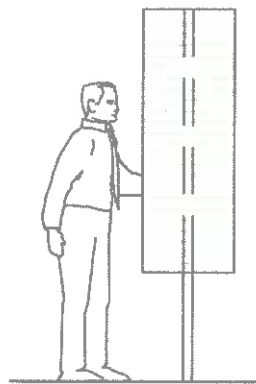


PLAN



11. MOVING ON FOOT WITH STAND

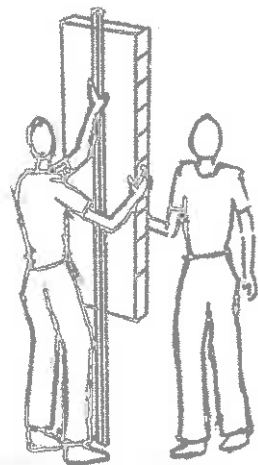
- These type of hawkers usually carry stands with small boxes are easily movable throughout the site.
- Such type of hawkers lack storage space.
- Items sold: Accessories.



ELEVATION

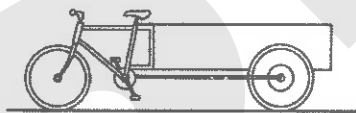


PLAN

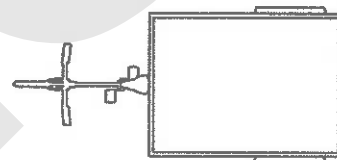


12. CYCLE CART

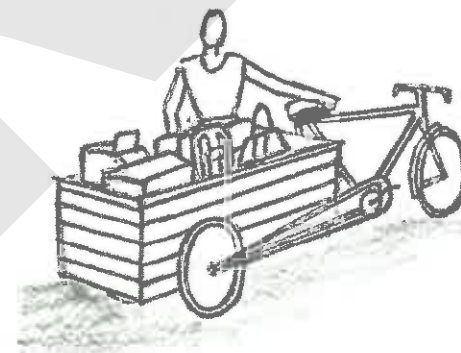
- These type of hawkers are usually seen carrying small items that can be easily moved around and sold.
- Very few cycle carts are seen on the site. It requires large area.
- Items sold: Fruits and other eatables like biscuits etc.



ELEVATION

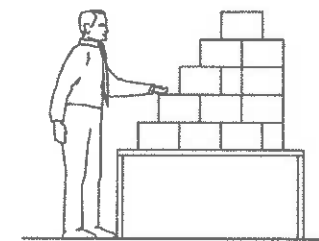


PLAN

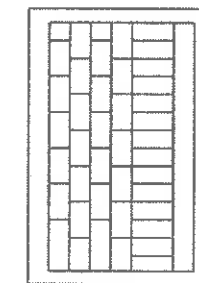


13. STEPPED SHELVED DISPLAY

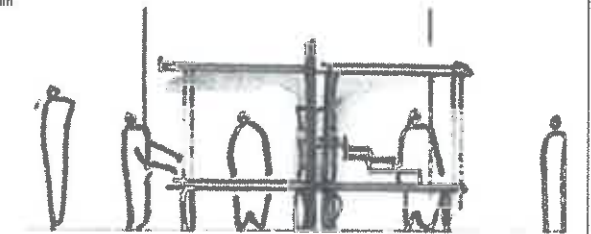
- These type of hawkers are very few in number on the site.
- Consists of small boxes stacked to form steps for maximum play of products.
- Items sold: Shoes.



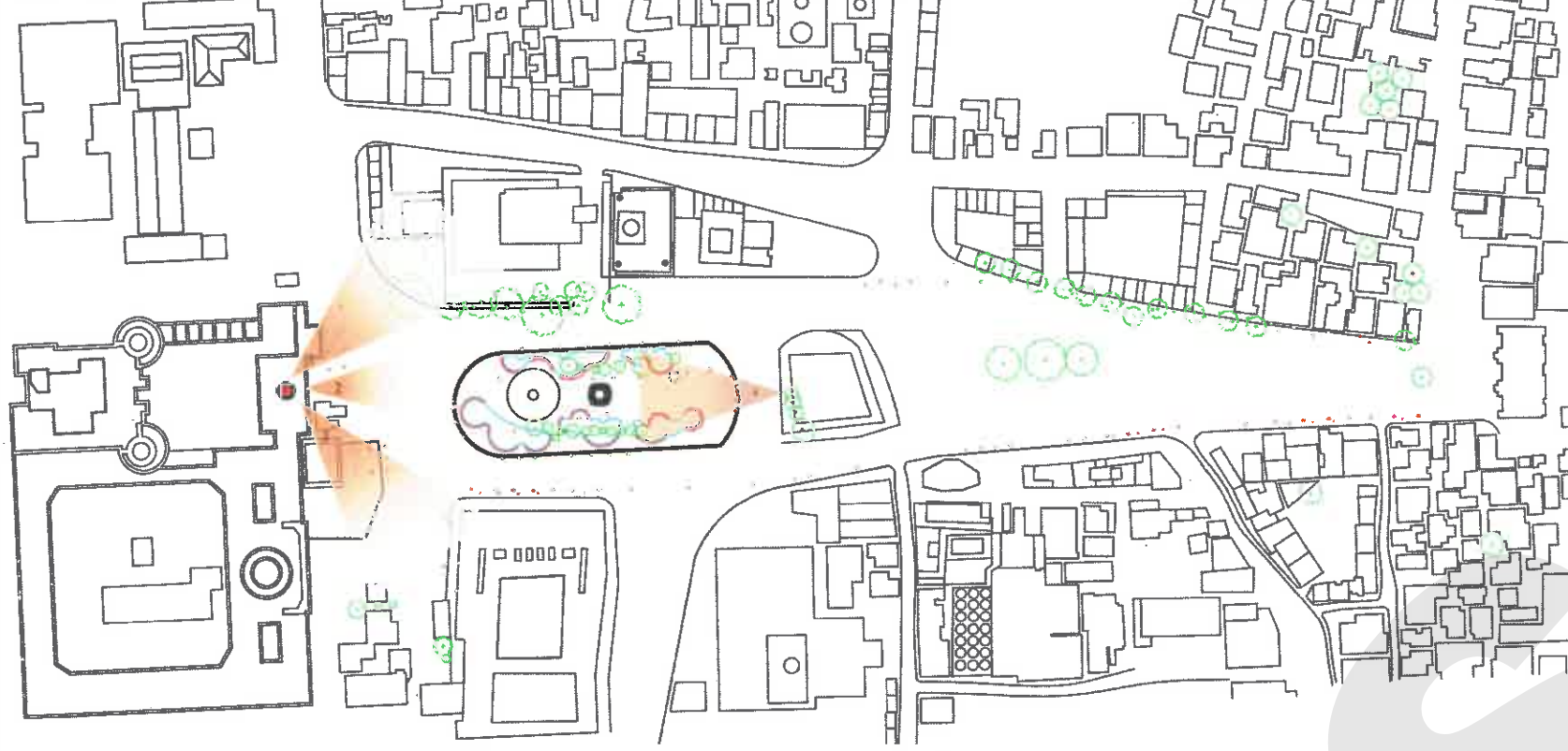
ELEVATION



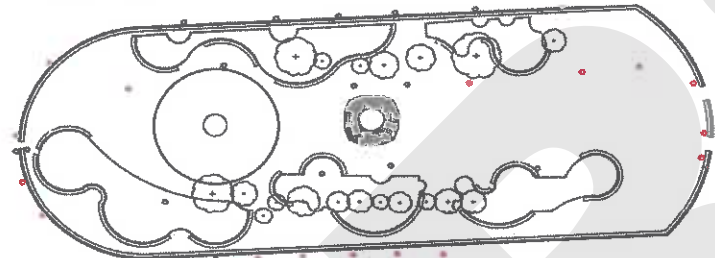
PLAN



SITE PLAN
SCALE - 1:1500



PLAN OF KARANJ BAUGH
SCALE - 1:500



- LEGEND**
- SEATS
 - DRAINAGE NICHE
 - STREET LIGHTS
 - CCTV
 - SPEAKERS
 - FOUNTAIN
 - STATUE
 - TREES

STREET FURNITURE



HEIGHT - 4.5M



HEIGHT - 6.2M



WIDTH - 0.4M
HEIGHT - 0.45M



LANDSCAPE



VIEW 1



VIEW 2



VIEW 3



VIEW 4

TABLE INDICATING THE TYPE OF TREES AND IT'S CHARACTERISTICS

TREE NUMBER	TYPE OF TREE	HEIGHT (IN M)	FOLIAGE (IN M)
4,6,8,9,30,31,32,38,55,58	NEEM	15-20	10-15
16,17,53,56,57	ASOPALAV	35-40	2-3
24,26,28,29,33,54	PEEPAL	20-30	5-8
1	JAMUN	20-30	8-12
52	GULMOHAR	8-12	8-12
27	BANYAN		CAN SPREAD OVER SEVERAL ACRES
40-46		2	-



NEEM



ASOPALAV



PEEPAL



BANYAN



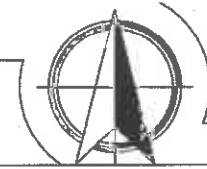
PLANTATION OF TREES ALONG THE SIDES OF THE ROAD



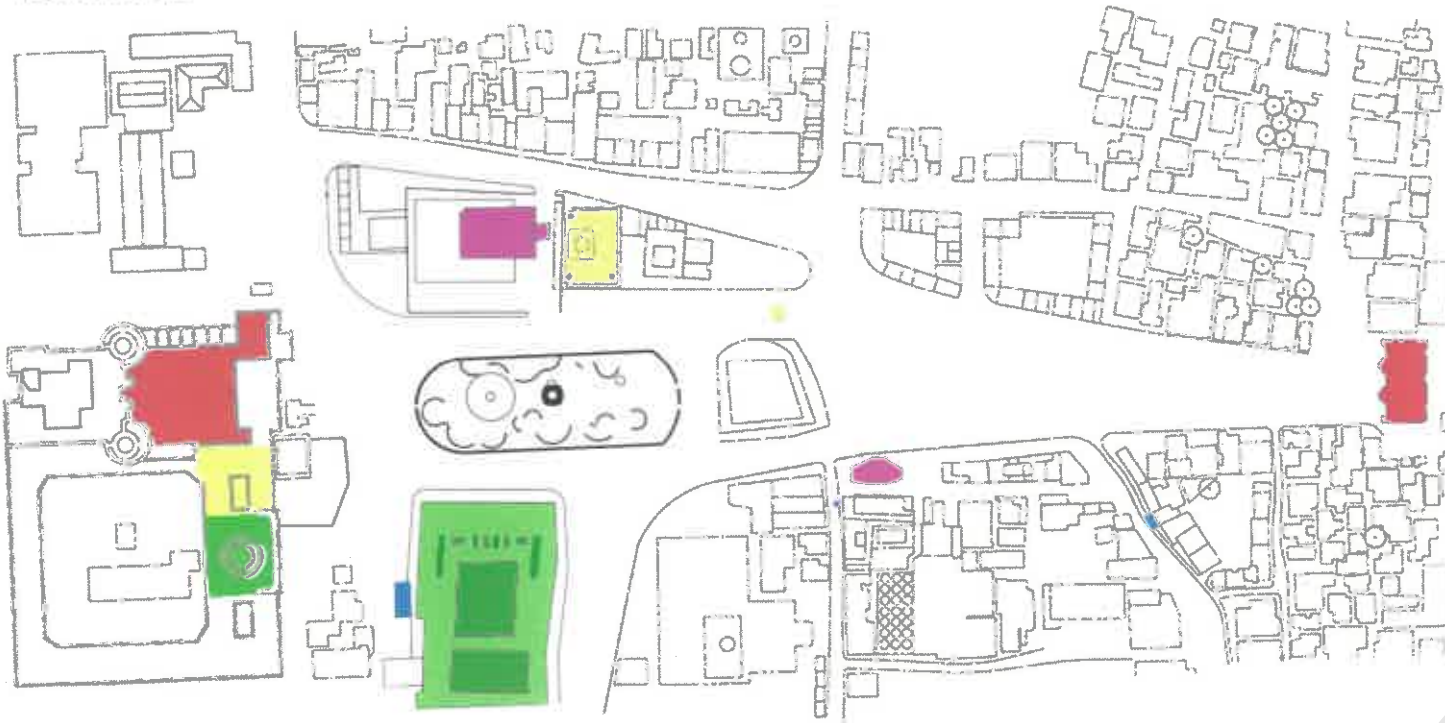
PLANTATION ON THE PEDESTRIAN PATHWAY



VIEW OF THE SEATING AREA IN THE KARANJ BAUGH



PUBLIC AMENITIES



- | | | |
|-------------------|--------------------------|------------------------|
| HISTORICAL | POLITICAL | CULTURAL |
| 1. BHADRA FORT | 5. POLICE STATION | 8. PREMABHAI HALL |
| 2. TEEN DARWAZA | 6. CONTROL ROOM | 9. KITCHEN AND STORAGE |
| GENERAL | RELIGIOUS | |
| 3. TOILETS | 6. RAMBILPRAGATIM TEMPLE | |
| 4. WATER TAP | 7. MOSQUE | |

LEGEND

- HISTORICAL
- GENERAL
- POLITICAL
- RELIGIOUS
- CULTURAL



TEEN DARWAZA



BHADRA FORT



TOILET 1 : DIMENSION : 5X7M (APPROX) G+1 STRUCTURE



PREMABHAI HALL



TOILET 2 : DIMENSION : 6X16M (APPROX) MALE : 4 WC, 4 URINALS, 2 SHOWERS, 3 WASHBASINS FEMALE : 4 WC, 2 SHOWERS, 4 WASHBASINS, 1 STORE-ROOM.



LIBRARY : GOVERNMENT OWNED, SUNDAY CLOSED



KITCHEN/STORAGE : PRASAD MADE FOR PUBLIC



TEMPLE



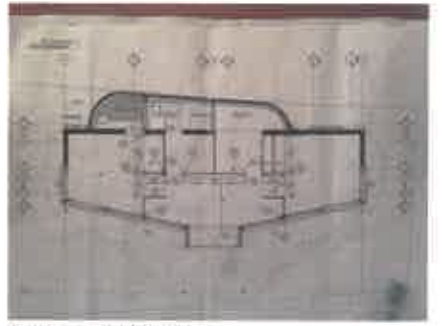
MUSEUM : NOT FUNCTIONAL, UNDERGROUND



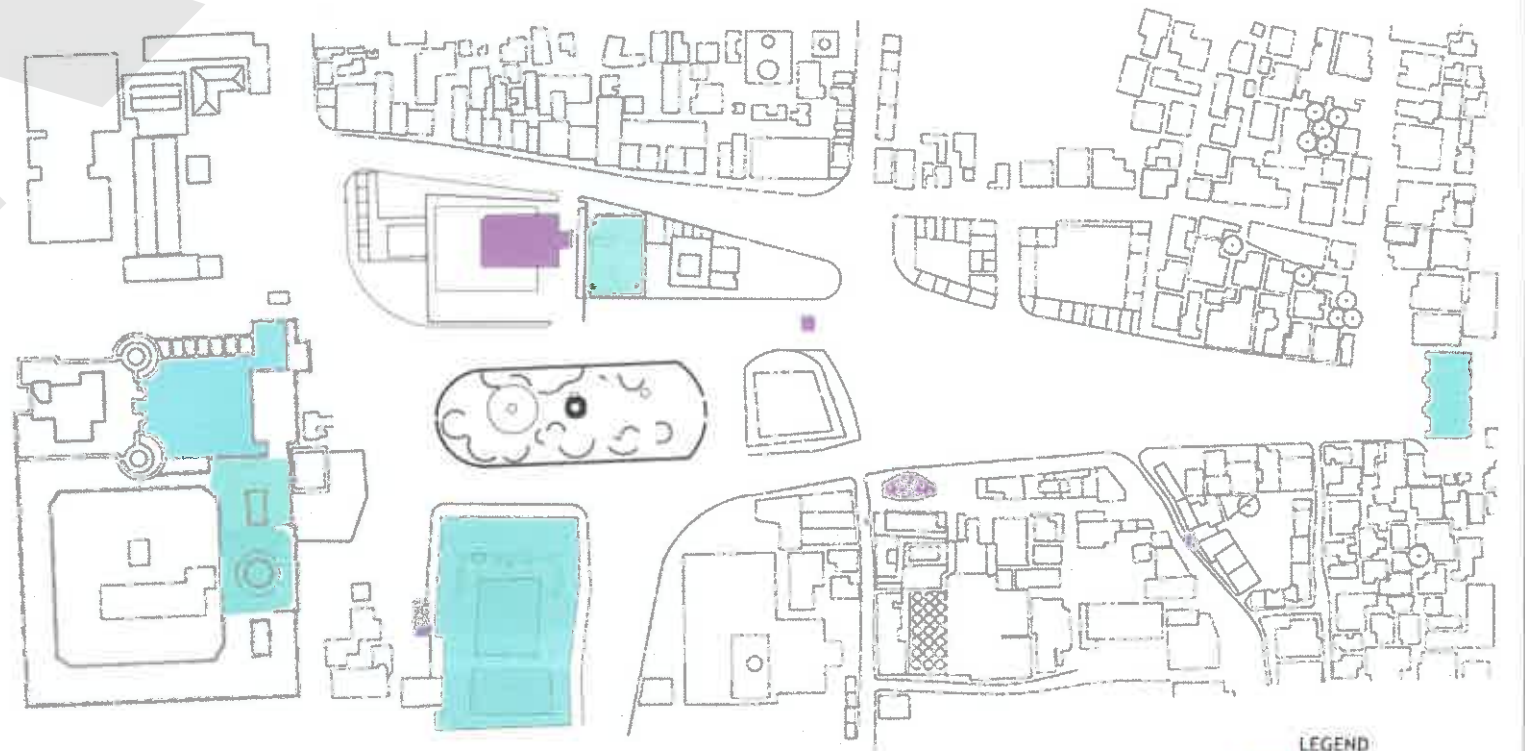
DARGAH : DIMENSION : 4X4X3M



CONTROL ROOM HIDDEN BEHIND HAWKERS



PLAN OF CONTROL ROOM



LEGEND

- CONTEXT TO CITY
- CONTEXT TO SITE

