Current total ecs = 2035
Proposed total parking = 2425

Phase 1 pedestrian street
Phase 1 vehicular street
Phase 2 pedestrian street
Phase 2 vehicular street
Surveys & Concept Plan preparation

Approval of Governing Body chaired by Hon'ble LG – for pedestrianization plan, one-way circulation & off-street parking plan.

Submission of Karol Bagh Urban Design Plan

250m part implementation

One-way Trial runs conducted successfully

New off-street parking lots identified and preparation started. Important Parking Policy decisions in MCD house - doubling on-street parking fee, parallel orientation of parking from perpendicular, market federation to manage parking. Parking ECS readjustment as per new plan. Parking vendor contracts readjusted. On-going consultations with Vending Committee.

Decongesting Delhi – report by MoHUA, Karol Bagh identified as an important project

Knowledge Partners to MHA/ HPC appointed to assist NorthDMC

Implementation by Tactile urbanism method:
- Road marking (C/L, MUZ, NMV) by PWD
- Junction geometry marking
- No-stopping zones
- Night sweeping started by N-DMC
- Potted trees installed for effect and shade
- Street furniture (benches, dustbins) at strategic locations

Stakeholder consultation started.

“No Entry of Vehicles” enforced by DTP

Long term enforcement & management strategy

One way circulation to be enforced - DTP

Infrastructure implementation by PWD

06.10 06.16 10.18 02.19 04.19 05.2019

06.10 04.10 04.10 10.2009 04.19 05.2019

04.10 06.10

06.10 04.10
1. SURVEYS & PLANNING
2. APPROVALS & PILOT
3. STAKEHOLDER CONSULTATION
4. POLICY REFORMS
5. TACTILE IMPLEMENTATION
6. NEXT STEP – FULL IMPLEMENTATION
7. LONGIVITY
1. SURVEYS & PLANNING
2. APPROVALS & PILOT
3. STAKEHOLDER CONSULTATION
4. POLICY REFORMS
5. TACTILE IMPLEMENTATION
6. NEXT STEP – FULL IMPLEMENTATION
7. LONGIVITY
- Different surveys of the area were carried out for the project planning.
  - Topographic survey
  - Traffic survey
  - Parking survey
  - Junction study

<table>
<thead>
<tr>
<th>S.No</th>
<th>Location</th>
<th>Length/Area</th>
<th>Existing Parking</th>
<th>ECS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ajmal Khan Road (Pusa Rd. - Arya Samaj Rd.)</td>
<td>575m</td>
<td>Parallel &amp; Perpendicular on one side</td>
<td>200</td>
</tr>
<tr>
<td>2</td>
<td>Gurudwara Road (Pusa Rd. - Arya Samaj Rd.)</td>
<td>440m</td>
<td>Parallel on both sides</td>
<td>150</td>
</tr>
<tr>
<td>3</td>
<td>Arya Samaj Road (Faiz Rd. - Gurudwara Rd.)</td>
<td>455m</td>
<td>Perpendicular on Both sides</td>
<td>200</td>
</tr>
<tr>
<td>4</td>
<td>Arya Samaj Road (Vishnu Mandir Rd. - Gurudwara Rd.)</td>
<td>685m</td>
<td>Perpendicular on Both sides</td>
<td>250</td>
</tr>
<tr>
<td>5</td>
<td>Saraswati Marg (Arya Samaj Rd. - D B Gupta Rd.)</td>
<td>390m</td>
<td>Perpendicular on Both sides</td>
<td>150</td>
</tr>
<tr>
<td>6</td>
<td>Saraswati Marg (Gaffar Market Building)</td>
<td>270m</td>
<td>Perpendicular on Both sides</td>
<td>50</td>
</tr>
<tr>
<td>7</td>
<td>Ajmal Khan Road (Arya Samaj Rd. - D B Gupta Rd.)</td>
<td>105m</td>
<td>Perpendicular on one side</td>
<td>100</td>
</tr>
</tbody>
</table>
Pedestrian Counts on Ajmal Khan Road

Pedestrians vs Car volume
96% pedestrians

Pedestrians vs Car space occupied
34% space for cars

- On Ajmal Khan for every 250 people in cars, 4000 people walk on foot.
- For 4% of car users space occupied by them was 34%
To smoothen the traffic condition in Karol Bagh one-way movement of vehicles and pedestrianisation of street were proposed ideal solutions.

Karol Bagh has a fine street grid.

The streets being narrow, all junctions were congested. The one-way circulation system used the grid network to advantage, to relieve congestion from them.
• One-way system reduces delay at intersection by half

• Conflict areas are also reduced as the system is left in, left out.

• Metro station was a major driver for pedestrians.

• ‘Streets for All’ the proposal was prepared keeping in mind the street design guidelines by UTTIPED.
1. SURVEYS & PLANNING
2. APPROVALS, CONSUL & PILOT
3. STAKEHOLDER CONSULTATION
4. POLICY REFORMS
5. TACTILE IMPLEMENTATION
6. NEXT STEP – FULL IMPLEMENTATION
7. LONGIVITY
35th governing body minutes of UTTIPEC states that the proposal was approved by governing body on 16.4.2010 for a trial run. Hon’ble LG decided to have trial run on March 2011. MCD was directed to tender Shastri Park as 3-story stacked parking.

36th governing body minutes of UTTIPEC states that a successful trial run was conducted with the help of marshals from MCD.
In principle Approval

Stakeholder consultation

Vyapar Mandal

Vision Sold

Then they became champions of the project with the condition that off street parking be provided within 4-5 mins of walking distance

Traffic Police

One way system

Demarcation of parking spots on ground for better implementation

Successful trial run conducted with heavy manpower

MCD

250m pilot implementation
1. SURVEYS & PLANNING
2. APPROVALS & PILOT
3. STAKEHOLDER CONSULTATION
4. POLICY REFORMS
5. TACTILE IMPLEMENTATION
6. NEXT STEP – FULL IMPLEMENTATION
7. LONGIVITY
• The vision was sold to market federations and they turned to be the champions of the project
Negotiations with Vending Committee is on-going. Vendors are recognized as an important part of the experience of the market who need to be accommodated in a non-obtrusive manner.
4

1. SURVEYS & PLANNING
2. APPROVALS & PILOT
3. STAKEHOLDER CONSULTATION
4. POLICY REFORMS
5. TACTILE IMPLEMENTATION
6. NEXT STEP – FULL IMPLEMENTATION
7. LONGIVITY
Parking policy reforms
1. 5 new off street parking lots were prepared and proposed to market federation totalling the capacity to 1410 ecs
Preparations at various off-street parking areas

Bank street

Ajmal Khan Multi-Purpose Ground
2. In parallel, changes to parking policy was also made and was approved in the house. The changes included:

- Doubling of on street parking fee
- Converting perpendicular parking to parallel parking
- Market federation shall be preferred / maybe asked to run the parking and charge people for it.

<table>
<thead>
<tr>
<th>Parking fee</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Per hr (previous)</td>
<td>Rs 20</td>
</tr>
<tr>
<td>Per hr (new)</td>
<td>Rs 40</td>
</tr>
</tbody>
</table>

**MOU SIGNED WITH MARKET FEDERATION**

- MOU between market federation & MCD was signed and parking was agreed upon along with removal of cars from Ajmal Khan road.
- Market federation was allowed to retain the parking earnings from off street parking in lieu of a monthly license fee payable to MCD matching to MCD’s current earnings.
- It also included services such as running free e-rickshaw services, maintenance, lighting, electrical, vehicle charging points, valet etc. that the federation shall provide.
1. SURVEYS & PLANNING
2. APPROVALS & PILOT
3. STAKEHOLDER CONSULTATION
4. POLICY REFORMS
5. TACTILE IMPLEMENTATION
6. NEXT STEP – FULL IMPLEMENTATION
7. LONGIVITY
a. Pedestrianization of Ajmal Khan Road
Ajmal Khan Road (AKR) until April 2019
MCD’s & Vyapar Mandal’s Vision for AKR – as approved by UTTIPEC
Removal of median where it was obstructing the free movement of people

Bollards at cross roads and potted plants all along the street

Most of the implementation Work was completed ‘Over-night’

Removal of median where it was obstructing the free movement of people
Implementation of 1 km stretch - through ‘Tactile Urbanism’ Method: May 2019
Vehicles and e-rickshaws are allowed from 9 PM to 11 AM.
Installation of benches an instant hit and game changer
Toddlers and Elderly could now be seen on the Street....
Divyang-friendly Street: *Elderly and Women can now be out late*....
Public Space for all.
Equity in public Space
b. Multi-modal Integration & Pedestrian priority at Metro Station
Before

Karol Bagh Metro Station Area: May 2019 - NO PEDESTRIAN CROSSING
Now
Now
Before

Karol Bagh Station Area: May 2019
Now

Making transferring between modes easy, comfortable.
c. On-street Parking Management
Over-night marking of Parallel Parking Spots
Spots marked for cars and 2-wheelers
Enforcement with stricter Penalties
Vendor spaces marking on entry from metro station side, which is a blank space tailor made for a hawker zone.

Valet parking spaces for the market association to operate, to take cars to the off-street parking.
• Improvement and upgradation of facilities and amenities for local stakeholders of the Karol Bagh area in the long term.
  ▪ Uplifting quality of life by improving side lanes, parks, streets, services etc.

• Making the local federations/associations as “Partners” in the project for long-term upkeep, maintenance, management and vibrancy of the Market
  • Cleanliness, parking, events, general upkeep, security, etc.
No stopping and no honking zones at intersections
d. Reclaiming Public Spaces from Cars….
Street corners encroached by vehicles for decades
Street corners encroached by vehicles for decades
Now... a shaded Seating space for pedestrians have Fruit Juice under the Trees....
e. Working with Hawkers & Vendors
1. SURVEYS & PLANNING
2. APPROVALS & PILOT
3. STAKEHOLDER CONSULTATION
4. POLICY REFORMS
5. TACTILE IMPLEMENTATION
6. NEXT STEP – FULL IMPLEMENTATION
7. LONGLITUDE
Vending Modules & Shaded pick-up points for Valet/ e-rickshaws at the Parking lots
Vending Modules & Shaded pick-up points for Valet/ e-rickshaws at the Parking lots
Vending module prototype
Vending module prototype
f. Media Coverage
Healthier air quality in car-free stretch of Karol Bagh: CSE study

The street has been marked with yellow and white stripes demarcating space for hawkers.

Press Trust of India | New Delhi
Last Updated at June 24, 2019 10:55 IST

ALSO READ

A localised study conducted on a car-free stretch of the Ajmal Khan Road in the bustling Karol Bagh market has shown a considerable improvement in air quality.

The Centre for Science and Environment’s Anumita Roychowdhury, who conducted the study, said she compared air quality data collected from the traffic-choked Arya Samaj Road, which cuts through the Ajmal Khan Road, with that from the recently pedestrianised 600-metre stretch.

"We monitored roadside exposure to air pollution, which is different from ambient air quality, on the Arya Samaj Road during heavy traffic. We then moved to the car-free zone of the Ajmal Khan Road and collected the data," she said.

Roychowdhury, executive director of research and advocacy at CSE, found that while the average "PM2.5 concentration on the Arya Samaj Road is 63.6 micrograms per cubic metre, it is 47.7 micrograms per cubic metre on the Ajmal Khan Road".

The short-term spike of PM2.5 on the Arya Samaj Road could hit 105.4 micrograms per cum 42.8 per cent higher than the highest short-term spike in the pedestrian area, she said.

Not only this, the pedestrian traffic on the road has increased significantly. The number of pedestrians per five minutes on the Ajmal Khan Road was 2.7 times the number on the Arya Samaj Road, she said.

Buoyed by the response from people, the the North Delhi Municipal Corporation (NDMC),
Media Coverage of the Project

Vehicle-free Ajmal Khan Road takes shoppers by surprise

A space without vehicles

The Lign Ins Minap project plan was initially proposed by UTTIPE in January 2019. But due to some complications, the project could not take off.
Media Coverage of the Project

Rates hiked to discourage parking on Arya Samaj Road in Karol Bagh

UNCLUTTERING MARKET

Vehicle-free Ajmal Khan Road takes shoppers by surprise

NEW DELHI: Pursuing its plan to decongest Karol Bagh Market, the North Municipal Corporation of Delhi increased rates of on-street parking on Arya Samaj Road from Friday.

This has been done on both sides of an 800-metre stretch from Pusa Road to Karol Bagh Metro Station.

The increase in rate is expected to reduce the number of vehicles on the road.

The new rate is Rs. 10 per hour, up from Rs. 5 per hour.

Motorists who park their vehicles on the road for more than five hours will have to pay Rs. 50 for each additional hour.

The move is expected to reduce the number of vehicles on the road and improve traffic flow.

On May 2, HT had reported that a part of Arya Samaj Road had been made free of vehicles.

Rates for the first hour of parking on Arya Samaj Road have been raised from Rs. 50 to Rs. 100.

The rates for parking up to five hours have been increased from Rs. 100 to Rs. 300.

For more than five hours, the rate has been hiked to Rs. 300.

Motorists will have to park their cars parallel to the road and not on the footpath.

The civic body is also painting a yellow line on the road to mark the authorized parking areas and putting up signboards with the new rates.

Parked attendants have been instructed on the charges and their hand-held devices have also been modified to issue parking slips accordingly.

“This is part of the entire Karol Bagh Market plan, which is being implemented in phases. The first phase is the decongestion of the area and the second phase is the introduction of a smart parking system,” said a civic body official.

The decongestion project also includes changing the parking pattern on the arterial roads. For example, parking in the area is allowed on odd days, while it is allowed on even days in the surrounding areas.

The project is expected to reduce traffic congestion and improve the efficiency of the parking system.

Experts said the project is a welcome step and cities all over the world are pedestrianizing their core areas.

If you look at Times Square in New York, the CBD areas of Istanbul, Seoul and Mexico City, they have already done this. The market association has also recommended similar steps, said the civic body official.

The higher on-street parking model will be replicated on all roads in Karol Bagh market — Radha Singh Road, Tank Road, Haridwar Singh Road, etc. Gradually, shoppers will be gradually moved to these roads free of congestion, and vehicles can easily park at our Pusa Lone Road, stack parking facility, Bank Street MC Primary School ground level parking, etc.,” another civic body official said.

Karol Bagh market — known for its garments, shoes and jewellery shops — came up in the 1980s.

Its daily footfall was around 50,000 people, a day and more on weekends and festivals.

Experts said this is a welcome step and cities all over the world are pedestrianizing their core areas.

“If you look at Times Square in New York, the CBD areas of Istanbul, Seoul and Mexico City, they have already done this. The market association has also recommended similar steps, saying sales are going down.

However, our research during Rashtriya Diwas in Gurugram and Connaught Place shows that shoppers love car-free areas and salesgo up by 22-30%. It benefits the local economy, a lot,” Amit Bhata, director-integrated transport, World Resources Institute India, said.

The higher on-street parking model will be replicated on all roads in Karol Bagh market — Radha Singh Road, Tank Road, Haridwar Singh Road, etc. Gradually, shoppers will be gradually moved to these roads free of congestion, and vehicles can easily park at our Pusa Lone Road, stack parking facility, Bank Street MC Primary School ground level parking, etc.,” another civic body official said.

To free up Karol Bagh, corpn hikes on street parking rates

The civic agency has increased the charge for cars from Rs. 30 to Rs. 50 for the first three hours. The rate will be Rs. 60 between three and five hours, and Rs. 90 for over five hours. Parking will be Rs. 300.

The corporation has increased the monthly subscription of parking on this road from Rs. 300 to Rs. 900.

The civic agency has increased the monthly subscription of parking on this road from Rs. 300 to Rs. 900.

The civic agency has increased the monthly subscription of parking on this road from Rs. 300 to Rs. 900.

The civic agency has increased the monthly subscription of parking on this road from Rs. 300 to Rs. 900.
The Project has had a ripple effect over Delhi....
g. Tendering for Civil & Electrical Works in progress
Total length of roads to be taken for implementation by PWD is 8.27km in the First Phase
Ajmal Khan Road to Park Connection

Parks shall be improved, well-lit and connected to Ajmal Khan Road.
1. SURVEYS & PLANNING
2. APPROVALS & PILOT
3. STAKEHOLDER CONSULTATION
4. POLICY REFORMS
5. TACTILE IMPLEMENTATION
6. NEXT STEP – FULL IMPLEMENTATION
7. LONGIVITY
Lajpat Nagar Market Upgradation Plan

- One-way Street (7m)
- Two-way Street (6m)

Road requiring geometric improvements, resurfacing, etc. and to remain ungated at all times.
Kamla Nagar Market Upgradation Plan
Parking Management Plan upheld by Hon’ble Supreme Court

- Pedestrian Road
- ONE SIDE PARKING
- NO PARKING

- CARRIAGE WAY WIDTH 3.5m
- CARRIAGE WAY WIDTH 7m
Krishna Market Upgradation Plan
Parking Management Plan upheld by Hon'ble Supreme Court

Traffic Circulation system