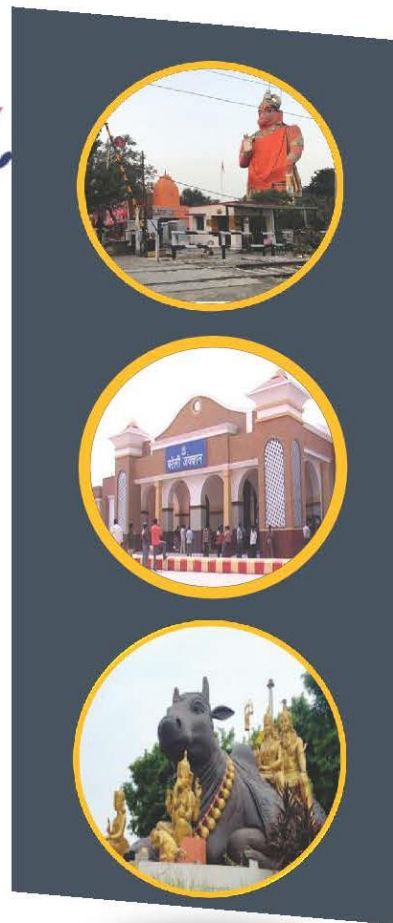


Vision, Implementation Strategy and Integrated Infrastructure Plan, Bareilly, 2071

NATH TEMPLES CIRCUIT & PRECINCTS DEVELOPMENT PLAN



JUNE, , 2023

Tender Ref. no.12-802021/BDA

MEINHARDT SINGAPORE PTE. LTD.

in association with

Mahindra Consulting Engineers Ltd

Ernst & Young Global Ltd

Tethys Development Services Pvt. Ltd

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LIST OF ABBREVIATIONS

AMRUT	Atal Mission for Rejuvenation and Urban Transformation
ASI	Archaeological Survey of India
BSCL	Bareilly Smart City Ltd.
BSNL	Bharat Sanchar Nigam Limited
BSUP	Basic Services to Urban Poor
BDA	Bareilly Development Authority
BMC	Bareilly Municipal Corporation
BSCL	Bareilly Smart City Ltd.
CISF	Central Industrial Security Force
CDP	Comprehensive Development Plan
CLS	Credit Linked Subsidy
CMP	Comprehensive Mobility Plan
CMSC	Central Sanctioning and Monitoring Committee
CREDAI	Confederation of Real Estate Developers' Associations of India
CSP	City Sanitation Plan
CWR	Clear Water Reservoir
DIC	District Industries Centre
DPR	Detailed Project Report
DUDA	District Urban Development Agency
EPA	Environment Protection Act
ETP	Effluent Treatment Plant
EPB	Export Promotion Bureau
EWS	Economically Weaker Section
FAR	Floor Area Ratio
FSI	Floor Space Index
GIS	Geographic Information System
GOI	Government of India
GOUP	Government of Uttar Pradesh
HA	Hectare
HH	Household
HIG	High Income Group
IIA	Indian Industries Association
IIT	Indian Institute of Technology
ITI	Industrial Training Institute
INR	Indian Rupee
ISBT	Inter-State Bus Terminal
JNNURM	Jawaharlal Nehru National Urban Renewal Mission
KMS	Kilometers
KVA	Kilo Volt Ampere
LIG	Low Income Group
MGD	Million Gallons per day
MIG	Middle Income Group



Tourism Plan of Nath Temple Circuit

Vision – Developing Nath Temple Circuit

1 Project – Tourism Plan of Nath Temple circuit & Infrastructure improvement of all Seven Nath Temples

1.1 Introduction

The Bareilly city, which is known as the Nath Nagri because of the seven Nath temples that are situated at its seven access points via various cities, has a strong religious identity. The city has a very deep spiritual heritage, which draws tourists to the Nath temples from many other towns. The Saavan month and Maha Shivratri see the largest influx of people to these Nath temples. Numerous thousands of pilgrims also travel to the city for the parikrama of the Seven Nath temples, which contributes to the city's religious uniqueness.

- A - Tapeswar Nath
- B - Madi Nath
- C - Alakh Nath
- D - Trivati Nath
- E - Bankhandi Nath
- F - Pashupati Nath
- G - Dhopeswar Nath

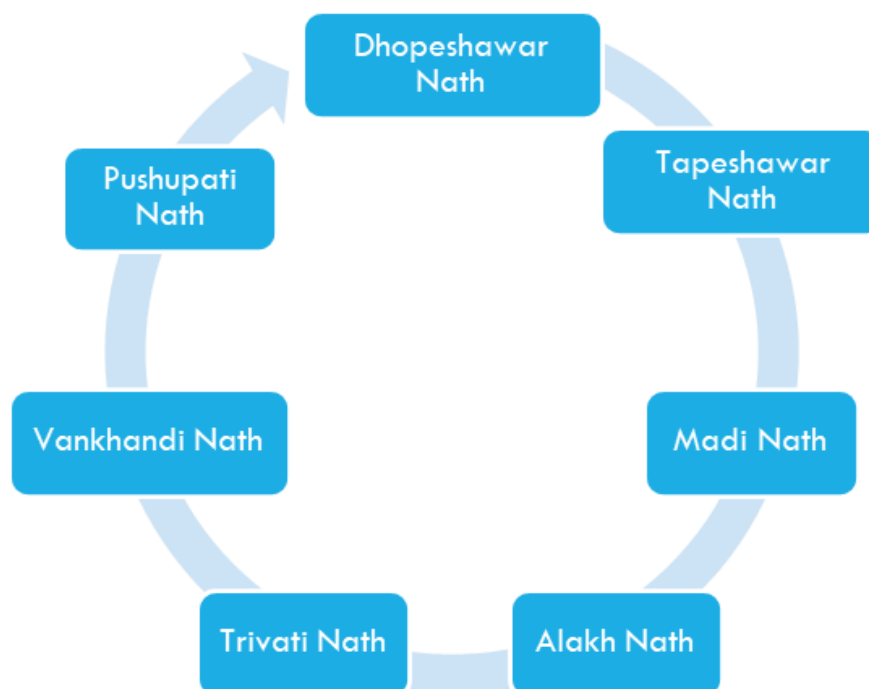


Figure 1: 7 Nath Temples



KEY ISSUES

- Since the construction of Nath temples at the city periphery as its gateways, the city has expanded drastically on all sides and the expansion of the city fabric has enveloped all seven Nath temples, making their identity disappear as city gateways.
- The expansion of city has also resulted in loss of imageability of all Nath temple precincts over a period of time, which has further led to disappearing of the overall circuit that connects all Nath temples.
- There are no proper legible gateways or routes that celebrate their essence and establish their strong image in the context of the city.

PROJECT DEMAND

In order to revive the city’s identity as Nath Nagri, it is essential to define a road network that seamlessly connects the Nath temple circuit by means of public and private transport. The loss of imageability of all Nath temples due to the expansion of city fabric has also led to the demand for restructuring the road network in order to establish better connectivity.

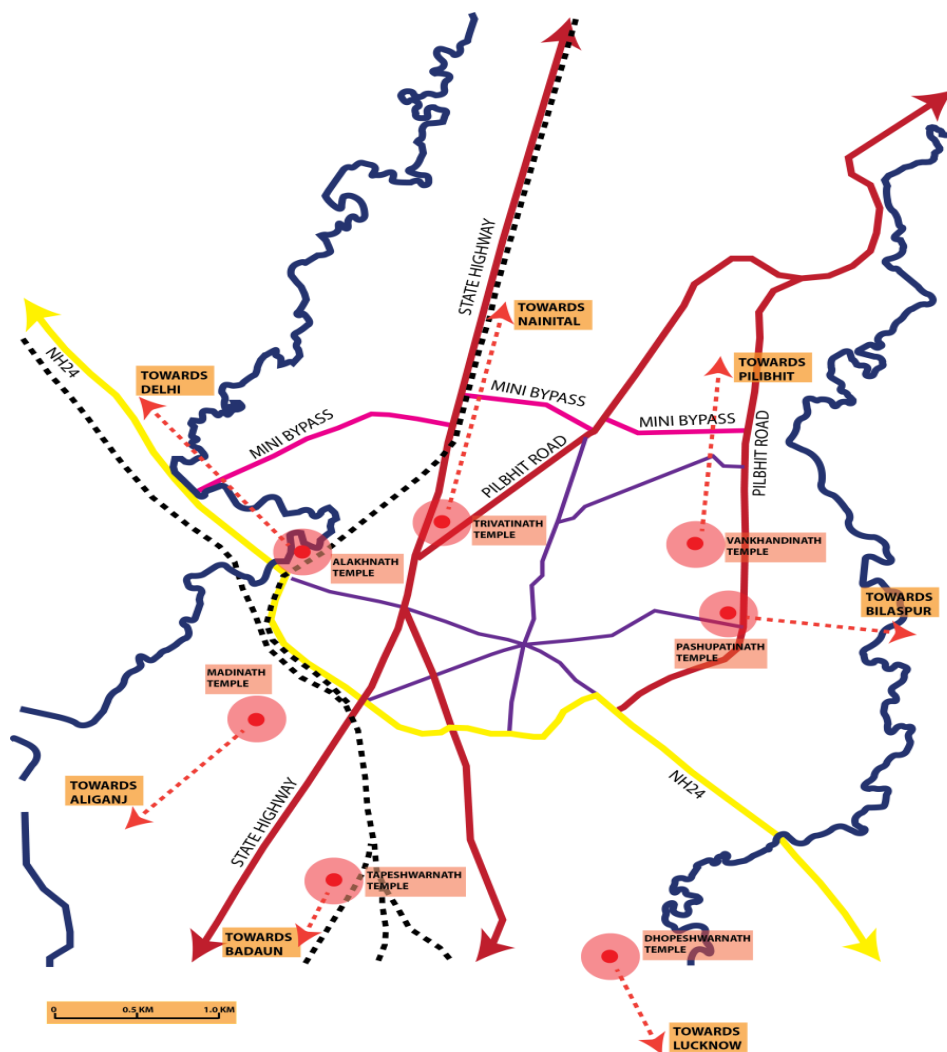


Figure 2: Nath Nagri Circuit and Temples Location



1.2 Condition Assessment

Since the seven Nath temples are situated on different routes which are entrance gateways to the city from other cities, they can be accessed from any of these routes. These seven routes formed the base of city's connectivity to major cities like Nainital (Trivatinath Temple), Delhi (Alakhnath Temple), Chandausi (Madinath Temple), Badaun (Tapeswar Nath Temple), Lucknow (Dopeswar Nath Temple), Bilaspur (Pashupatinath Temple) and Pilibhit (Vankhandinath temple).

Since the establishment of Nath temples at the city's outskirts to serve as its entrances, the city has grown significantly on all sides, enveloping all seven Nath temples and erasing their distinction as city gateways. The overall circuit that connects all Nath temples has disappeared as a result of the city's growth as well as the precincts of all Nath temples losing its imageability over time. There are no formal, legible entrances or paths that highlight their uniqueness and reinforce their presence in the city.

Based on the discussion with Temple priest and other stakeholders, the Nath Nagri circuit starts from Alakh Nath Temple as first temple of the route to Trivati Nath Temple than Bankhandi Nath Temple than Pashupati Nath Temple than Dhopeswar Nath Temple than Tapeswar Nath Temple than Madi Nath Temple and ends back to Alakh Nath Temple.

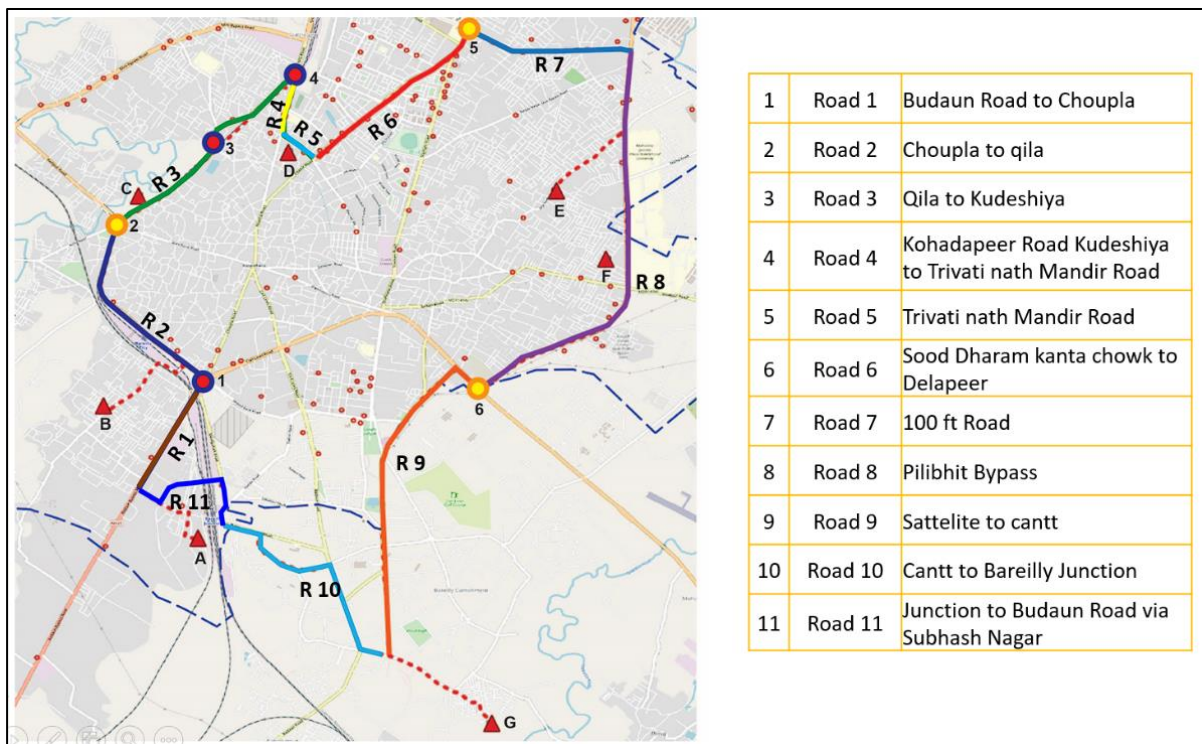


Figure 3: Road connectivity of Nath Nagri Circuit and Temples Location



NATH NAGRI CIRCUIT - Bareilly								
S. No	Temple	Name of road section	Road ownership	Length (km)	Starting point	End point	Existing ROW	Remarks
1	Alakh Nath Temple to Trivati Nath Temple	Road 3: Qila to Kudeshiya	Nagar Nigam	2.56 km	Alakhnath Temple	Kudeshiya Underpass	11 - 15 m	
		Road 4: Kohadapeer Road Kudeshiya to Trivati nath Mandir Road	Nagar Nigam	0.6 km	Kudeshiya Underpass	Tibrinath Mandir Road	22 - 24 m	
		Road 5: Trivati Nath Mandir Road	Nagar Nigam	0.5 km	Tibrinath Mandir Road	Sood dharamkanta chowk	15 - 18 m	
2	Trivati Nath Temple to Vankhandi Nath Temple	Road 5: Trivati Nath Mandir Road	Nagar Nigam	0.5 km	Tibrinath Mandir Road	Sood dharamkanta chowk	15 - 18 m	
		Road 6: Sood Dharam kanta chowk to Delapeer	Nagar Nigam	2.25 km	Sood dharamkanta chowk	Delapeer	26 - 28 m	
		Road 7: 100 ft Road	Nagar Nigam	1.76 km	Delapeer	Pilibhit Bypass T point	16 - 20 m	
		Road 8: Pilibhit Bypass Road	Nagar Nigam	5 km	100 futa T point	Jogi Nawada	42 - 45 m	Near Bankhandi Nath Temple
		Jogi Nawada Internal Road	Nagar Nigam	1 km	Road 8	Vankhandi Nath Temple	9 - 12 m	
3	Bankhandi Nath Temple to Pashupati Nath Temple	Road 8: Pilibhit Bypass Road	Nagar Nigam	5 km	Jogi Nawada	Pashupati Nath Temple	42 - 45 m	Near Bankhandi Nath Temple Near Pashupati Nath Temple
4		Road 8: Pilibhit Bypass Road	Nagar Nigam	5 km	Jogi Nawada	Satellite chowraha	42 - 45 m	Near Pashupati Nath Temple



NATH NAGRI CIRCUIT - Bareilly								
S. No	Temple	Name of road section	Road ownership	Length (km)	Starting point	End point	Existing ROW	Remarks
	Pashupati Nath Temple to Dhopeswar Nath Temple	Road 9: Satellite to Cantt	Nagar Nigam	4 km	Satellite chowraha	St Stephen Church	9 - 12 m	
		Cantt Internal Road	Cantt	1.5 km	St Stephen Church	Dhopeswar Nath Temple	9 - 12 m	
5	Dhopeswar Nath Temple to Tapeswar Nath Temple	Road 10: Cantt to Bareilly Junction	Cantt	2.8 km	St Stephen Church	Bareilly Junction Station	14 - 20 m	
		Road 11: Junction to Badaun Road via Subhash Nagar	Nagar Nigam	1.6 km	Bareilly Junction Station	Tapeswar Nath Temple	9 - 12 m	
6	Tapeswar Nath Temple to Madi Nath Temple	Shubash nagar Internal Road	Nagar Nigam	1 km	Tapeswar Nath Temple	Chungi Road	9 m	
		Road 1: Badaun road to Choupla	Nagar Nigam	1.6 km	Chungi Road	Choupla	24 - 28 m	
		Road 2: Chopula to Qila	Nagar Nigam	2.5 km	Choupla	Qila	20 - 22 m	
		Madinath Internal Road	Nagar Nigam	1.5 km	Road 2	Madinath Temple	9 m	
7	Madi Nath Temple to Alakh Nath Temple	Road 2: Coupla to Qila	Nagar Nigam	2.5 km	Choupla	Qila	20 - 22 m	
		Road 3: Qila to Kudeshiya	Nagar Nigam	2.56 km	Road 2	Alakhnath Temple	11 - 15 m	

The Nath Nagri Circuit is identified considering the connection of all the Nath Temples. This circuit makes a round about the city. The intent is to create a proper feasible Intermediate Public Transport (IPT) system, which will give visibility and access to all the prominent Nath temples of the city and increase Tourism potential in the city. Bus Route Start from Bareilly Junction Proposed Bus Route of the Circuit: 32.5 Km



1.2.1 Route Wise Details of Circuit

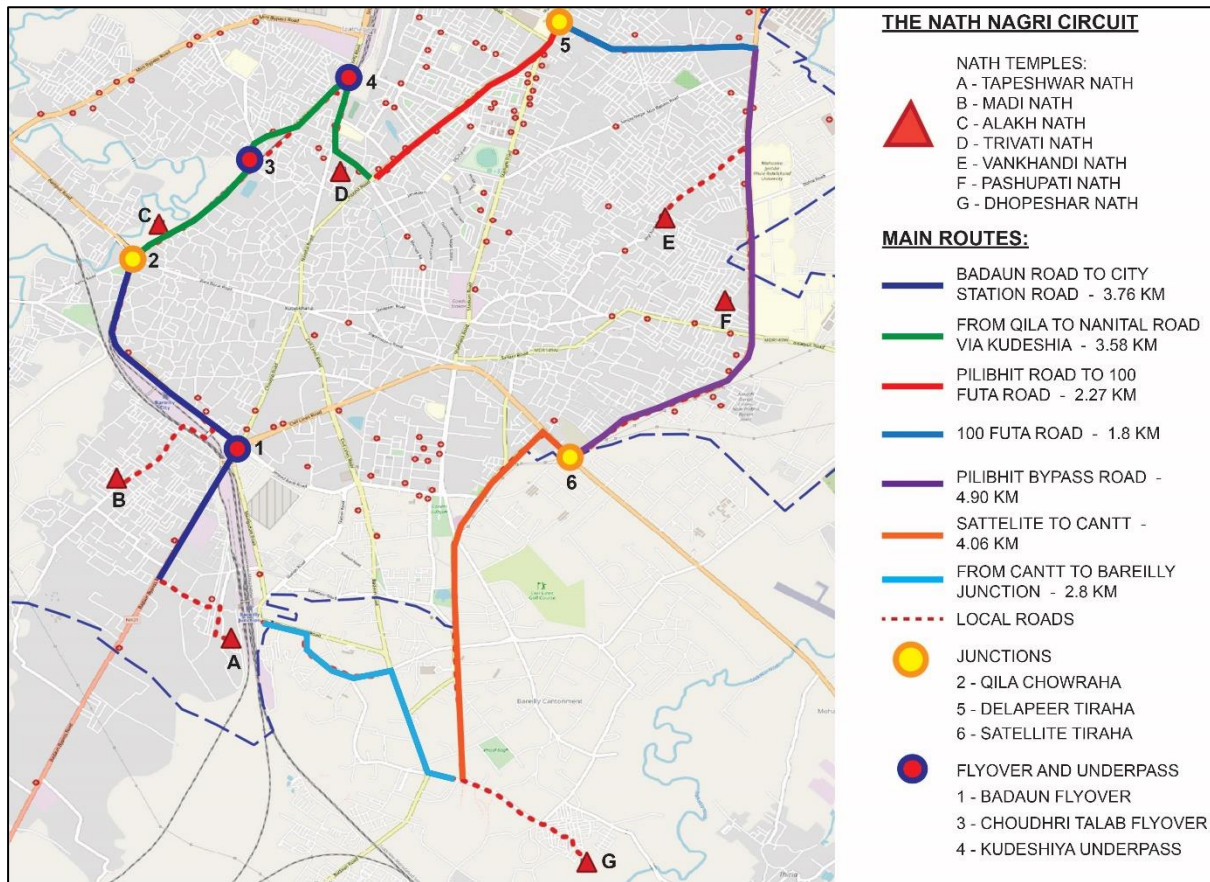


Figure 4: Route wise details

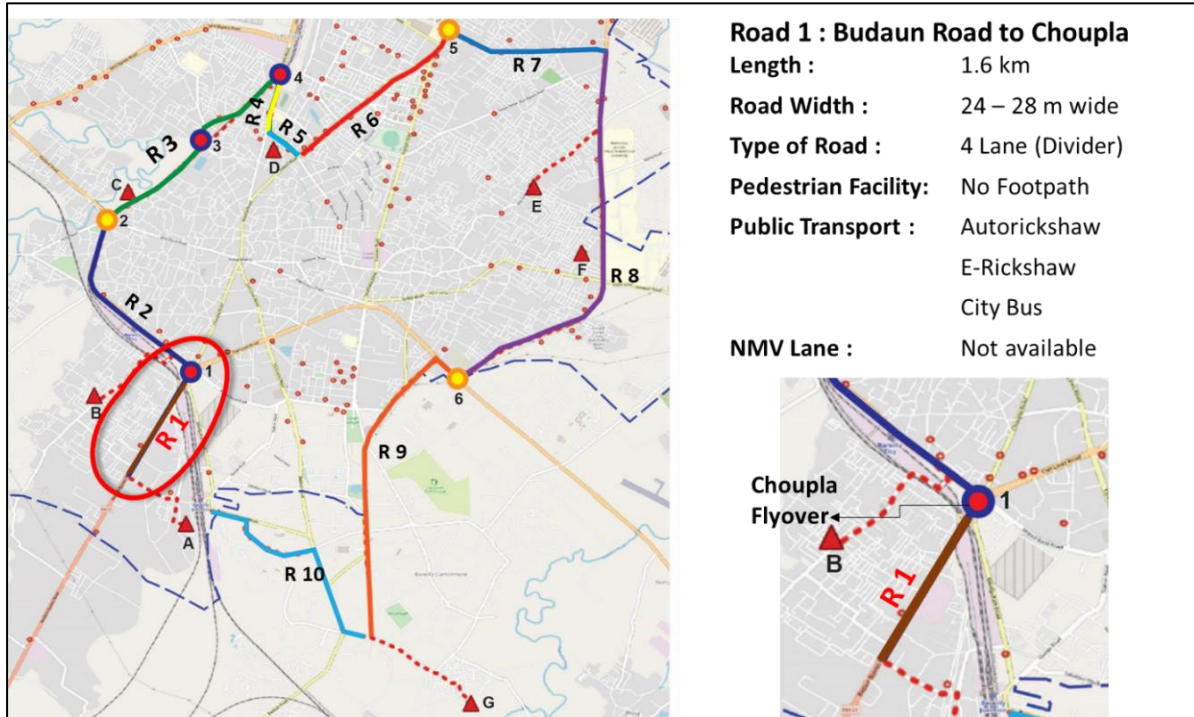
Sr. No.	Route	Distance (km)
1	Dhopeswar Nath Temple to Pashupati Nath Temple	8.2
2	Pashupati Nath Temple to Bankhandi Nath Temple	3.0
3	Bankhandi Nath Temple to Trivati Nath Temple	7.0
4	Trivati Nath Temple to Alakh Nath Temple	3.2
5	Alakh Nath Temple to Madi Nath Temple	3.5
6	Madi Nath Temple to Tapeswar Nath Temple	2.5
7	Tapeswar Nath Temple to Dhopeswar Nath Temple	5.8

Total Length of the Circuit: 32.5 Km

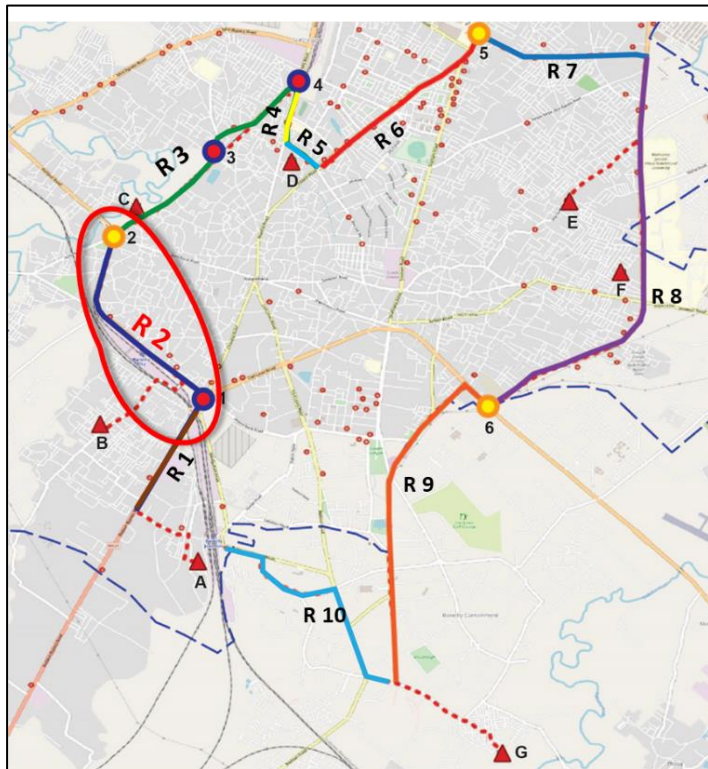


1.2.2 Road wise details

Road 1: Budaun Road to Choupla



Road 2: Choupla to Qila Flyover



Road 2 : Choupla to Qila Flyover

Length : 2.5 km

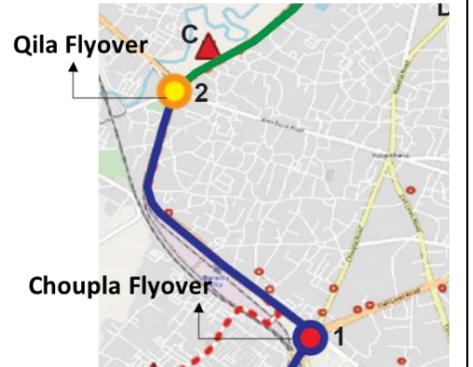
Road Width : 20 – 22 m wide

Type of Road : 4 Lane (Divider)

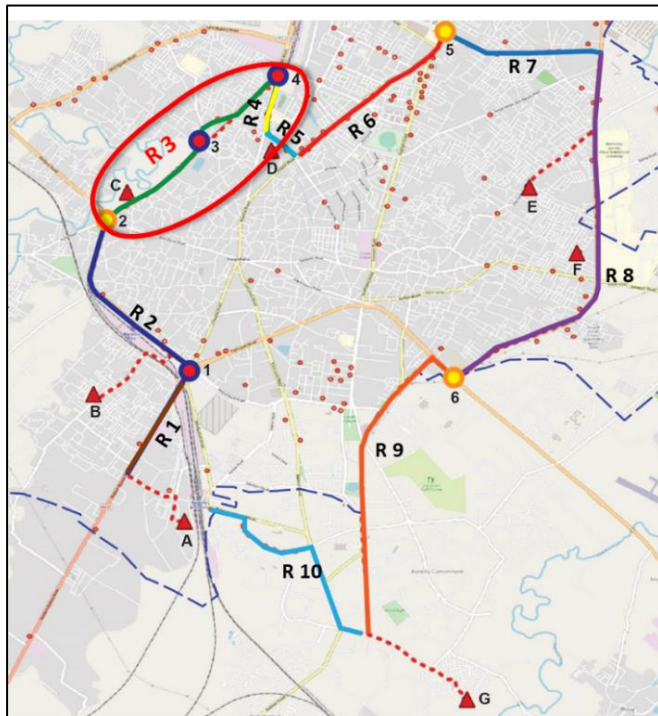
Pedestrian Facility: No Footpath

Public Transport : Autorickshaw
E-Rickshaw
City Bus

NMV Lane : Not available

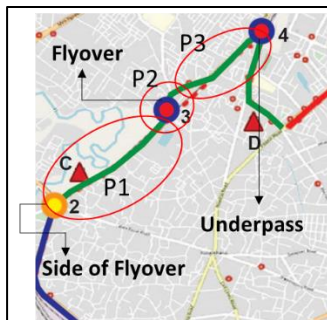
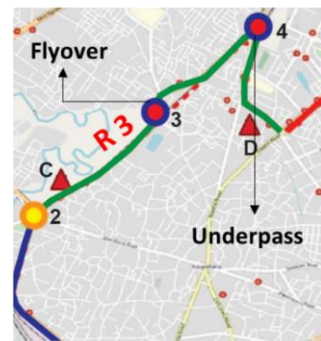



Road 3: Qila to Kudeshiya Under Pass



Road 3 : Qila to Kudeshiya Under Pass

Road Length :	2.56 km
Road Width :	11 – 15 m wide
Type of Road :	2 Lane (No Divider)
Pedestrian Facility:	No Footpath
Public Transport :	Autorickshaw E-Rickshaw
NMV Lane :	Not available



P1 Road Condition



P1 Road Condition

- P1** – Qila Flyover to Chowdhri Talab Flyover – 11 to 15 m wide
- P2** – Chowdhri Talab Flyover – 8.5 m wide
- P3** – Chowdhri Talab Fly over to Qudeshiya Under pass – 15 m wide



P1 Road Condition



P1 Flyover Entry



P2 Fly over



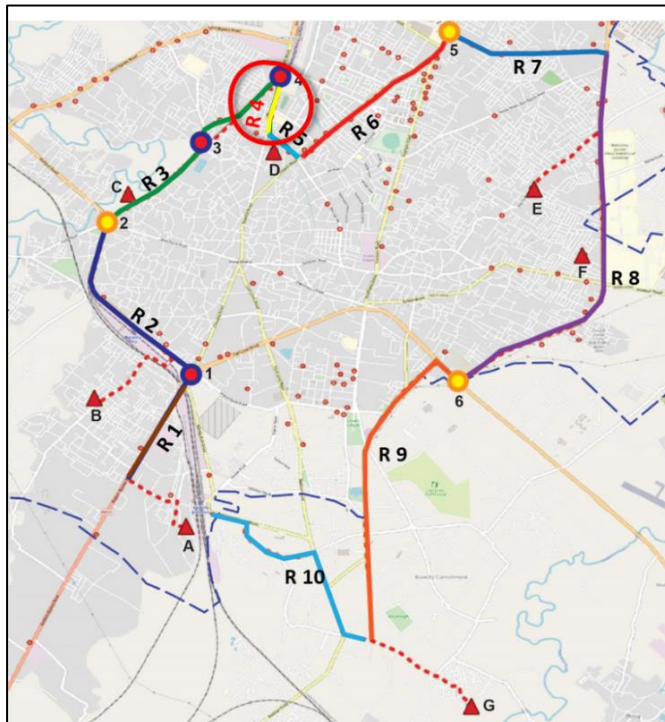
P3 Road



P3 Road

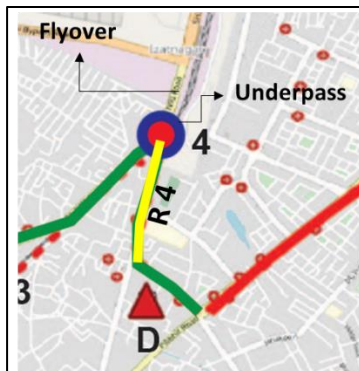
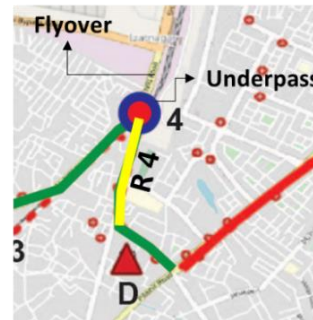


Road 4: Kudeshiya to Trivati Nath Mandir Road



Road 4 : Kudeshiya to Trivati nath Mandir Road

- Road Length :** 600 m
- Road Width :** 22 – 24 m wide
- Type of Road :** 2 Lane (No Divider)
- Pedestrian Facility:** No Footpath
- Public Transport :** Autorickshaw
E-Rickshaw
- NMV Lane :** Not available



Road Condition



Road Condition



Road Condition



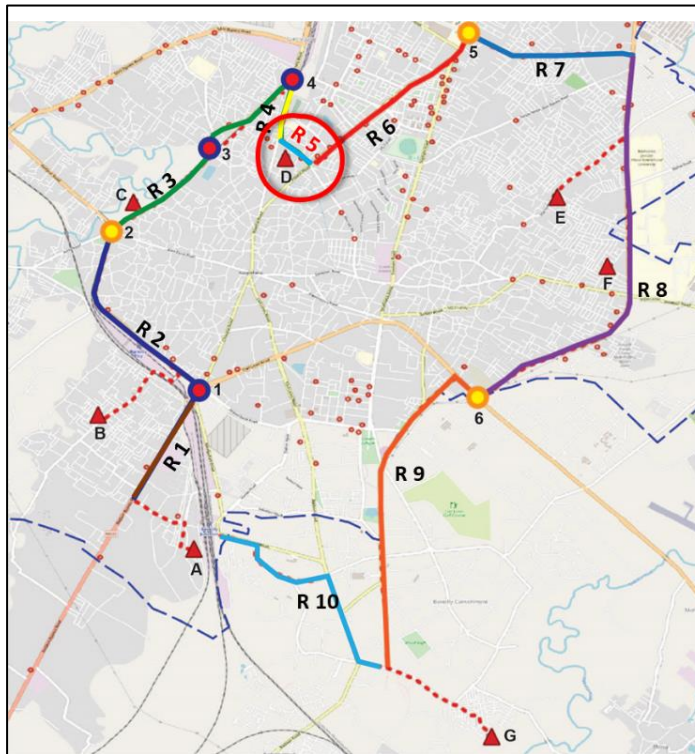
Road below Flyover



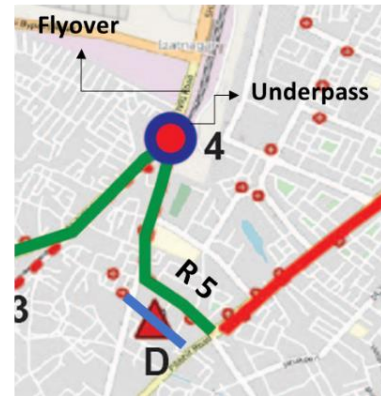
Underpass Entrance



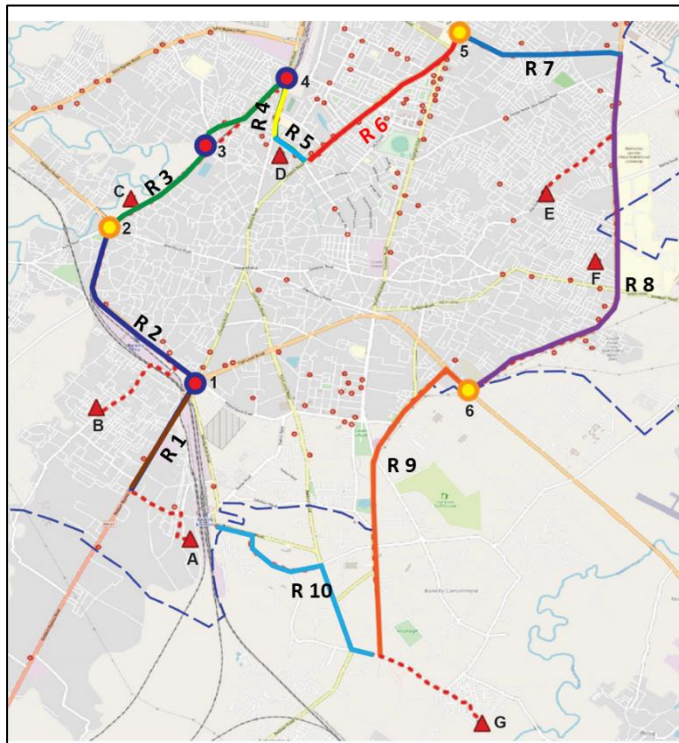
Road 5: Trivati Nath Mandir Road



Road 5 : Trivati Nath Mandir Road
Road Length : 500 m
Road Width : 15 – 18 m wide
Type of Road : 2 Lane (No Divider)
Pedestrian Facility: No Footpath
Public Transport : Autorickshaw
 E-Rickshaw
NMV Lane : Not available

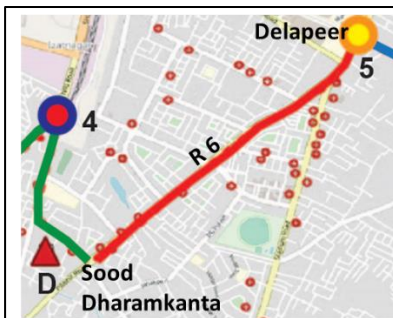
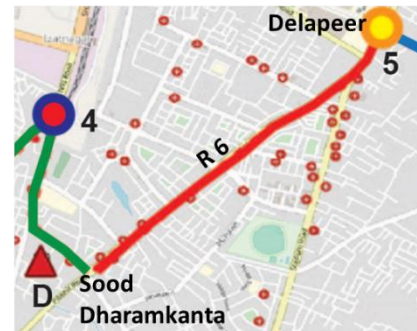


Road 6: Trivati Nath Mandir Road



Road 6 : Sood Dharam kanta chowk to Delapeer

- Road Length :** 2.25 km
- Road Width :** 26 – 28 m wide
- Type of Road :** 4 Lane (Divider)
- Pedestrian Facility:** No Footpath
- Public Transport :** Autorickshaw
E-Rickshaw
- NMV Lane :** Not available



Road Condition



Road Condition



Road Condition



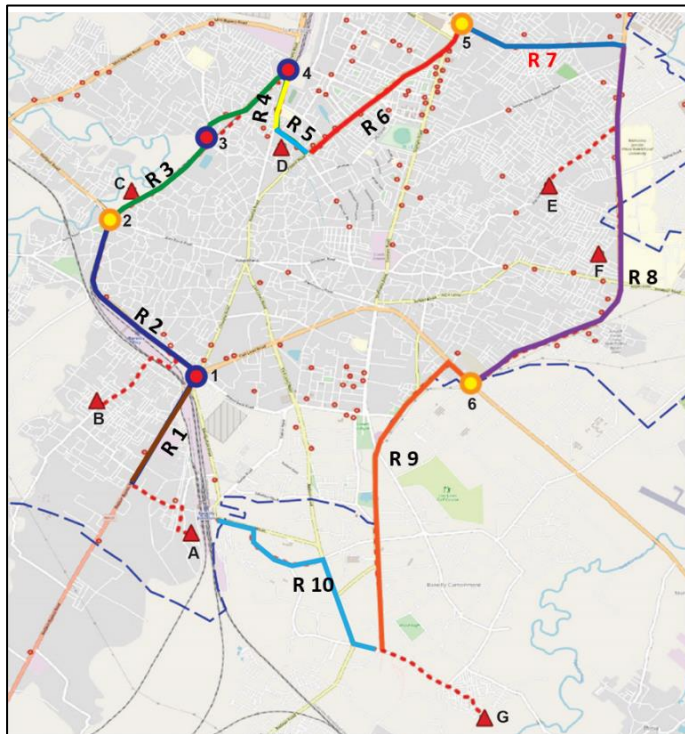
Road Condition



Road Condition

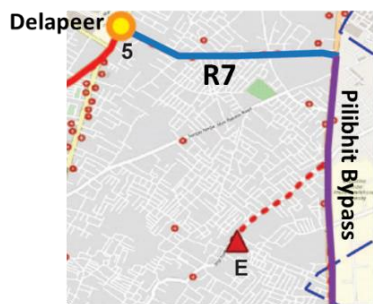
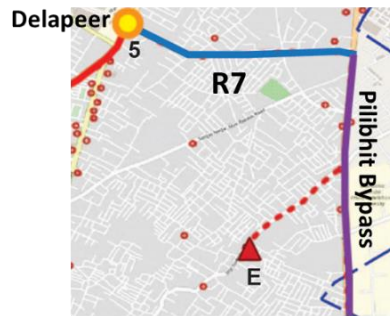


Road 7: Pilibhit Bypass Road



Road 7 : 100 ft Road

Road Length :	1.76 km
Road Width :	16 – 20 m wide
Type of Road :	4 Lane (Divider)
Pedestrian Facility:	No Footpath
Public Transport :	Autorickshaw E-Rickshaw
NMV Lane :	Not available



R 7 Exit to R 8



Road Condition



Road Condition



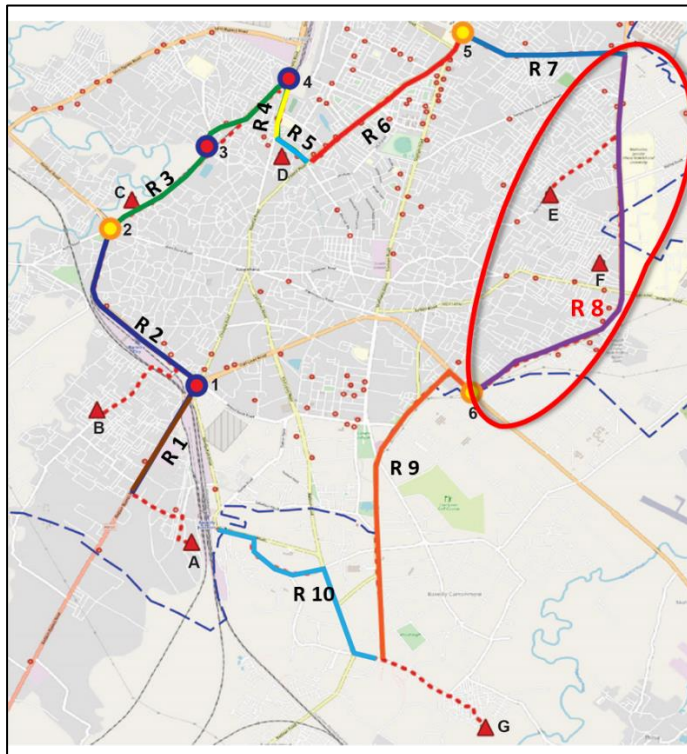
Road Condition



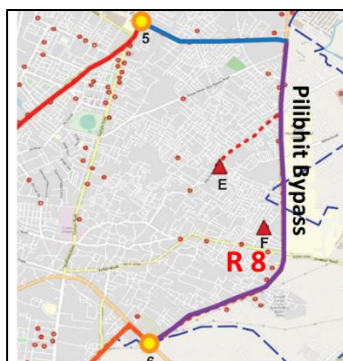
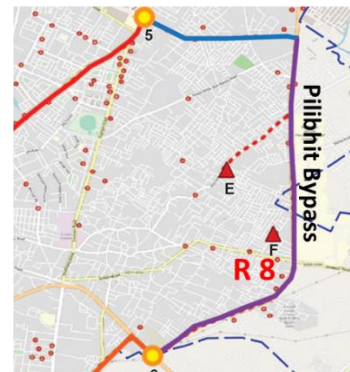
Road Condition



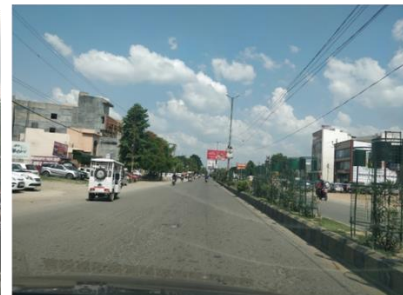
Road 8: Pilibhit Bypass Road



Road 8 : Pilibhit Bypass Road
Road Length : 5 km
Road Width : 42 – 45 m wide
Type of Road : 4 Lane (Divider)
Pedestrian Facility: No Footpath
Public Transport : Autorickshaw
 E-Rickshaw
 City Bus
NMV Lane : Not available



R 7 Exit to R 8



Road Condition



Road Condition



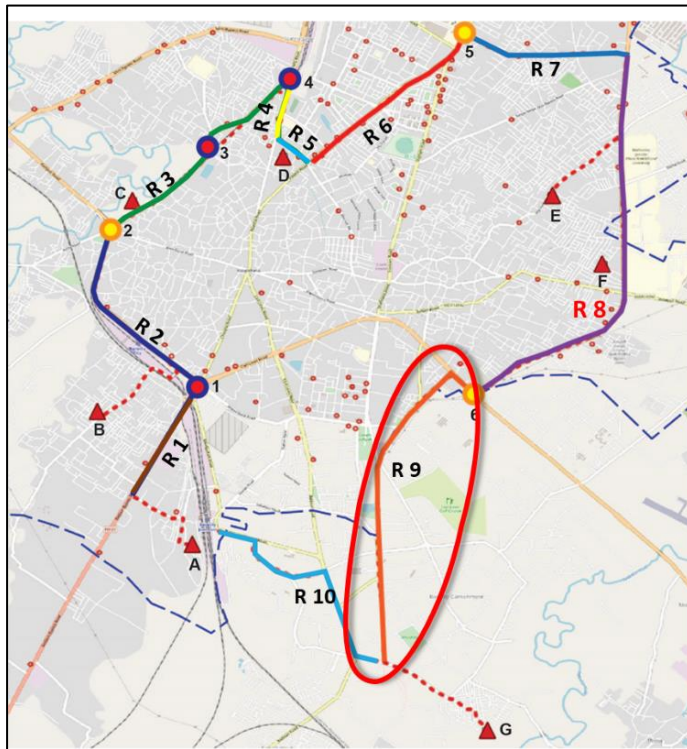
Road Condition



Road Condition



Road 9: Satellite to Cantt

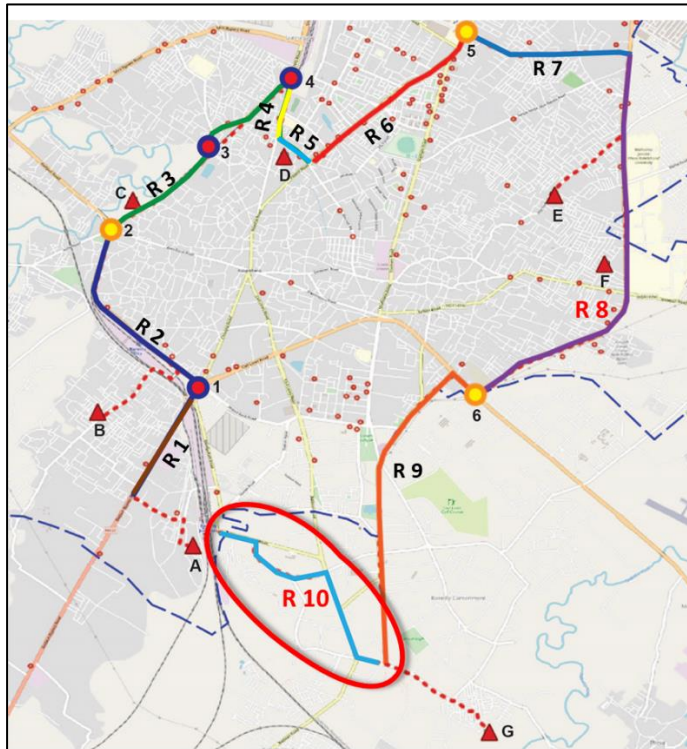


Road 9 : Satellite to Cantt

- Road Length :** 4 km
- Road Width :** 8 – 12 m wide
- Type of Road :** 2 Lane (No Divder)
4 Lane (Divider)
- Pedestrian Facility:** No Footpath
- Public Transport :** Autorickshaw
E-Rickshaw
- NMV Lane :** Not available

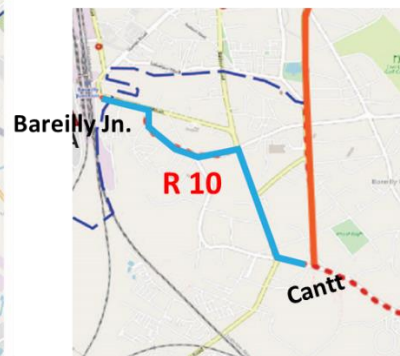


Road 10: Cantt to Bareilly Junction

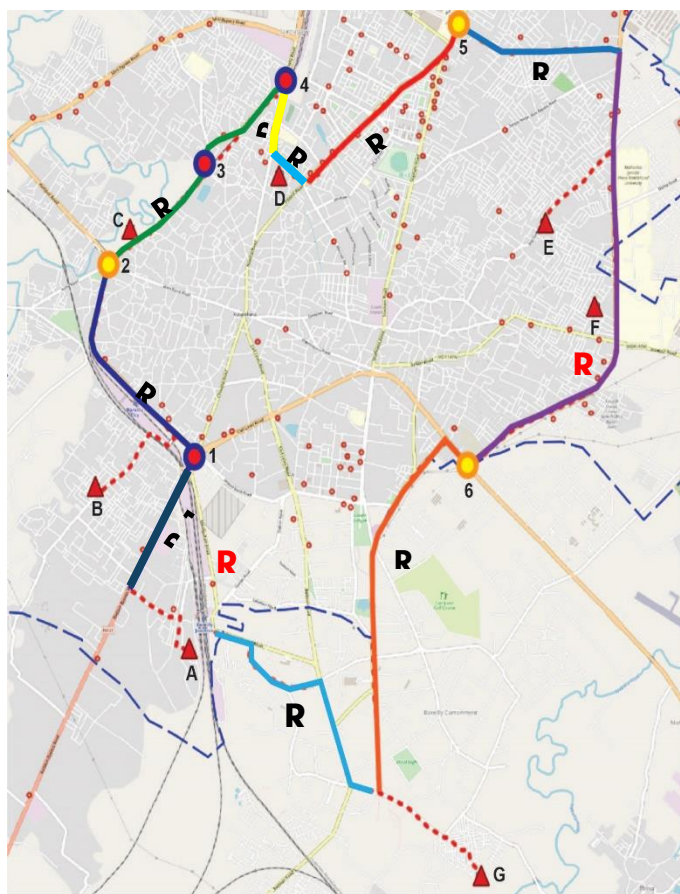


Road 10 : Cantt to Bareilly Junction

- Road Length :** 2.8 km
- Road Width :** 13 - 20 m wide
- Type of Road :** 4 Lane (Divider)
- Pedestrian Facility:** No Footpath
- Public Transport :** Autorickshaw
E-Rickshaw
- NMV Lane :** Not available

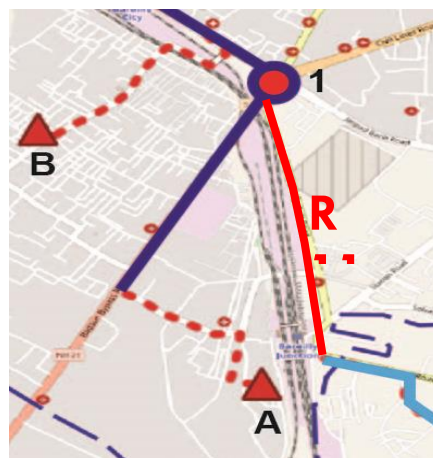


Road 11: Malgodam Road



Road 11: Malgodam Road

Road Length :	1.5 km
Road Width :	15 - 20 m wide
Type of Road :	2 Lane (No Divider)
Pedestrian Facility:	No Footpath
Public Transport :	Autorickshaw E-Rickshaw
NMV Lane :	Not available



The Nath Temples are visited by the people throughout the year but majorly crowded in the month of Saavan and Maha Shivratri. The popularity of the temples is very much among the people of city and the state. The Nath Nagari Circuit has the potential of attracting the new visitors and enhances the tourism in the city. The roads identified for the circuit needs to be improvise for better connectivity and facilities of visitors.

1.2.3 Nath Circuit Proposal

The enhance the feeling of the Nath Temple Circuit of Bareilly the proposal are to ease the travelling from one Nath temple to other and provide safe and proper facilities throughout the circuit. The main proposals are as follows

- Adding IPT, NMT, and other public transit nodes to the circuit to improve connectivity and accessibility
- Provision of Foot Over Bridges on the roads with wide span to facilitate the pedestrian movement for the Temples.
- Provision of parking area for the visitors.
- Using signs and other visual markers to improve the city's chowks, chaurahas, and market streets' readability and identity.



The Nath Nagri Circuit is identified considering the connection of all the Nath Temples. This circuit makes a round about the city.

The intent is to create a proper feasible Intermediate Public Transport (IPT) system, which will give visibility and access to all the prominent Nath temples of the city and increase Tourism potential in the city.

Bus Route Start from Bareilly Junction

Proposed Bus Route of the Circuit: 32.5 Km

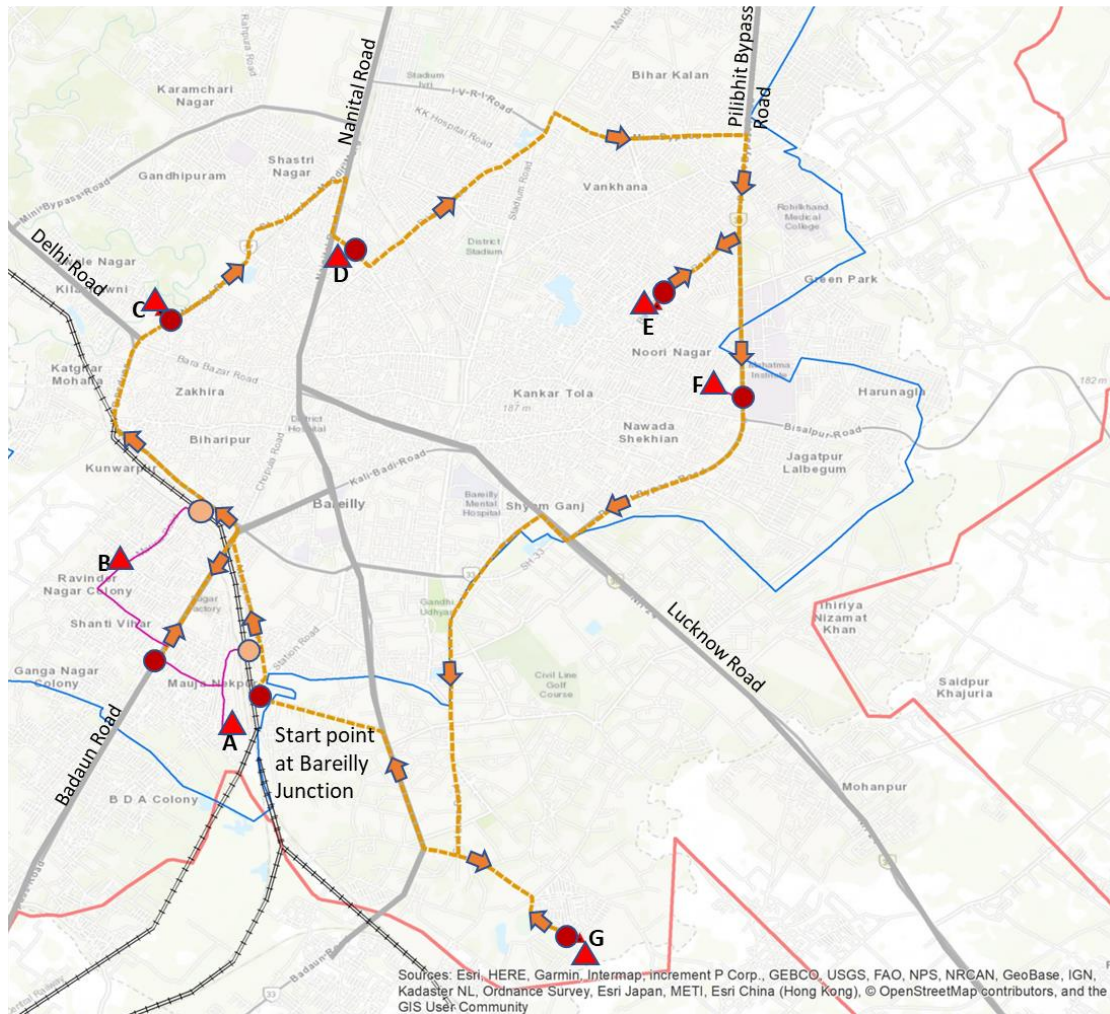


Figure 5: Finalized Route

Nath Temples

- A. Tapeshwar Nath
- B. Madi Nath
- C. Alakh Nath
- D. Trivati Nath
- E. Vankhandi Nath
- F. Pashupati Nath
- G. Dhopeswar Nath



Road wise details											
Sr. No.	Name of road section	Road ownership	Length	Existing ROW	Lanes	Divider	Material	Footpath	Road Condition	Starting point	End point
1	Road 1 : Badaun road to Choupla	PWD	1.6 km	24 - 28 m	4 Lane	Yes	Metal Road	No	Good	Chungi Road	Choupla
2	Road 2 : Coupla to Qila	PWD	2.5 km	20 - 22 m	4 Lane	Yes	Metal Road	No	Good	Choupla	Qila
3	Road 3 : Qila to Kudeshiya	Nagar Nigam	2.56 km	11 - 15 m	2 Lane	No	Metal Road	No	Good	Alakhnath Temple	Kudeshiya Underpass
4	Road 4 : Kohadapeer Road Kudeshiya to Trivati Nath Mandir Road	Nagar Nigam	0.6 km	22 - 24 m	2 Lane	No	Metal Road	No	Good	Kudeshiya Underpass	Tibrinath Mandir Road
5	Road 5 : Trivati Nath Mandir Road	Nagar Nigam	0.5 km	15 - 18 m	2 Lane	No	Metal Road	No	Good	Tibrinath Mandir Road	Sood Dharamkanta Chowk
6	Road 6 : Sood Dharam Kanta chowk to Delapeer	PWD	2.25 km	26 - 28 m	4 Lane	Yes	Metal Road	No	Good	Sood Dharamkanta Chowk	Delapeer
7	Road 7 : 100 ft Road	Nagar Nigam	1.76 km	16 - 20 m	4 Lane	Yes	Metal Road	No	Good	Delapeer	Pilibhit Bypass T point
8	Road 8 : Pilibhit Bypass Road	PWD	5 km	42 - 45 m	4 Lane	Yes	Metal Road	No	Good	100 futa T point	Jogi Nawada
9	Road 9 : Satellite to Cantt	Nagar Nigam and Cantonment	4 km	9 - 12 m	2 Lane & 4 Lane	No Yes	Metal Road	No	Good	Satellite Chowraha	St Stephen Church
10	Road 10 : Cantt to Bareilly Junction	Cantonment	2.8 km	14 - 20 m	4 Lane	Yes	Metal Road	No	Good	St Stephen Church	Bareilly Junction Station
11	Road 11 : Malgodam Road	Nagar Nigam	1.6 km	9 - 12 m	2 Lane	No	Metal Road	Under construction	Good	Bareilly Junction Station	Tapeswar Nath Temple
12	Shubash nagar Internal Road	Nagar Nigam	1 km	9 m	2 Lane	No	Metal Road	No	Good	Tapeswar Nath Temple	Chungi Road
13	Madinath Internal Road	Nagar Nigam	1.5 km	9 m	2 Lane	No	Metal Road	No	Poor	Road 2	Madinath Temple
14	Jogi Nawada Internal Road	Nagar Nigam	1 km	9 - 12 m	2 Lane	No	Stone	No	Very Poor	Road 8	Vankhandi Nath Temple
15	Cantt Internal Road	Cantonment	1.5 km	9 - 12 m	2 Lane	No	Metal Road	No	Good	St Stephen Church	Dhopeswar Nath Temple



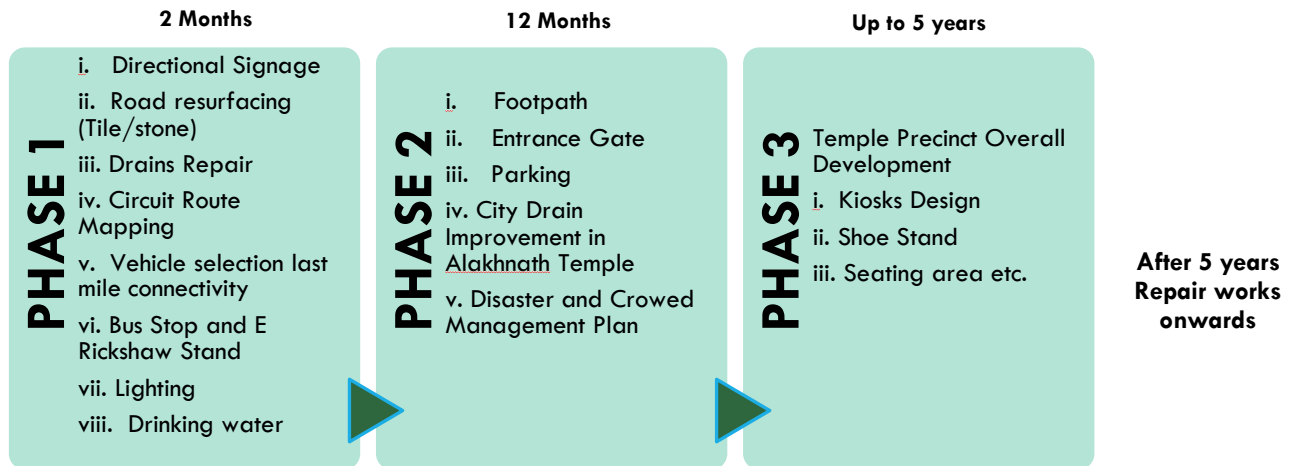
1.2.4 Condition Assessment of all Nath Temple Precincts

Since the construction of Nath temples at the city periphery as its gateways, the city has expanded drastically on all sides and the expansion has enveloped all seven Nath temples. These religious precincts have lost their imageability and presence over a period of time. Absence of identity markers, gateways, designated corridors, signage, façade lighting has led to degradation of the overall urban character of the precincts.





Existing Scenario of Nath Temple Complexes								
S.No.	Facilities and Infrastructure	Alakh Nath Temple	Madi Nath Temple	Tapeshwar Nath Temple	Dhopeswar Nath Temple	Pashupati Nath Temple	Vankhandi Nath Temple	Trivati Nath Temple
1	Entrance Marker/ Gateway	Yes	Not in a good condition	Not in a good condition	Yes	Yes	Yes	Yes
2	Washrooms	Yes	Not available	Not available	Yes	Not available	Not available	Yes
3	Drinking Water	Yes	Not available	Not available	Yes	Yes	Yes	Yes
4	Availability and condition of Prasad/worship material Shops	Yes Shop within the temple premise	No shop within the temple premise. Prasad/ worship material is provided by privately owned shops outside the temple	No shop within the temple premise. Prasad/ worship material is provided by privately owned shops outside the temple	Yes Shop within the temple premise	No shop within the temple premise. Prasad/ worship material is provided by privately owned shops outside the temple	No shop within the temple premise. Prasad/ worship material is provided by privately owned shops outside the temple	No shop within the temple premise. Prasad/ worship material is provided by privately owned shops outside the temple
5	Dustbins	Yes	Not available	Not available	Yes	Yes	Yes	Yes
6	Seating	Yes	Not available	Not available	Yes	Yes	Yes	Yes
7	Police Booth/ Surveillance Room	Not available	Not available	Not available	Not available	Not available	Not available	Not available
8	Lost and Found facility	No proper infrastructure available. Temple authority operate the facility informally	No proper infrastructure available	No proper infrastructure available	No proper infrastructure available	No proper infrastructure available	No proper infrastructure available	No proper infrastructure available. Temple authority operate the facility informally
9	First Aid medical facilities	No proper infrastructure available. Temple authority operate the facility informally	Not available	Not available	No proper infrastructure available. Temple authority operate the facility informally	No proper infrastructure available. Temple authority operate the facility informally	No proper infrastructure available. Temple authority operate the facility informally	No proper infrastructure available. Temple authority operate the facility informally
10	Information Kiosks	Yes, available inside the temple	Not available	Not available	Not available	Not available	Not available	Not available
11	Segregated Pedestrian Pathway along the approach road	Not segregated pathway available	Not segregated pathway available	Not segregated pathway available	Not segregated pathway available	Not segregated pathway available	Not segregated pathway available	Not segregated pathway available
12	Lighting	Yes, available in the temple precinct	Improper lighting facility	Improper lighting facility	Yes, available in the temple precinct	Yes, available in the temple precinct	Yes, available in the temple precinct	Yes, available in the temple precinct
13	Signages	Signage present at the entrance but requires redevelopment	Yes	Yes	Yes	Yes	Yes	Yes
14	Trees for Shade along the road	Yes	Yes	Yes	No	No	Yes	No
15	Parking (condition if its there)	Parking space available in the temple precinct but lacks management	No parking available	No parking available	Parking space available but lacks management	Parking space available along the road	Parking space available but lacks management	Parking space available in the temple precinct
16	IPT Stand	Not available	Not available	Not available	Not available	Not available	Not available	Not available
Colour coding depicting the present condition			Available		Available, Not in a good condition		Not available	



1.3 Project Phases



1.4 Transport mode for Circuit Movement

EV Mini-Bus Vehicle & Technical Specifications				
Company	Olectra	Hinduja Group	Ashok Leyland	TATA
Model Name	v2 Electric Bus Specs	SWITCH EiV 7 Electric Bus	Circuit-S bus	Starbus Urban
Length (m)	7 m	7m – Low Floor	8.2 m	9 m
Width (m)	2.1 m	2.2 m	2.6 m	2.5 m
Height (m)	3.1 m	2.9 m	2.6 m	
Seating (no)	22+D	24+D	35	40+D
Battery Type	Li-ion Phosphate	Advanced Lithium-ion battery	lithium-ion battery	lithium-ion battery
Range (km)	Up to 200 km	Upto 250 km/day	120 km per charging	150 km
Charging Time	3-4 Hours	1.5 – 2.0 hours	Battery Swapping	2 to 4 hours
Cost (Approx.)	1.5 Cr	NA	1.5 Cr	NA



1.5 Transport mode for Last Mile Connectivity

SPECIFICATIONS					
	E-Alfa Mini	Tata Ace Magic	Mini pink Trilux E-Rickshaw	Mahindra Treo Yaari	Force Traveler
Type of Vehicle	Battery operated (Lithium Ion)	4 Stroke, Naturally Aspirated, (Diesel Engine)	Battery operated (Lithium Ion)	Battery operated (Lithium Ion)	Diesel + CNG
Occupancy	D+4	D+7	D+2	D+4	D+9 / D+14 / D+20
Running KM	90km/charge (Max speed 25km/hr)	17 km/L (Avg Speed 64km/hr)	148km/charge (Max speed 45km/hr)	125km/charge (speed 25km/hr)	10 km/L (max Speed 80 kmph)
Charging Time	6 hrs	-	6 hrs	3 hrs	-
Height	1794 mm	1816 mm	1745 mm	1750 mm	2550 mm
No. of Vehicle*	12	7	16	12	6 / 4 / 3

*Max. Number of Vehicle Required - Considering 200 people visiting On Monday and 4 visit per day.



E-Alfa Mini



Tata Ace Magic



Mini pink Trilux E-Rickshaw



Mahindra Treo Yaari



Force Traveler



1.5.1 SIGNAGE DESIGN

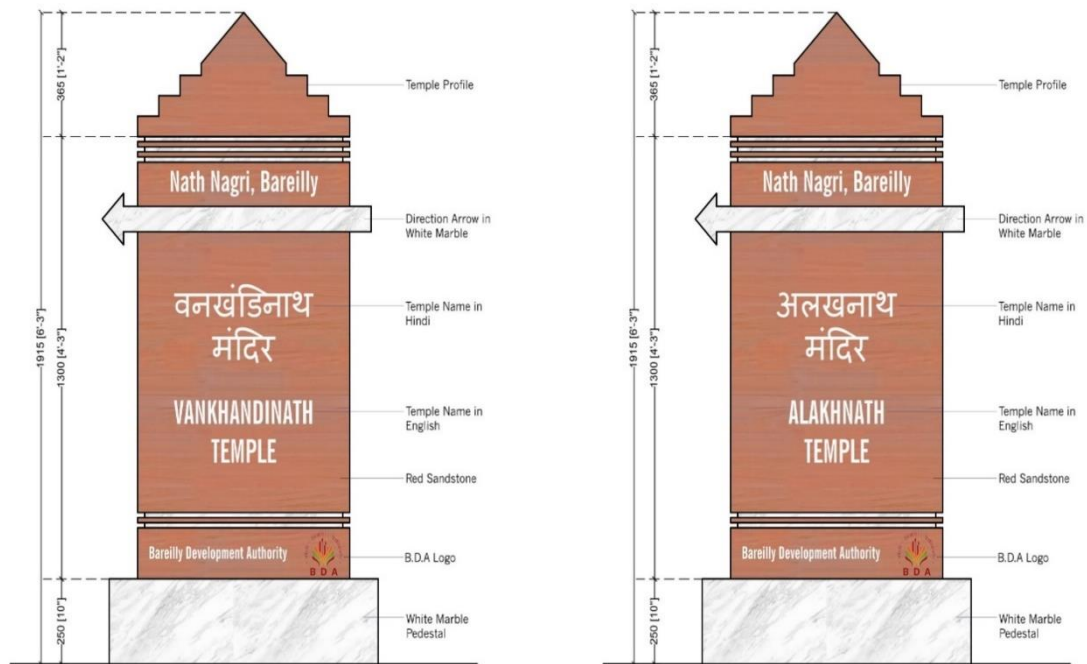


Figure 6: Signage Option 1

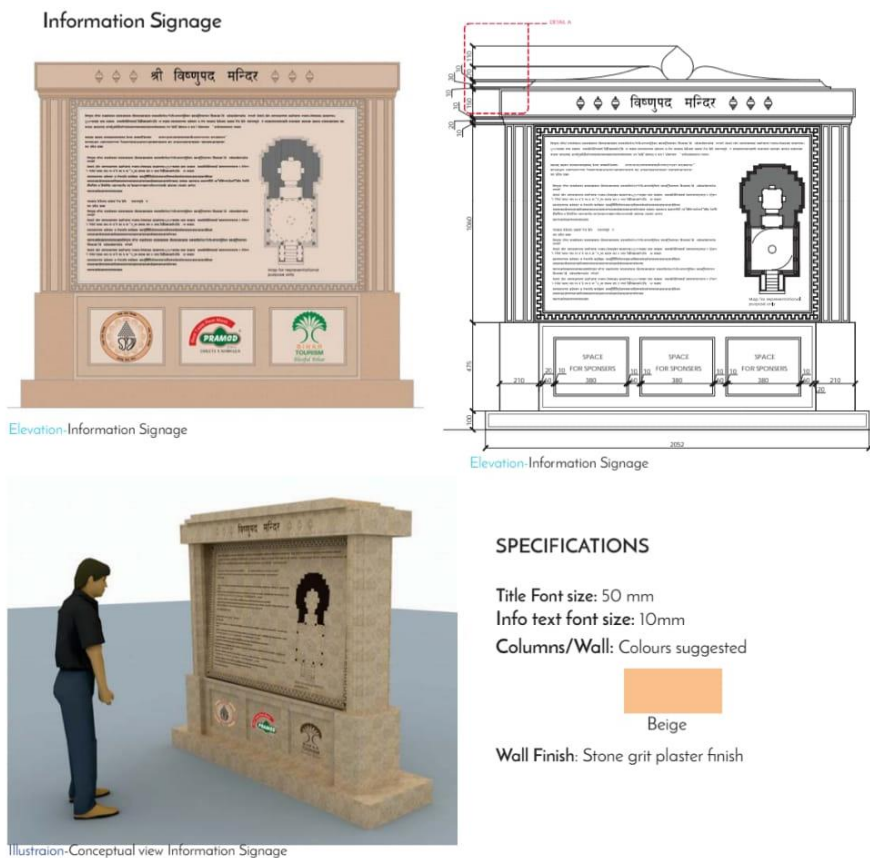
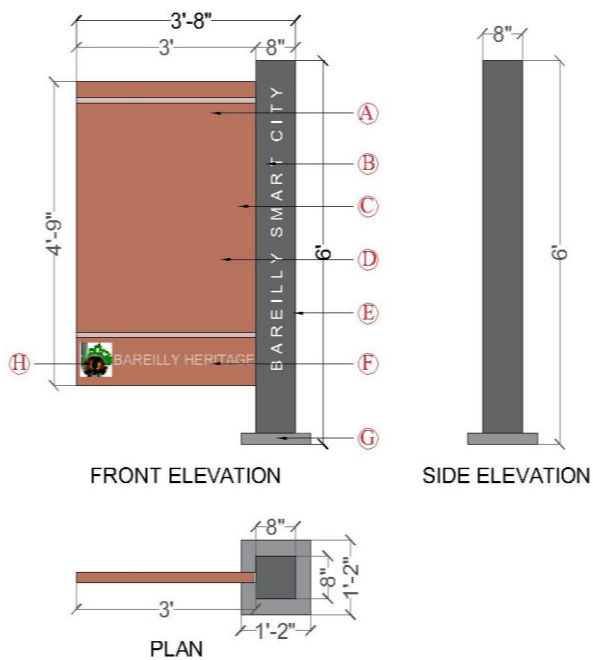


Figure 7: Signage Option 2



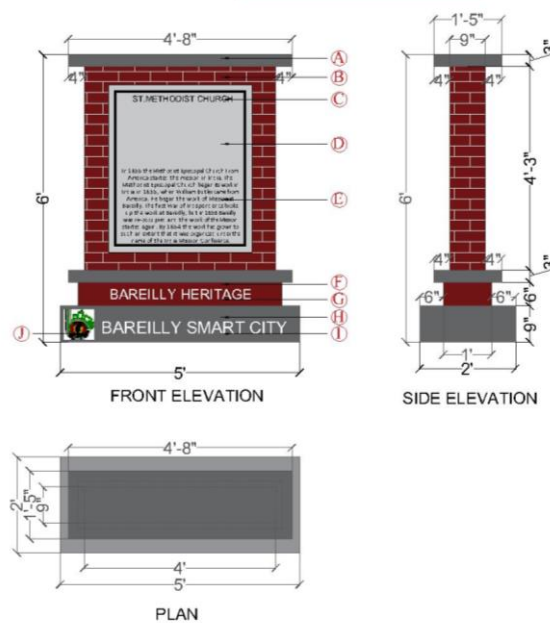
SIGNAGE DETAIL: TYPE 1



- A** Building name
Text justified: Center
Color: light brown
Text style: Uppercase
Text size : 2"
- B** Smart City text
Color: Silver
Text type: uppercase
Text size : 4"
- C** Stainless steel Panel
Color: dark brown
Thickness: 1-50 MM
- D** Information Text
Color: light brown
Text style: lowercase
Text size : 1"
- E** Stainless steel Section
- F** Bareilly Heritage text
Color: light brown
Text style: Uppercase
Text size : 3"
- G** Base Plate
- H** Logo
Logo color: Silver
Logo size: 6"

Figure 8: Signage Option 3

SIGNAGE DETAIL: TYPE 2



- A** Black Granite
Thickness: 15-20 MM
- B** Exposed brick
- C** Building name
Text justified: Center
Color: Black
Text style: Uppercase
Text size : 2"
- D** Stainless steel panel
Color: light grey
Thickness: 1-50 MM
- E** Information Text
Color: Black
Text style: Lowercase
Text size : 1"
- F** Red Granite
Thickness: 15-20 MM
- G** Bareilly Heritage text
Color: Silver
Text style: Uppercase
Text size : 3"
- H** Black Granite
Thickness: 15-20 MM
- I** Smart City text
Color: Silver
Text type: Uppercase
Text size : 4"
- J** Logo
Logo color: Silver
Logo size: 6"

Figure 9: Signage Option 4

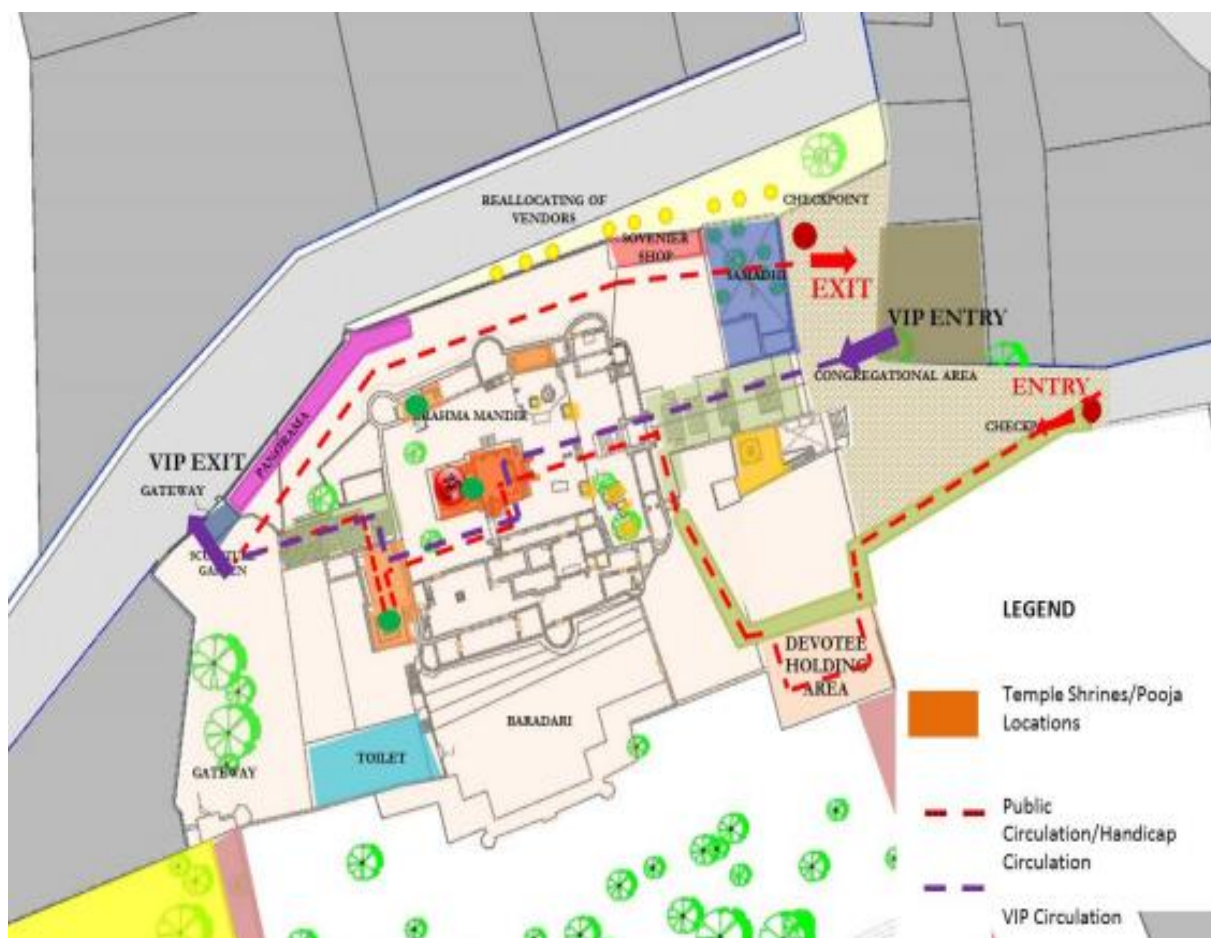


2 Nath Temple Precinct Development

Being recognized as Nath Nagri of India, Bareilly portrays a very strong image of the seven Nath temples situated on the seven routes of the city. The city inherits a very rich spiritual significance that brings pilgrims from many other cities to visit the Nath temples. These Nath temples witness their highest influx of visitors during the Sawan month and Maha Shivratri. Thousands of pilgrims also visit the city for Seven Nath temple parikrama which adds to the religious uniqueness of the city.

2.1 Case Example - Brahma Temple, Pushkar

Restructured and pedestrianized temple precinct with added public functions like bazaars, eating points, utilities.





2.2 Temple Precinct Development Project – Vankhandinath Temple

2.2.1 Condition Assessment

Located just one kilometer away from the Pilibhit bypass is the Vankhandinath temple, connected through Joginawada road. This one-kilometer-long stretch of Joginawada road is a designated corridor that not only forges a strong connectivity to the temple complex but also caters to all the informal vendor activity. Despite of having such a prominent connectivity, absence of signage, identity markers and designated approach road possesses a challenge for the visitors/ pilgrims to reach the temple complex. The temple complex is equipped with a multi – purpose hall that is used to cater pilgrims during special occasions. Availability of vacant land parcels also help in organizing fairs and accommodate the high influx. Lack of public conveniences is also one of the major issues that the visitors face while visiting the temple.

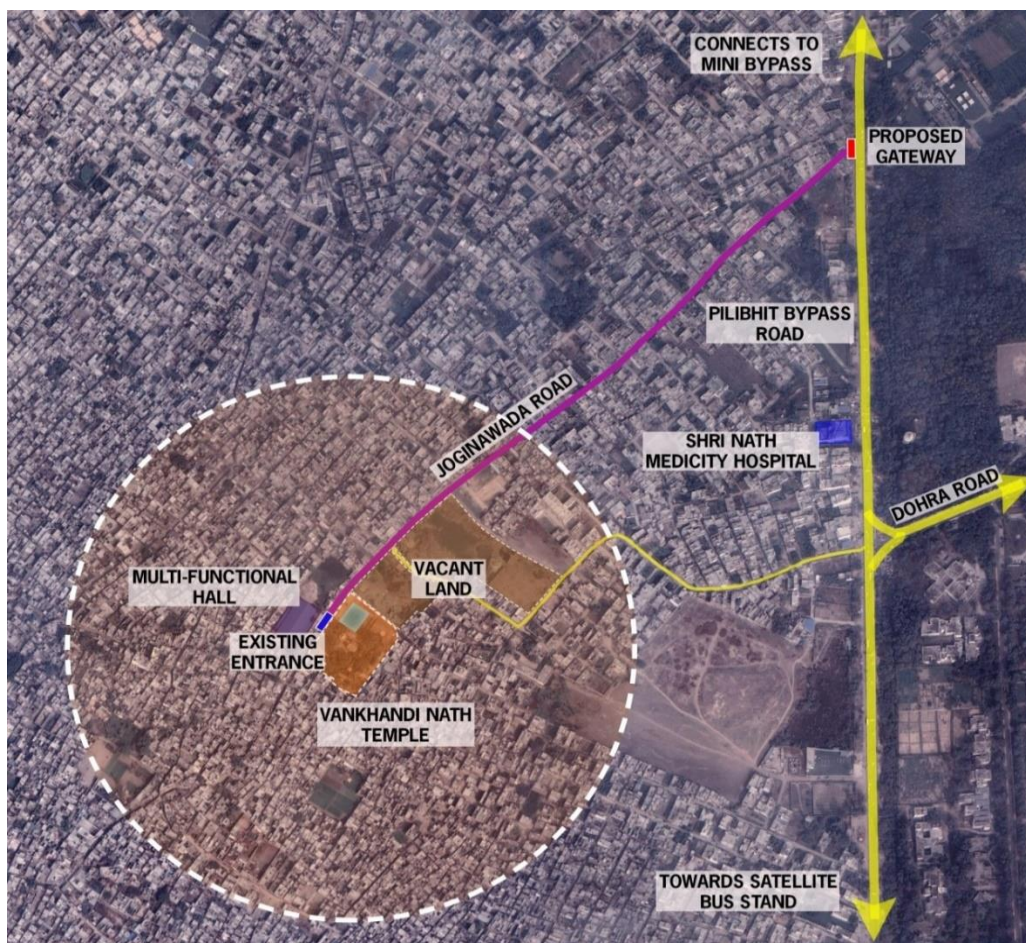


Figure 10: Vankhandi Nath Mandir Precinct





Existing Condition

- **Encroached and unmaintained approach road** and temple entrance gate.
- Less **parking** area available for the temple visitors.
- **Informal/unregularized vending stalls** for *prashad* and flowers on approach road.
- Maintenance of **Mela Ground** required.
- **Encroachment** in Mela ground area.
- No dedicated **shoe collection point** for visitor, which creates mess in the entry point of the temple.
- Improper location of **signages** and posters in the temple precinct.
- No **façade lights** for temple building.
- Cleaning of **Kund area/water bodies**.
- No proper **visitor amenities** (toilets, drinking water, hand washing area etc.) in the Temple campus.
- Need of **barrier free movement** of public in the temple premise.
- Temple campus needs **maintenance and cleanliness**.
- Need of Non-Motorized Vehicles (NMV)/ Intermediate **Public Transport (IPT)** stands.



- The need for public amenities/ convenience in the campus and in the precinct to support the **high pilgrim footfall** during Saavan time.













2.2.2 Main Entrance Gateway Design Proposal – Applicable to all Nath Temples



2.2.3 Broad Layout Plan for Development – Vankhandinath Temple Precinct



LEGEND

	MAJOR ROAD		VENDOR STALLS
	PEDESTRIAN MOVEMENT		MELA GROUND
	PEDESTRIAN ENTRANCE		PEDESTRIAN PATH
	TWO-WHEELER ENTRANCE		TWO-WHEELER PARKING
	EXISTING TEMPLE COMPLEX		MELA GROUND WITH CANOPY
	EXISTING POND		SERVICES & AMENITIES



2.2.4 Vankhandinath Temple Precinct – Streetscape Proposal (Before & After)



2.2.5 Key Intervention

- Establishing identity markers/ entrance gateways and development of corridor leading to the religious places will enhance the urban character of their precincts.
- Provisions of public amenities like parking space, washrooms, etc. will not only offer convenience to the visitors but will also create a better user experience.
- Development of temple precincts will help in reclaiming the lost identity of all Nath temples and conserving the city's cultural value.
- The intervention envisions initiating more tourism influx to the city, which will further contribute to the city's economy.

3 Nath Nagri Proposal

The Nath Temples are visited by the people throughout the year but majorly crowded in the month of Saavan and Maha Shivratri. The popularity of the temples is very much among the people of city and the state. The Nath Nagri Circuit has the potential of attracting the new visitors and enhances the tourism in the city. The roads identified for the circuit needs to be improvise for better connectivity and facilities of visitors.

The enhance the feeling of the Nath Temple Circuit of Bareilly the proposal are to ease the travelling from one Nath temple to other and provide safe and proper facilities throughout the circuit. The main proposals are as follows

- Adding IPT, NMT, and other public transit nodes to the circuit to improve connectivity and accessibility
- Provision of Foot over Bridges on the roads with wide span to facilitate the pedestrian movement for the Temples.
- Provision of parking area for the visitors.
- Using signs and other visual markers to improve the city's chowks, chaurahas, and market streets' readability and identity.

3.1 Connectivity improvement

The circuit needs to have a proper connectivity to provide seamless movement among the Nath temples. As mentioned in the map below the roads with existing Bus service and IPT service in the circuit. The two main proposals are:

- Provision of IPT on the circuit
- Provision of Nath Circuit specific E-carts

3.1.1 Proposal for Circuit

The enhance the feeling of the Nath Temple Circuit of Bareilly the proposal are to ease the travelling from one Nath temple to other and provide safe and proper facilities throughout the circuit. The main proposals are as follows

- Adding **IPT, NMT**, and other public transit nodes to the circuit to improve connectivity and accessibility



- Provision of **footpath** on the roads with wide span to facilitate the pedestrian movement for the Temples.
- Provision of **parking area** for the visitors.
- Using **signs** and other **visual markers** to improve the city's chowks, chaurahas, and market streets' readability and identity.
- Facilitate infrastructure

3.1.2 Major Components

- Minibus,
- IPT Mode,
- Footpath,
- Signages,
- Electrical Works,
- Dustbins,
- Vending Kiosks,
- Street light,
- Variable Display Boards,
- Foot-path,
- Public conveniences etc.

3.1.2.1 Phase 1 components

- Directional Signage
- Dustbins
- Road resurfacing (Tile/stone) with Drains Repair and footpath
- Bus Stop with shed
- E-Rickshaw Stand (space for 5 nos.: 10m x 3m)
- Street Lighting with pole
- Drinking water and Wash rooms (18 sqm each)
- Vehicular Parking
- Vehicle for last mile connectivity

3.1.2.2 Phase 2 components

- Entrance Gate
- Disaster and Crowded Management Plan

3.1.2.3 Phase 3 components

- Temple Precinct Overall Development
- Kiosks Design
- Promenade Space, Clock room and Shoe Stands etc
- Fair Ground Improvement
- Seating area etc.

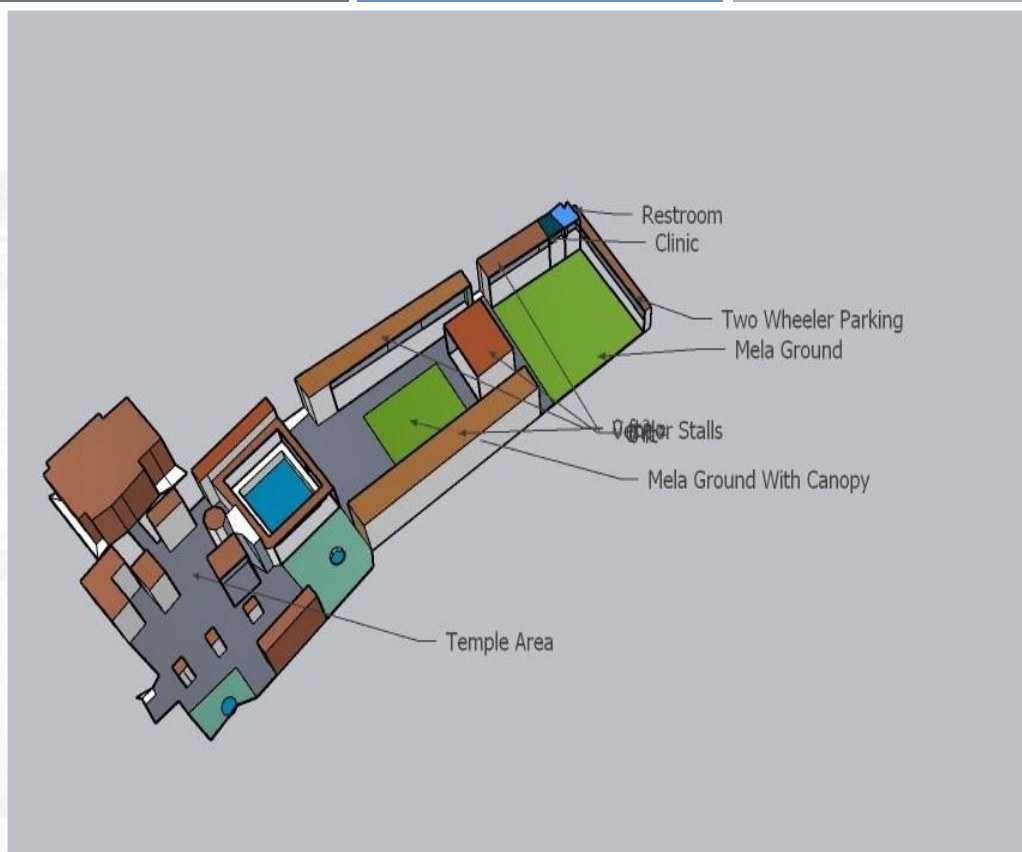




VANKHANDINATH TEMPLE



VANKHANDINATH TEMPLE



3.2 Temple Precinct Development Project – DHOPESHNATH TEMPLE

- 4 Dhopeshwar temple, also known as the birth place of Draupadi (Mahabharata) is situated in the southern part of the city near Sadar bazaar of cantonment area. The temple is one amongst the seven nath temples present in the city and was initially a gateway to the city from Lucknow route.



The temple inherits a historic and spiritual value of very high significance. Due to the development of neighborhood over the years, the temple has eventually lost its presence in the precinct. The precinct portrays no sense of place, identity markers and lack of imageability.



Existing Condition

- No dedicated **parking** area for the temple.
- **Informal/unregularized vending stalls** for *prashad* and flowers in front of main entrance.
- No dedicated **shoe collection point** for visitor, which creates mess in the entry point of the temple.
- Improper location of **signages** and posters in the temple precinct

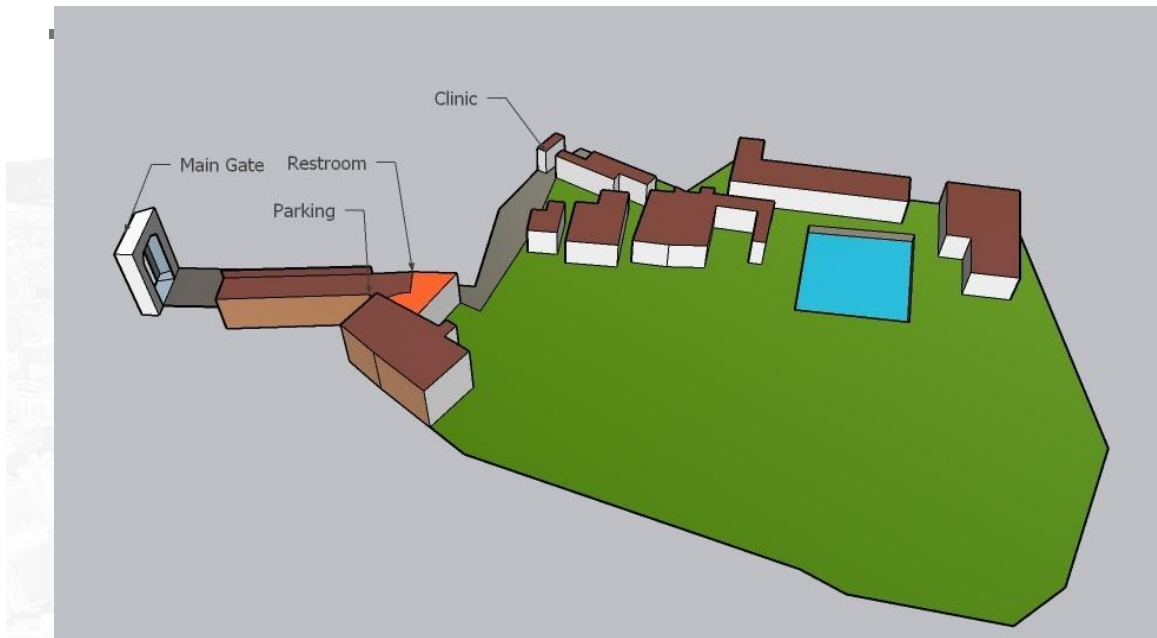


- No **façade lights** for temple building.
- Inadequate **lights** for temple campus for nights.
- **Cleaning** of Kund area.
- Unplanned **seating area** in the temple campus.
- No proper **public amenities** (toilets, drinking water, hand washing area etc.) in the Temple campus.
- Need of **barrier free movement** of public in the temple premise.
- Entrance gate and Temple campus needs **maintenance and cleanliness**.
- Need of **Non-Motorized Vehicles (NMV)/ Intermediate Public Transport (IPT)** stands.
- The need for additional public amenities/ convenience in the campus and in the precinct to support the **high pilgrim footfall** during Saavan time.

4.1 Temple







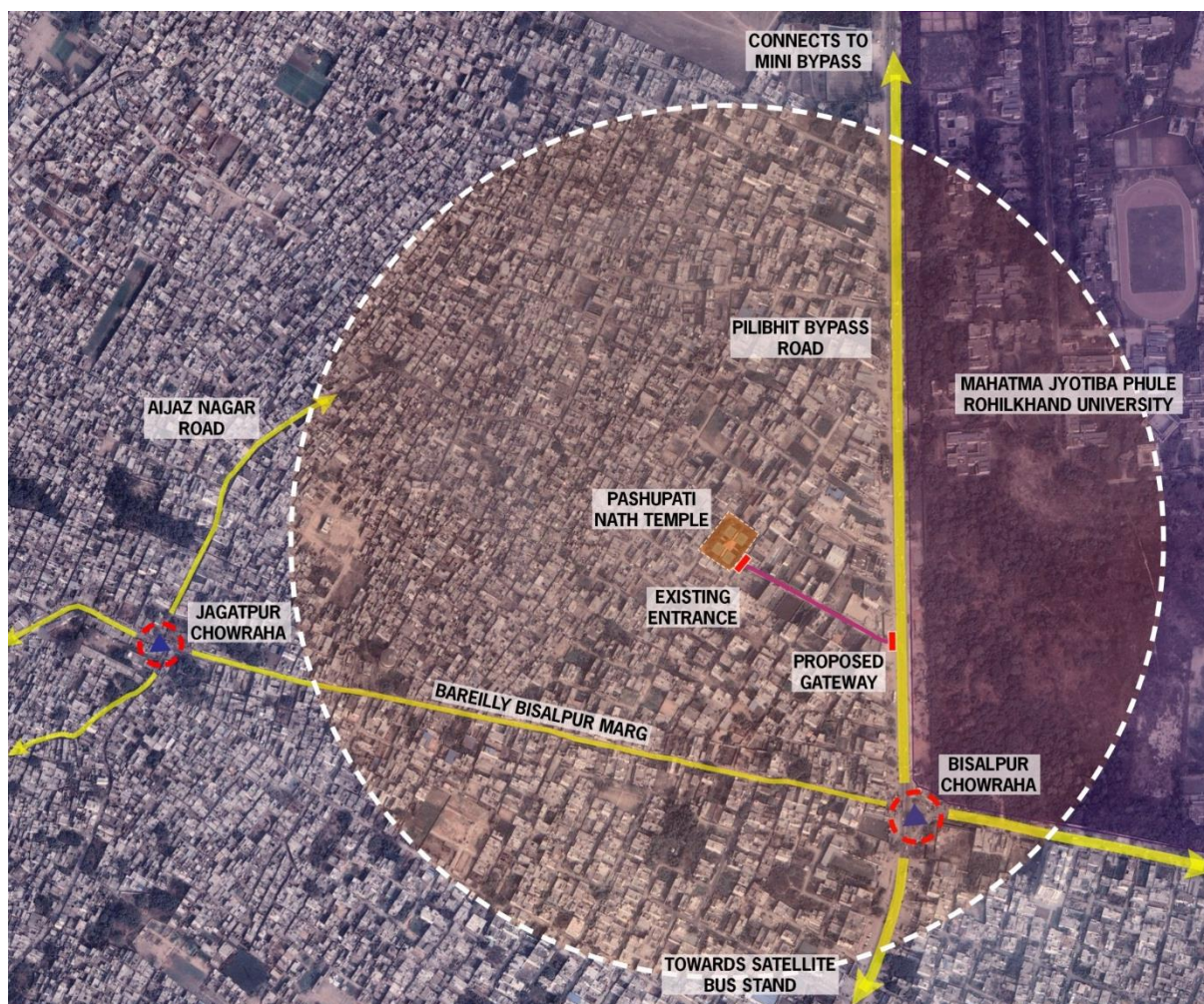
4.2 Temple Precinct Development Project – PASHUPATINATH TEMPLE

SITE DELINIATION – PASHUPATINATH TEMPLE PRECINCT

Situated just two hundred meters away from the Pilibhit Bypass road is the Pashupati nath temple. Despite of being connected to such a major city bypass, absence of signage, identity markers and possesses a challenge for the visitors/ pilgrims to reach the temple complex.

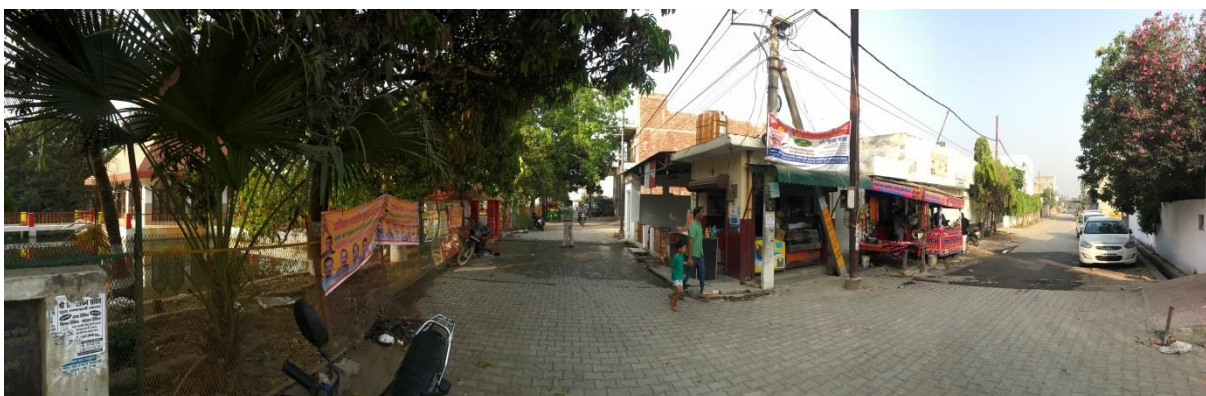
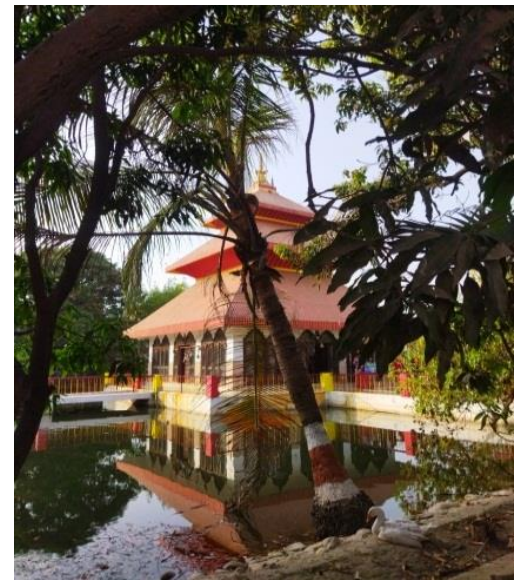
The two hundred meter approach road tends to be an advantage to the site and holds tremendous potential for establishing a Gateway and reviving the overall street character.

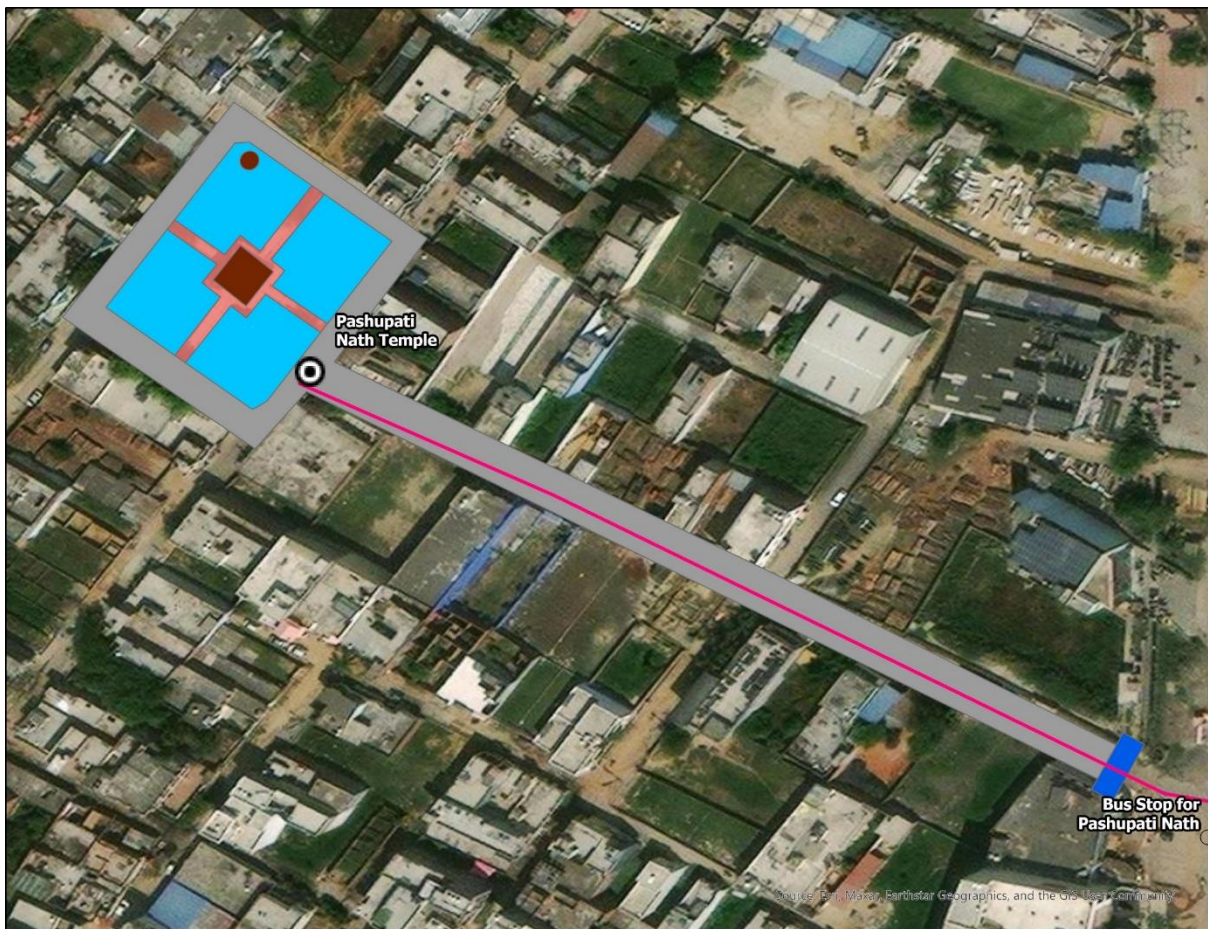
The site not only lacks public conveniences but also has no open space to cater high influx of people or organize any fair. With the temple in the middle of the site and kund (water body) on all four sides, the architecture of Pashupati Nath temple provides it with a distinct identity from all other Nath temples.

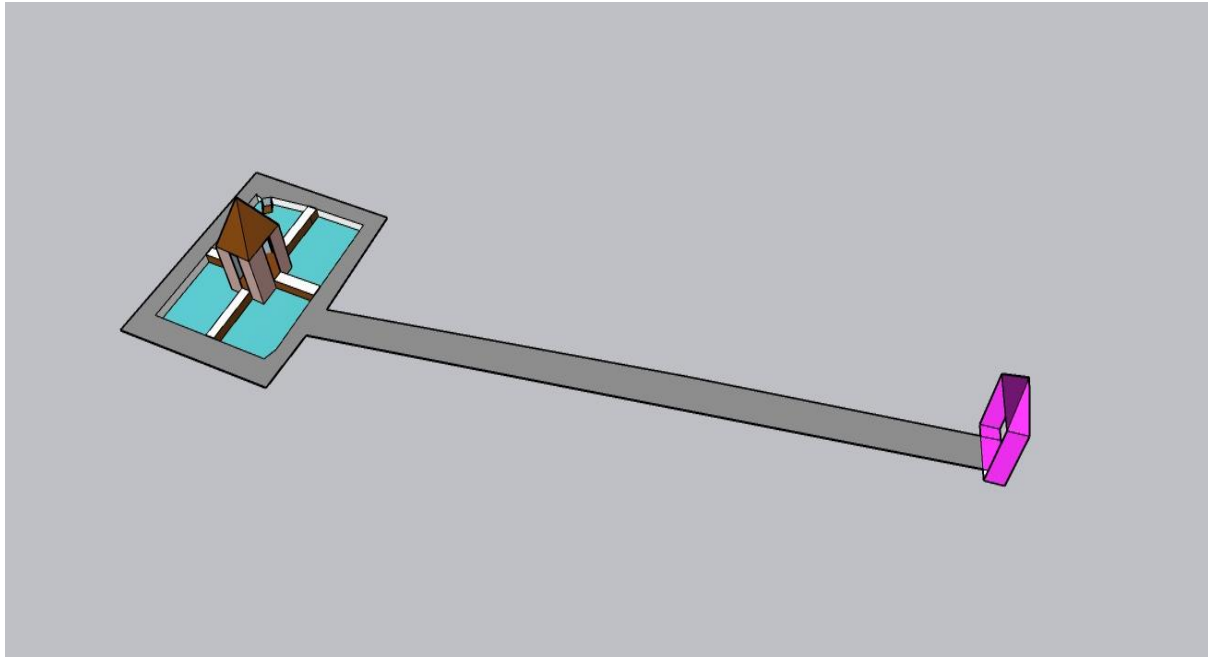


Existing Condition

- Beautification required of **approach road** and temple **entrance gate**.
- No dedicated **parking** area for the temple.
- **Informal/unregularized vending stalls** for *prashad* and flowers on approach road.
- No dedicated **shoe collection point** for visitor, which creates mess in the entry point of the temple.
- Improper location of **signages** and posters in the temple precinct.
- No **façade lights** for temple building.
- Cleaning of **Kund area**/water bodies.
- No proper **public amenities** (toilets, drinking water, hand washing area etc.) in the Temple campus.
- Need of **barrier free movement** of public in the temple premise.
- Temple campus needs **maintenance and cleanliness**.
- Need of Non-Motorized Vehicles (NMV)/ Intermediate **Public Transport** (IPT) stands.
- The need for public amenities/ convenience in the campus and in the precinct to support the **high pilgrim footfall** during Saavan time.







4.3 Temple Precinct Development Project – TRIVATINATH TEMPLE

SITE DELINIATION – TRIVATINATH TEMPLE PRECINCT

Situated in the Northern part of the city towards the Nainital route is the Trivati nath Temple, which holds a strong presence on the road. Though, the Macnair road becomes a designated corridor to the temple complex forging its connection to the Nainital road and Pilibhit road, it still lacks the urban character and organization. Though the existing temple complex is very well developed in terms of infrastructure which easily caters to the high influx of visitors, the approach to the temple seeks intervention to define the spiritual character of the corridor and provisioning of signage/ identity markers.





Existing Condition

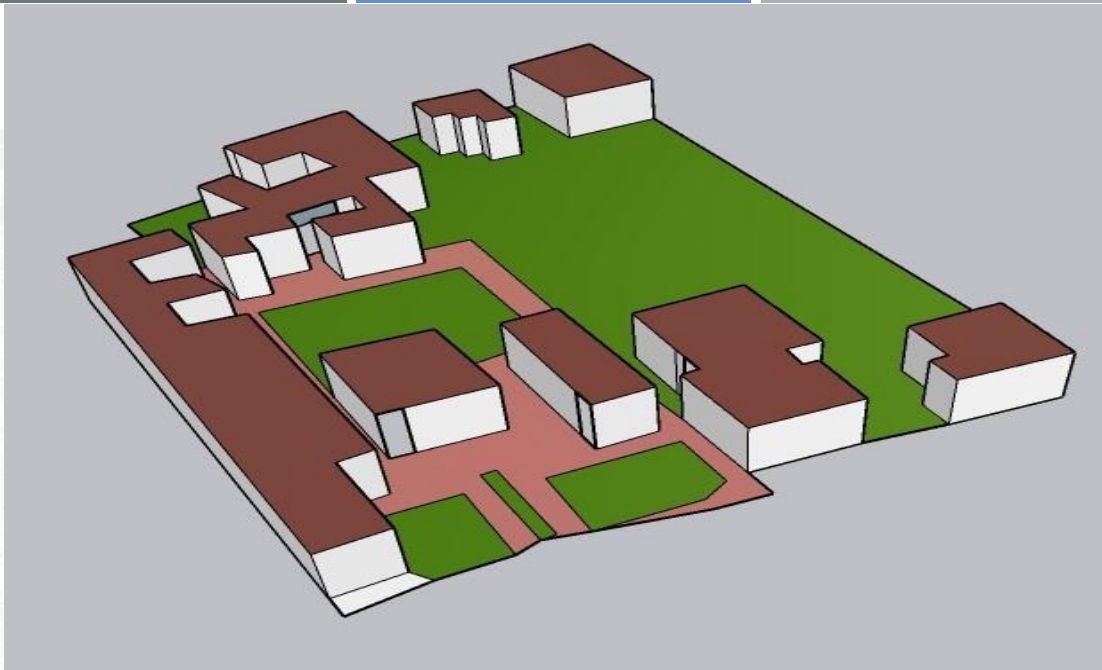
- Temple campus is comparatively **well maintained**.
- Need of Non-Motorized Vehicles (NMV)/ Intermediate **Public Transport (IPT)** stands.
- The need for public amenities/ convenience in the campus and in the precinct to support the **high pilgrim footfall** during Saavan time.







TRIVATINATH TEMPLE



4.4 Temple Precinct Development Project – ALAKHNATH TEMPLE

SITE DELINIATION – ALAKH NATH TEMPLE PRECINCT

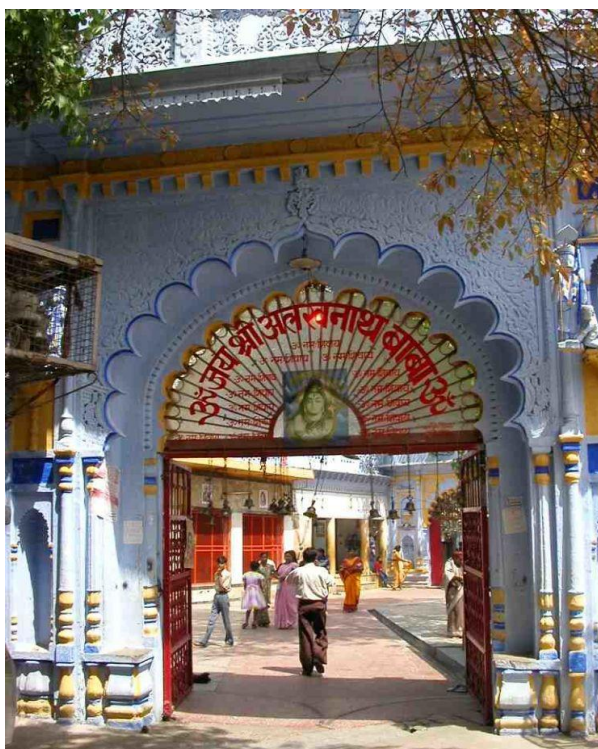
Situated on the Delhi route is the Alakh nath Temple, that portrays its strong presence on the road. As the site is situated across the railway tracks, the approach to the temple complex from the by-lane is not feasible and becomes a challenge for the visitors.

Enveloped with greens all around and Devraniya River passing by, the temple precinct holds a great potential to be developed as a prominent public node. The site also lacks parking infrastructure to accommodate the high influx during fairs and festivals. Abutting to the Alakh nath temple entrance is the approach road that leads to the Math Tulsi Sthal, a place that holds a very important historic and spiritual significance.



Existing Condition

- Encroached and **unmaintained approach road** and temple entrance gate.
- Informal parking area available for the temple visitors. New **Parking required** in the entrance of the Temple.
- **Informal/unregularized vending stalls** for *prashad* and flowers on approach road.
- No dedicated **shoe collection point** for visitor, which creates mess in the entry point of the temple.
- Improper location of **signages** and posters in the temple precinct.
- No **façade lights** for temple building.
- Unmaintained **visitor amenities** (toilets, drinking water, hand washing area etc.) in the Temple campus.
- Need of **barrier free movement** of public in the temple premise.
- Temple campus needs **maintenance and cleanliness**.
- Need of Non-Motorized Vehicles (NMV)/ Intermediate **Public Transport** (IPT) stands.
- The need for public amenities/ convenience in the campus and in the precinct to support the **high pilgrim footfall** during Saavan time.





Proposals:

- Entrance Road
- Internal Road Development
 - Footpath
 - Stalls
 - Street Lighting
 - Signages
 - Dustbins
 - Street Furniture
 - Landscaping
- Museum Building with Underground Parking
- Tourist Facilities
 - Lost and found facility
 - First Aid
 - Police booth
 - Drinking water
 - Information Kiosks

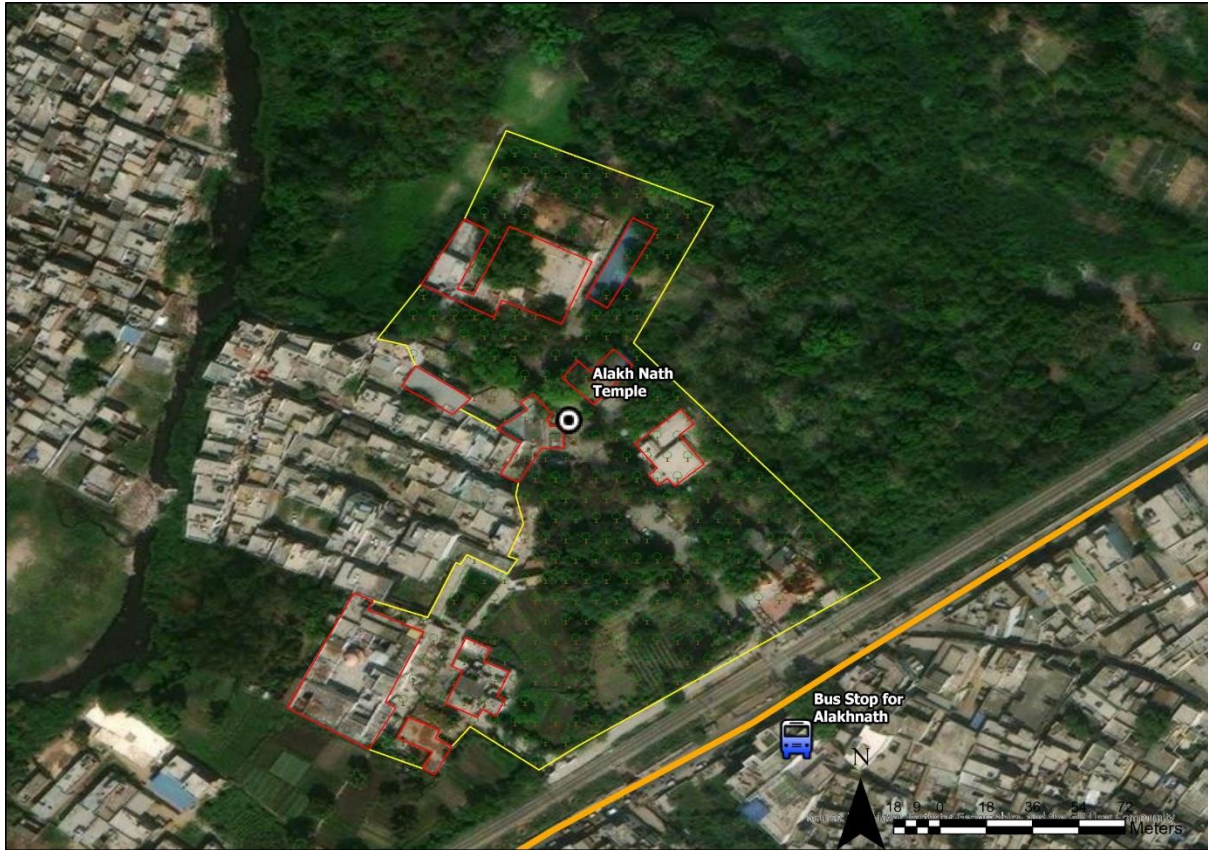


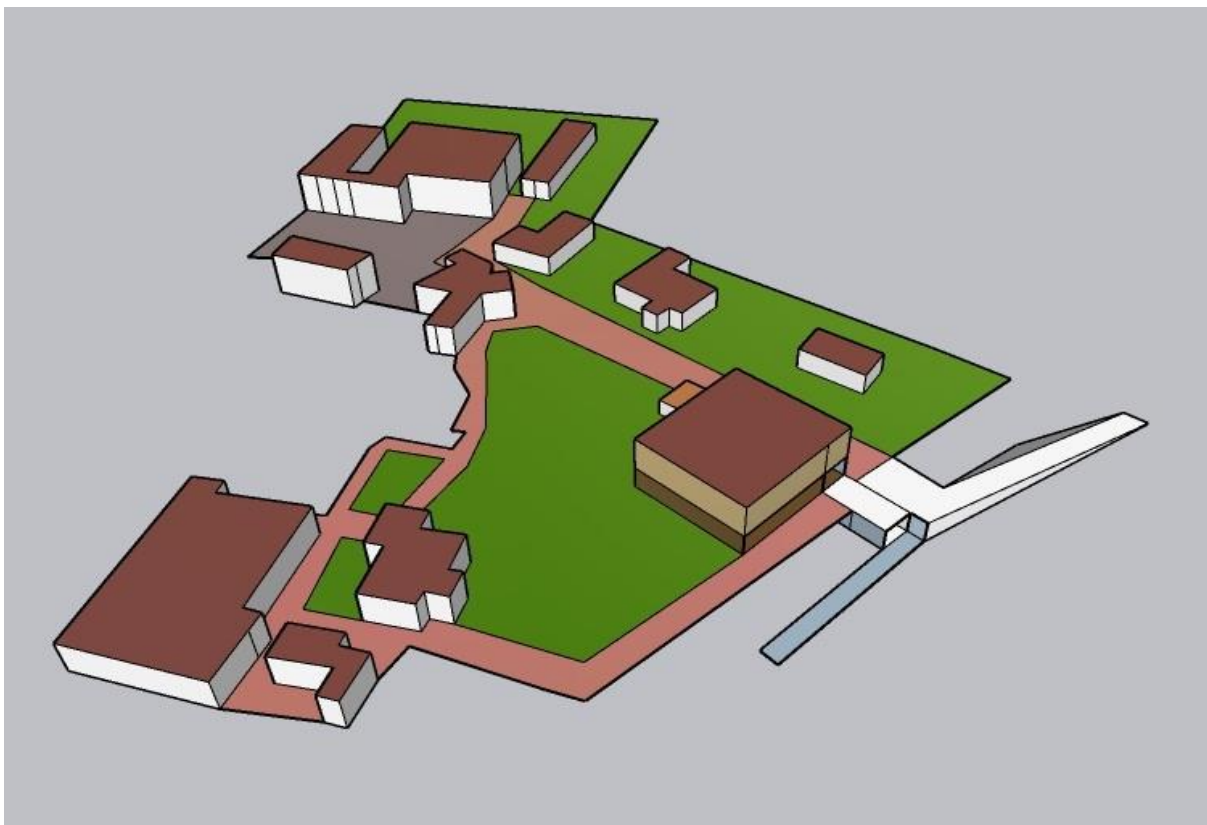
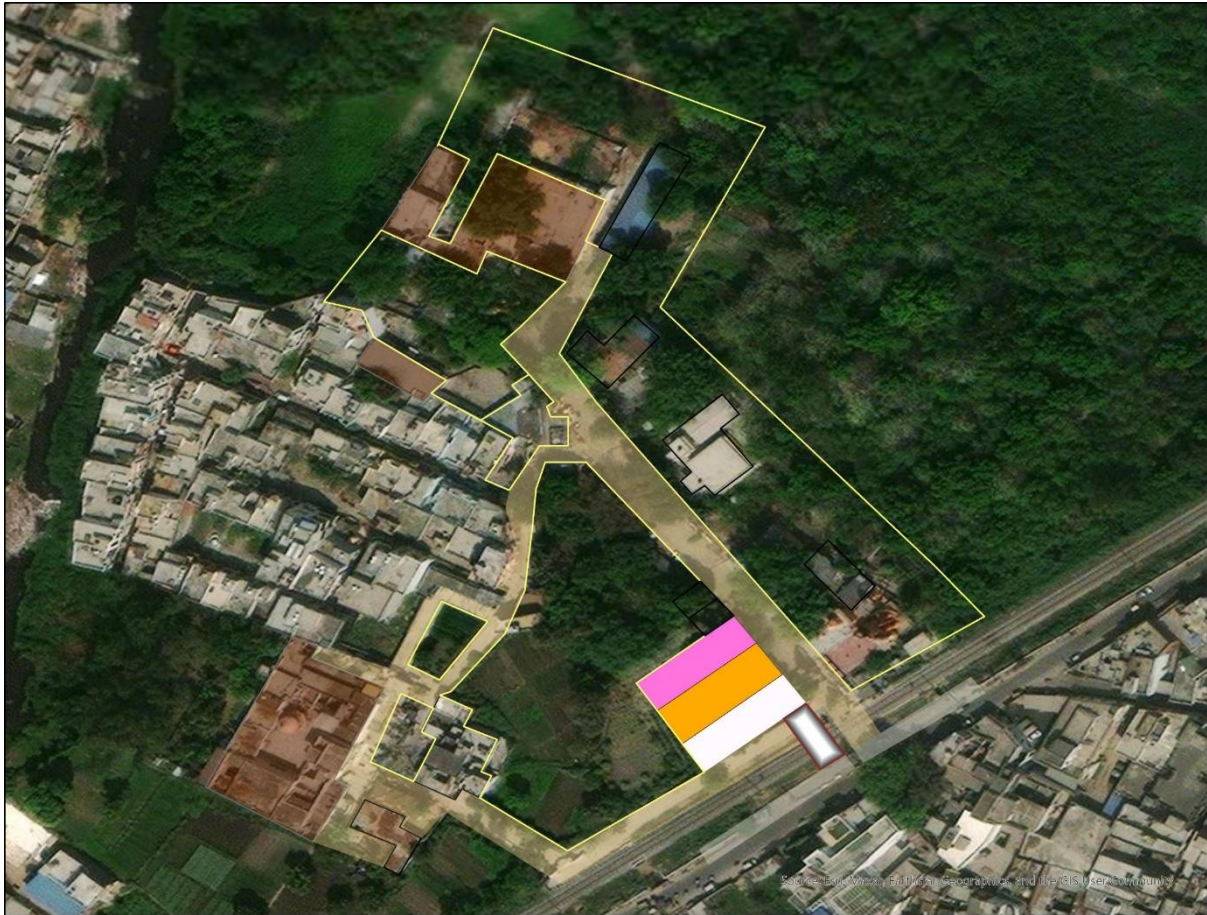
Entrance and Museum Building with Underground Parking

The Block will have 3 levels:

- Basement : parking connected to the proposed under pass
- Ground floor : Art Gallery
- First floor : Museum showing

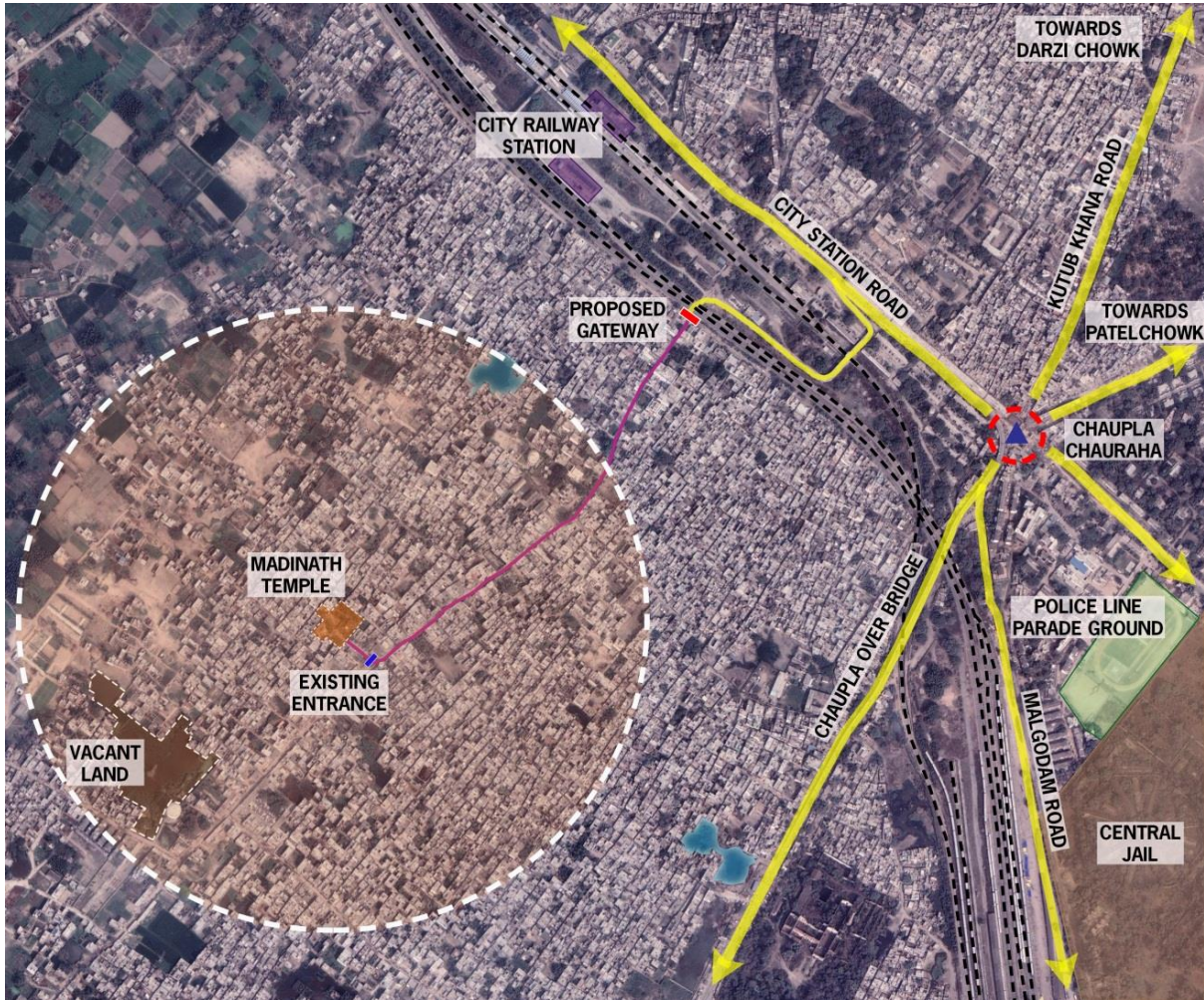






4.5 Temple Precinct Development Project – MADINATH TEMPLE

5 Situated on the south-west corner of the city, across the City Railway station is the Madinath temple. Despite of being one of the seven nath temples, the temple fails to mark its presence in the precinct due to its location and having a dense settlement all around. The inappropriate access to the temple from the city station road also becomes another challenge to the visitors, with lack of signage, identity markers and designated approach road. The narrow streets leading to the temple showcase the lack of organization and urban character. Open sewerage/ drains, uneven width on the road can also be seen, that showcase a dire need of infrastructural development.

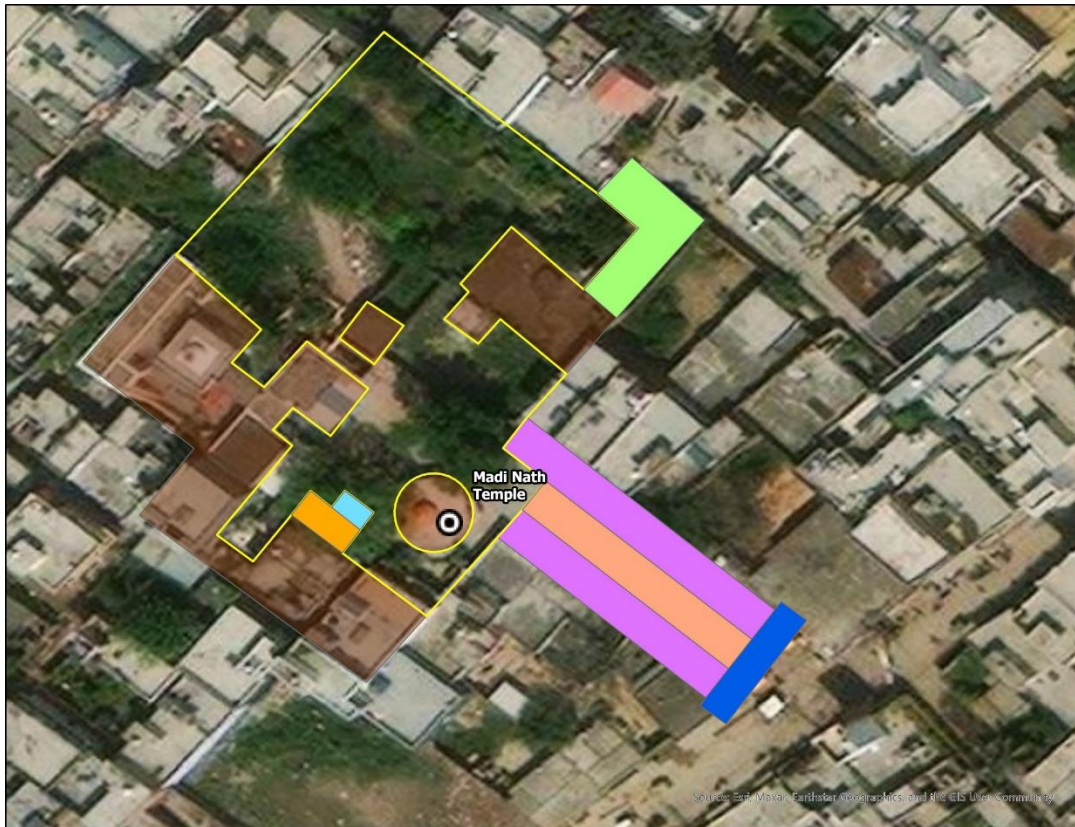


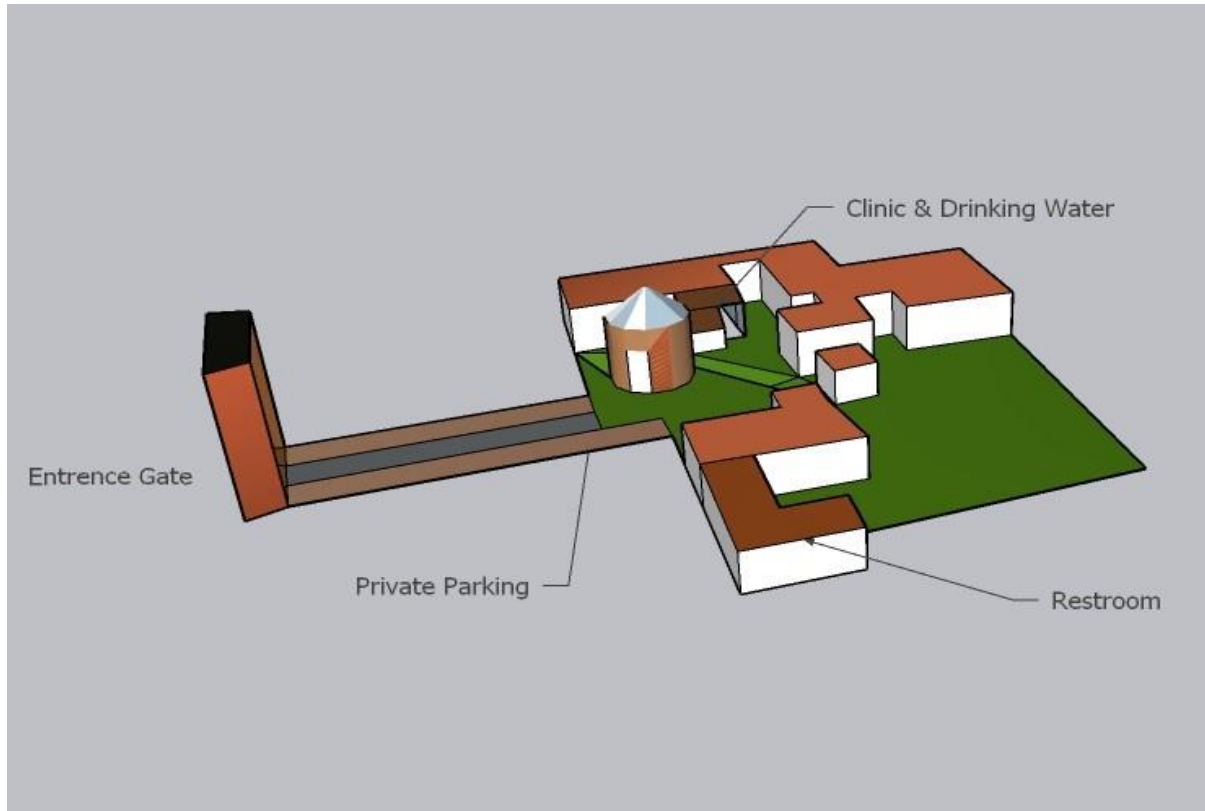
Existing Condition

- Encroached and **unmaintained approach road** and temple entrance gate.
- Need to **remove encroachment** from some parts of the approach road for smooth vehicular movement.
- Informal **parking area** is insufficient for the temple visitors.
- Temple campus needs **maintenance and rearrangement** of spaces.
- **Informal/unregularized vending stalls** for *prashad* and flowers on approach road.
- No dedicated **shoe collection point** for visitor, which creates mess in the entry point of the temple.
- Improper location of **signages** and posters in the temple precinct.
- No **façade lights** for temple building.
- No **visitor amenities** (toilets, drinking water, hand washing area etc.) in the Temple campus.
- Need of **barrier free movement** of public in the temple premise.
- Need of Non-Motorized Vehicles (NMV)/ Intermediate **Public Transport (IPT)** stands.
- The need for public amenities/ convenience in the campus and in the precinct to support the **high pilgrim footfall** during Saavan time.





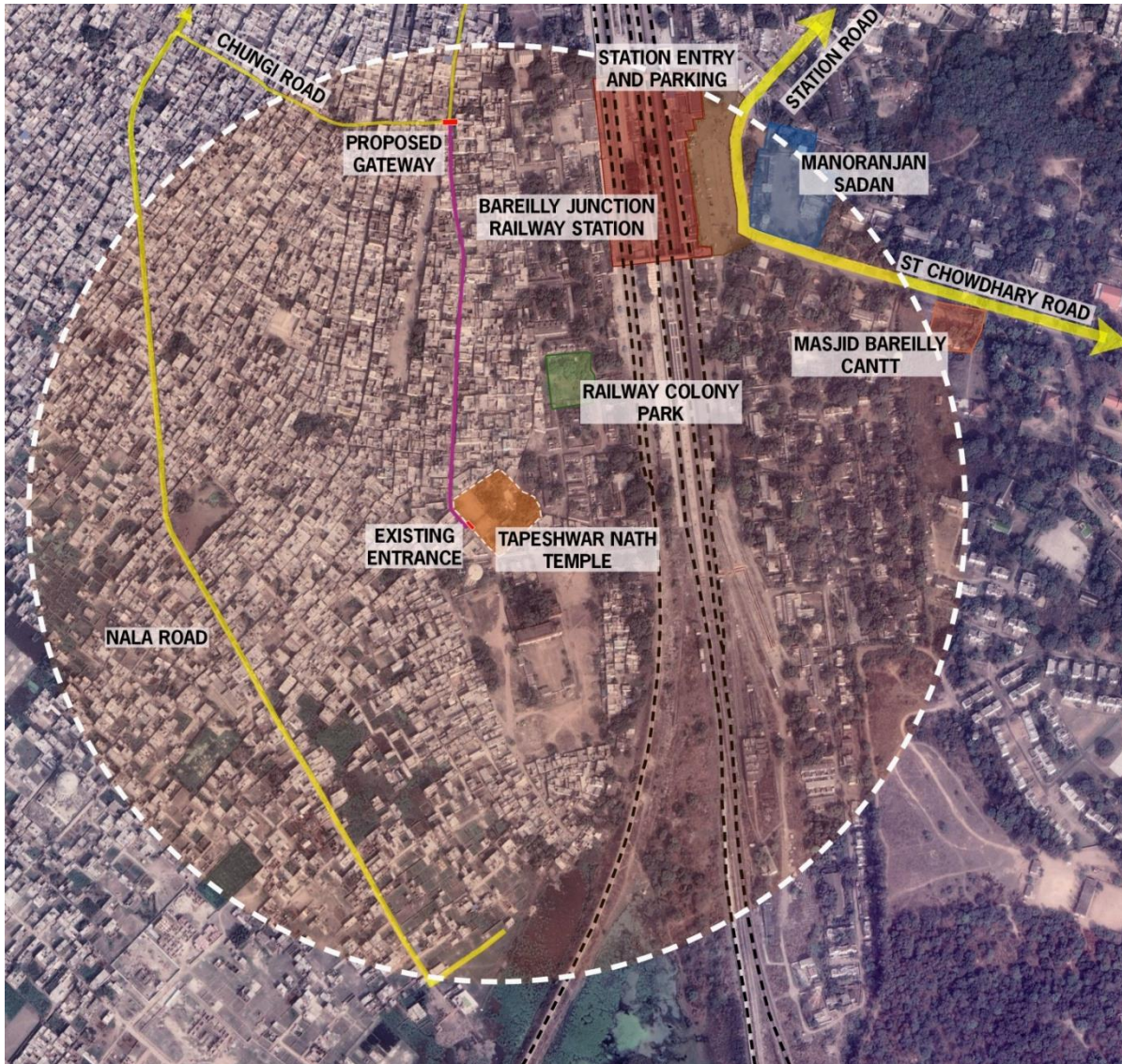




5.1 Temple Precinct Development Project – TAPESHWARNATH TEMPLE SITE DELINIATION – TAPESHWARNATH TEMPLE PRECINCT

The Tapeshwar nath temple is situated in the southern part of the city opposite to the Bareilly Junction Railway station. Surrounded by a dense residential fabric, the temple lacks its connectivity to any of the city’s main arterials. Due to undefined corridor/pathway leading to the temple complex, the narrow street network showcases a lack of imagability and way-finding in the overall precinct. Absence of signage, identity markers and designated approach road possesses a challenge for the visitors/pilgrims to reach the temple complex.

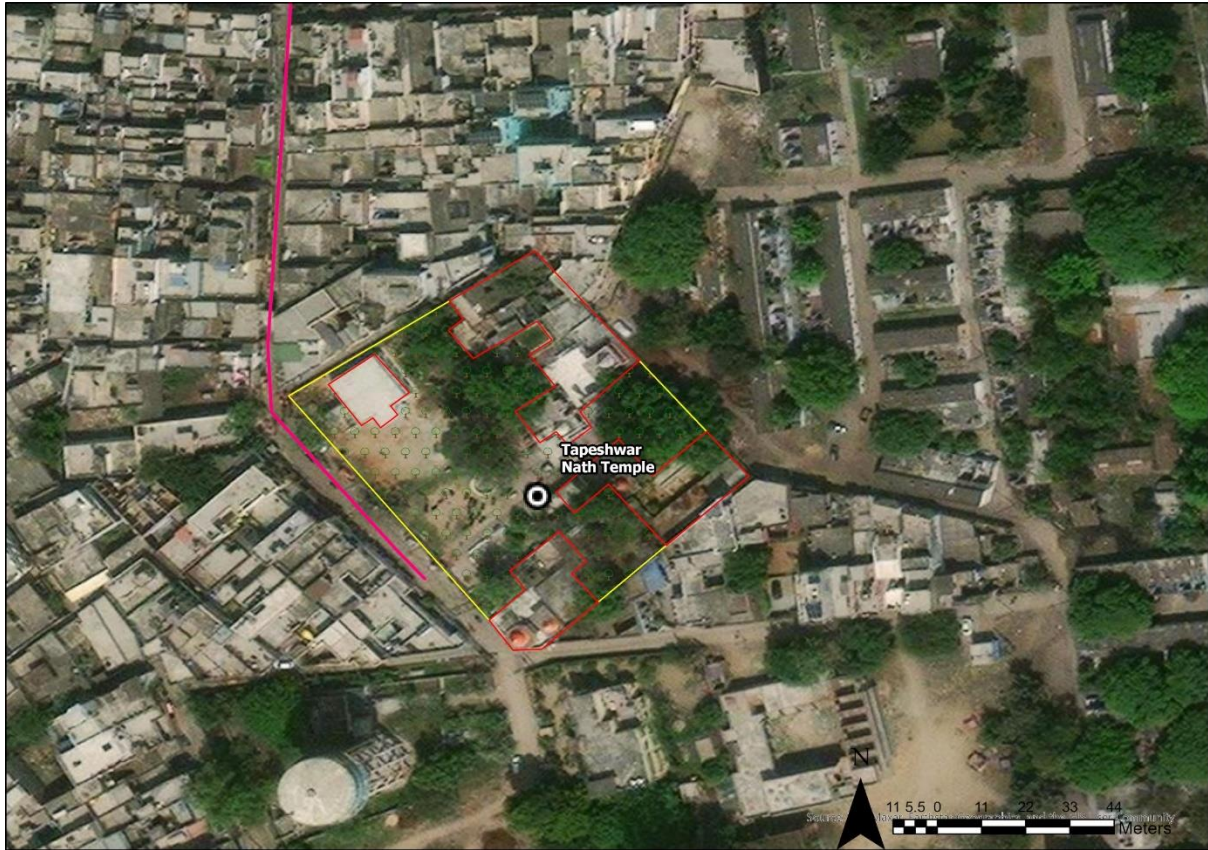




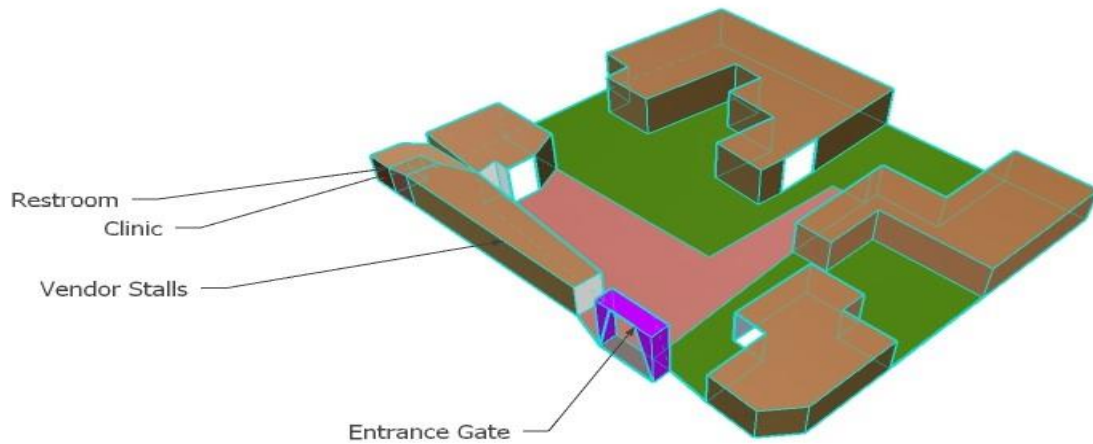
Existing Condition

- Encroached and **unmaintained approach road** and temple entrance gate.
- Very **narrow approach road** from main road to temple. Need to remove encroachment from some parts of the approach road for smooth vehicular movement.
- Informal **parking area** is available for the temple visitors.
- Temple campus needs **maintenance and cleanliness**.
- **Informal/unregularized vending stalls** for *prashad* and flowers on approach road.
- No dedicated **shoe collection point** for visitor, which creates mess in the entry point of the temple.
- Improper location of **signages** and posters in the temple precinct.
- No **façade lights** for temple building.
- No **visitor amenities** (toilets, drinking water, hand washing area etc.) in the Temple campus.
- Need of **barrier free movement** of public in the temple premise.
- Need of Non-Motorized Vehicles (NMV)/ Intermediate **Public Transport** (IPT) stands.
- The need for public amenities/ convenience in the campus and in the precinct to support the **high pilgrim footfall** during Saavan time.









Existing Condition of all Temple precincts are:

Existing Scenario of Nath Temple Complexes							
S.No.	Facilities and infrastructure	Alakh Nath Temple	Madi Nath Temple	Tapeshwar Nath Temple	Dhopeswar Nath Temple	Pashupati Nath Temple	Vankhandi nath Temple
1	Entrance Marker/ Gateway	Yes	Improper	Improper	Yes	Yes	Yes
2	Washrooms	Yes	No	No	Yes	No	No
3	Drinking Water	Yes	No	No	Yes	Yes	Yes
4	Availability and condition of Prasad/worship material Shops	Yes Shop within the temple premise	No Shop outside the temple	No Shop outside the temple	Yes Shop within the temple premise	No Shop outside the temple	Yes Shop within the temple premise
5	Dustbins	Yes	No	No	Yes	Yes	Yes
6	Seating	Yes	No	No	Yes	Yes	Yes
7	Police Booth/ Surveillance Room	No	No	No	No	No	No
8	Lost and Found facility	Informal	No	No	No	No	No
9	First Aid medical facilities	Informal	No	No	Informal	Informal	Informal
10	Information Kiosks	Yes	No	No	No	No	No
11	Segregated Pedestrian Pathway along the approach road	No	No	No	No	No	No
12	Lighting	Yes	Improper	Improper	Yes	Yes	Yes
13	Signages	Yes	Yes	Yes	Yes	Yes	Yes
14	Trees for Shade along the road	Yes	Yes	Yes	No	No	Yes
15	Parking (condition if its there)	Yes Improper	No	No	Yes Improper	Informal	Yes Improper
16	IPT Stand	No	No	No	No	No	No



6 Project Costing

6.1 Temple wise Components

6.1.1 Phase 1 Costing

Sr. No.	Components	Unit	Tapeswar Nath Temple	Madi Nath Temple	Alakh Nath Temple	Trivati Nath Temple	Vankhandi nath Temple	Pashupati Nath Temple	Dhopeswar Nath Temple	Total	Rate	Amount
	Phase 1											
1	Directional Signage	Nos.	3	4	4	3	2	2	3	21	60,000.00	12,60,000.00
2	Dustbins	Nos.	4	4	2	2	2	2	2	18	7,600.00	1,36,800.00
3	Road resurfacing (Tile/stone) with Drains Repair and footpath	Km	1.2	1.25	0.15	0.13	1	0.2	0.05	3.98	18,500.00	7,36,30,000.00
5	Bus Stop with shed	Nos.	1	-	1	1	1	1	1	6	4,16,666.67	25,00,000.00
6	E-Rickshaw Stand (space for 5 nos.: 10m x 3m)	Nos.	1	-	-	-	-	-	-	1	-	-
7	Street Lighting with pole	Nos.	133	139	17	14	111	22	6	442	45,000.00	1,99,00,000.00
8	Drinking water and Wash rooms (18 sqm each)	Nos.	1	1	1	1	1	1	1	7	7,14,285.71	50,00,000.00
10	Vehicular Parking	Nos.	-	-	1	-	1	-	-	2	35,00,000.00	70,00,000.00
11	Vehicle for last mile connectivity	Nos.	-	-	-	-	-	-	-	-	-	-
Phase 1 Total Amount												10,94,26,800.00



6.1.2 Phase 2 Costing

Sr. No.	Components	Unit	Tapeswar Nath Temple	Madi Nath Temple	Alakh Nath Temple	Trivati Nath Temple	Vankhandi nath Temple	Pashupati Nath Temple	Dhopeswar Nath Temple	Total	Rate	Amount
Phase 2												
1	Entrance Gate	Nos.	1	1	-	-	1	1	1	5	20,00,000.00	1,00,00,000.00
2	Disaster and Crowed Management Plan	MR	1	1	1	1	1	1	1	7	10,00,000.00	70,00,000.00
Phase 2 Total Amount												1,70,00,000.00

6.1.3 Phase 3 Costing

Sr. No.	Components	Unit	Tapeswar Nath Temple	Madi Nath Temple	Alakh Nath Temple	Trivati Nath Temple	Vankhandi nath Temple	Pashupati Nath Temple	Dhopeswar Nath Temple	Total	Rate	Amount
Phase 3												
	Temple Precinct Overall Development											-
1	Kiosks Design	Nos.	15	10	20	5	60	20	25	155	8,00,000.00	12,40,00,000.00
2	Promenade Space, Clock room and Shoe Stands etc	Nos.	1	1	1	1	1	1	1	7	60,75,000.00	4,25,25,000.00
3	Fair Ground Improvement	Nos.	-	-	-	-	1	-	-	1	7,12,13,000.00	7,12,13,000.00
4	Seating area etc.	Nos.	20	10	25	20	30	15	20	140	18,000.00	25,20,000.00
Phase 3 Total Amount												24,02,58,000.00



6.1.4 Total Project Cost

#	Phases	Amount
1	Phase 1	10,94,26,800.00
2	Phase 2	1,70,00,000.00
3	Phase 3	24,02,58,000.00
	Total Amount	36,66,84,800.00

