



Transforming Isfahan's railway station to an "Eminent Service Center" in a 20-year horizon



UIC next station
TEHRAN 2019



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Introduction (Isfahan's remarkable potentials and capacities)

- Site's location
- Railway station area (728 hectare)
- Public transport system's promotion
- Increase in freight demand
- Increase in passenger demand
- Access to Isfahan - Shiraz road (Shahid Dastjerdi Highway)
- Commuter trains' development plan (Fooladshahr- Isfahan and Baharestan - Isfahan)
- low geological hazards
- Vicinity to Sepahan-shahr residential area
- Sepahan-shahr's young population composition
- Nearby urban development projects
- Tourist destination and major industrial center

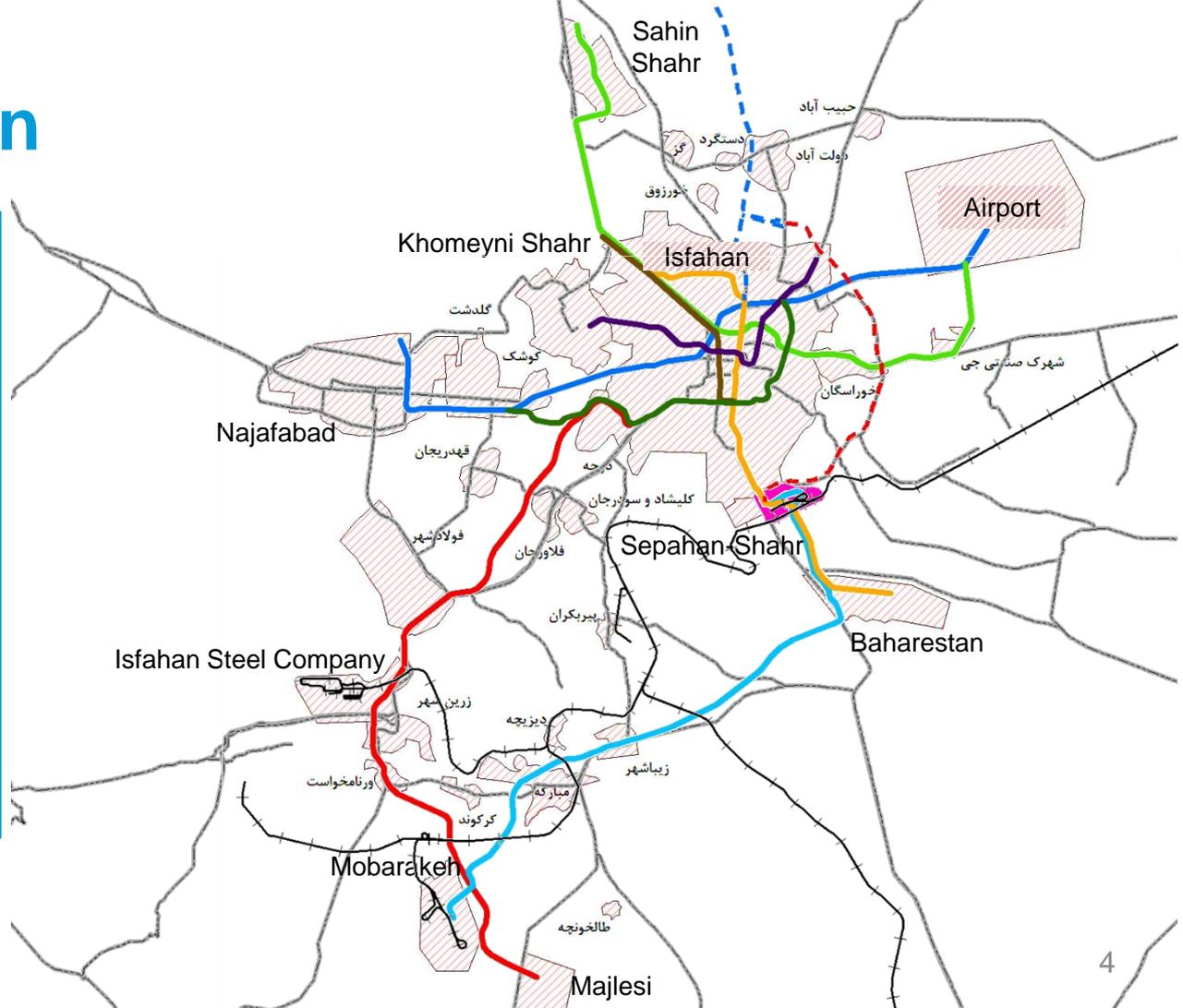
City of Isfahan

Legend

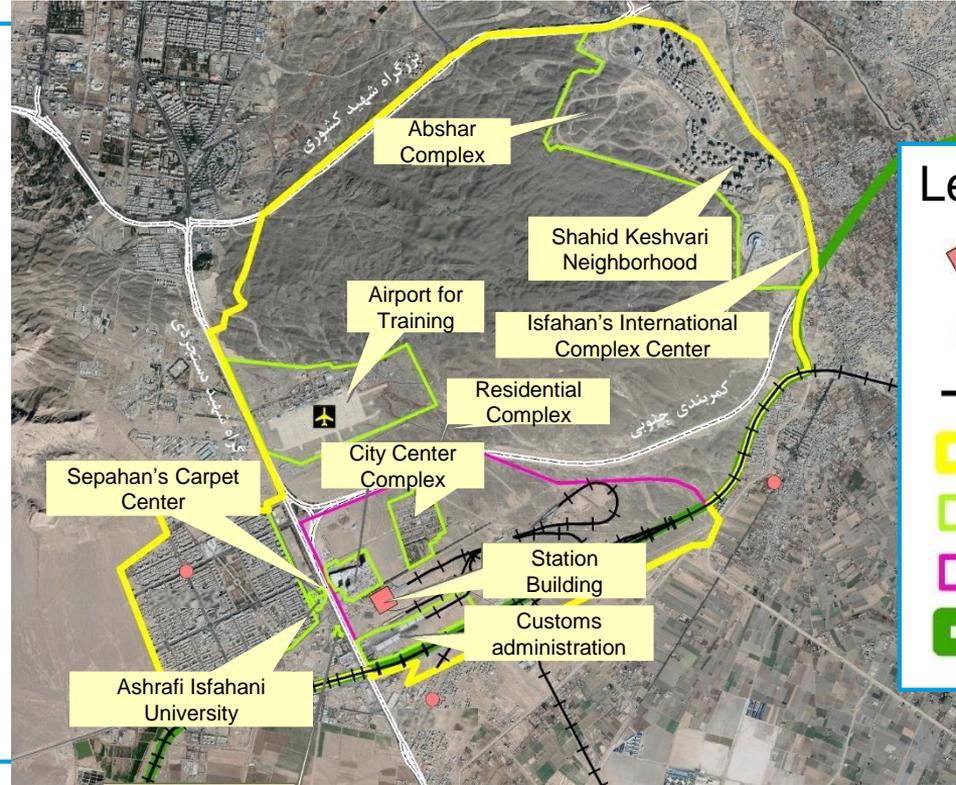
-  Residential area
-  Isfahan Railway Station
-  Roads
-  Rail

Proposed commuter rail network

-  Line A
-  Line B
-  Line C
-  Line D
-  Urban line 1
-  Urban line 2
-  Urban line 3
-  Urban line 4
-  North-South link
-  Tehran-Isfahan high-speed rail



Contiguous Area



Legend

- Station Building
- Residential area
- Rail track
- Contiguous area
- Main uses
- Railway station
- Urban Area

Study Objectives



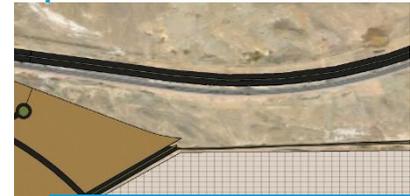
1

Increase the efficiency and affordability of station and create an urban identity for Isfahan



2

Create an active and vibrant urban environment

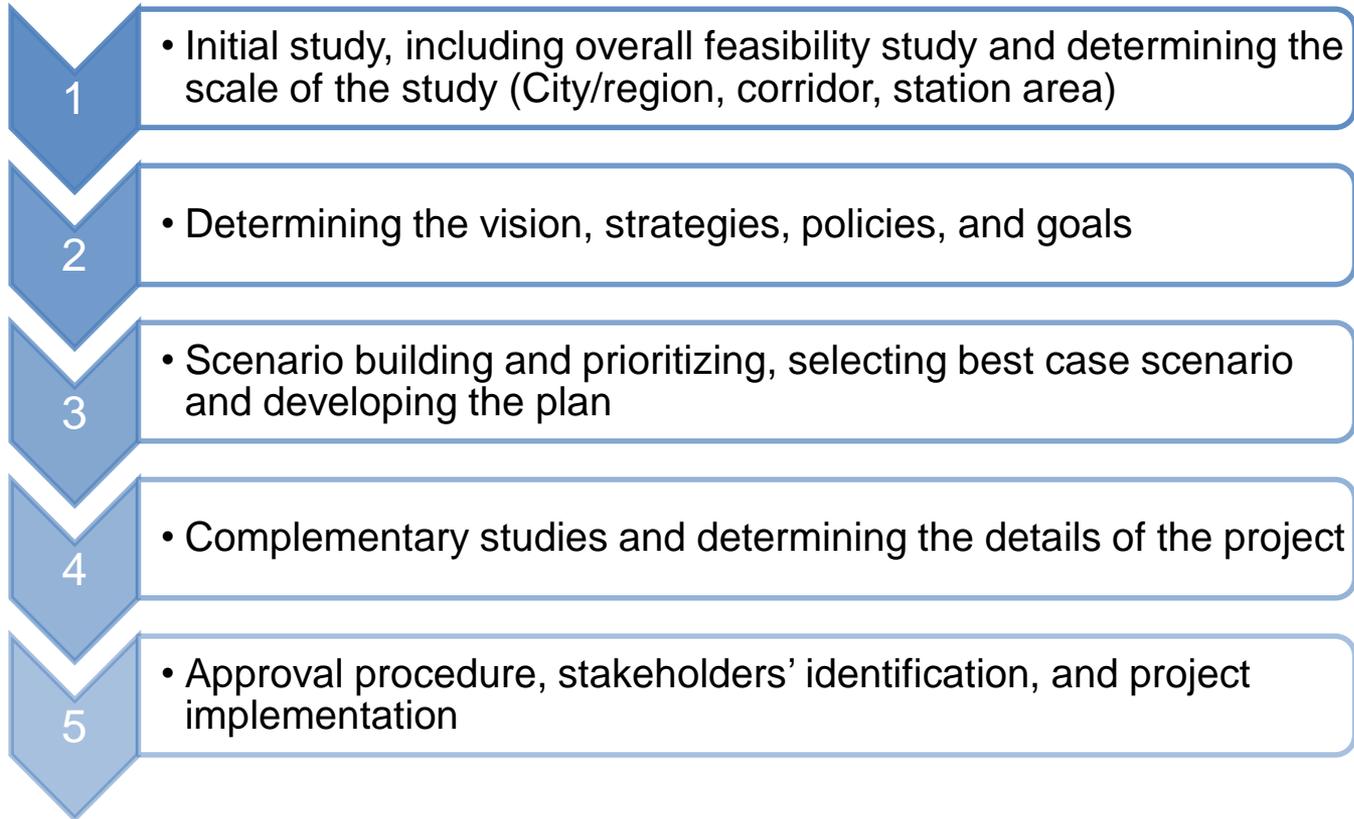


3

Preserve and promote the aesthetics and indigenous identity of the city of Isfahan

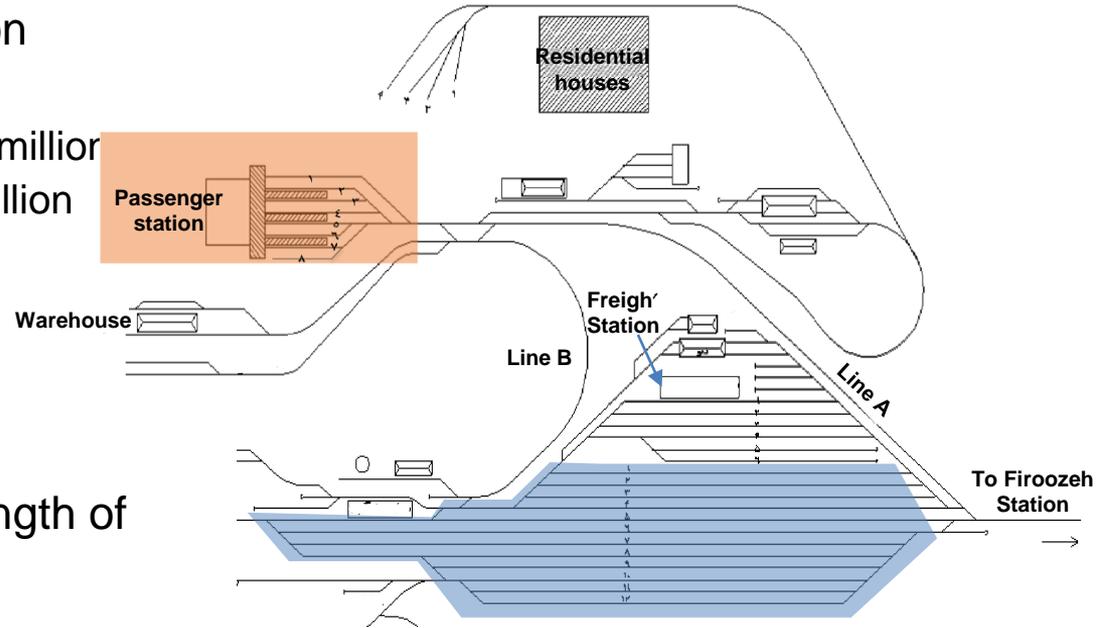


Methodology

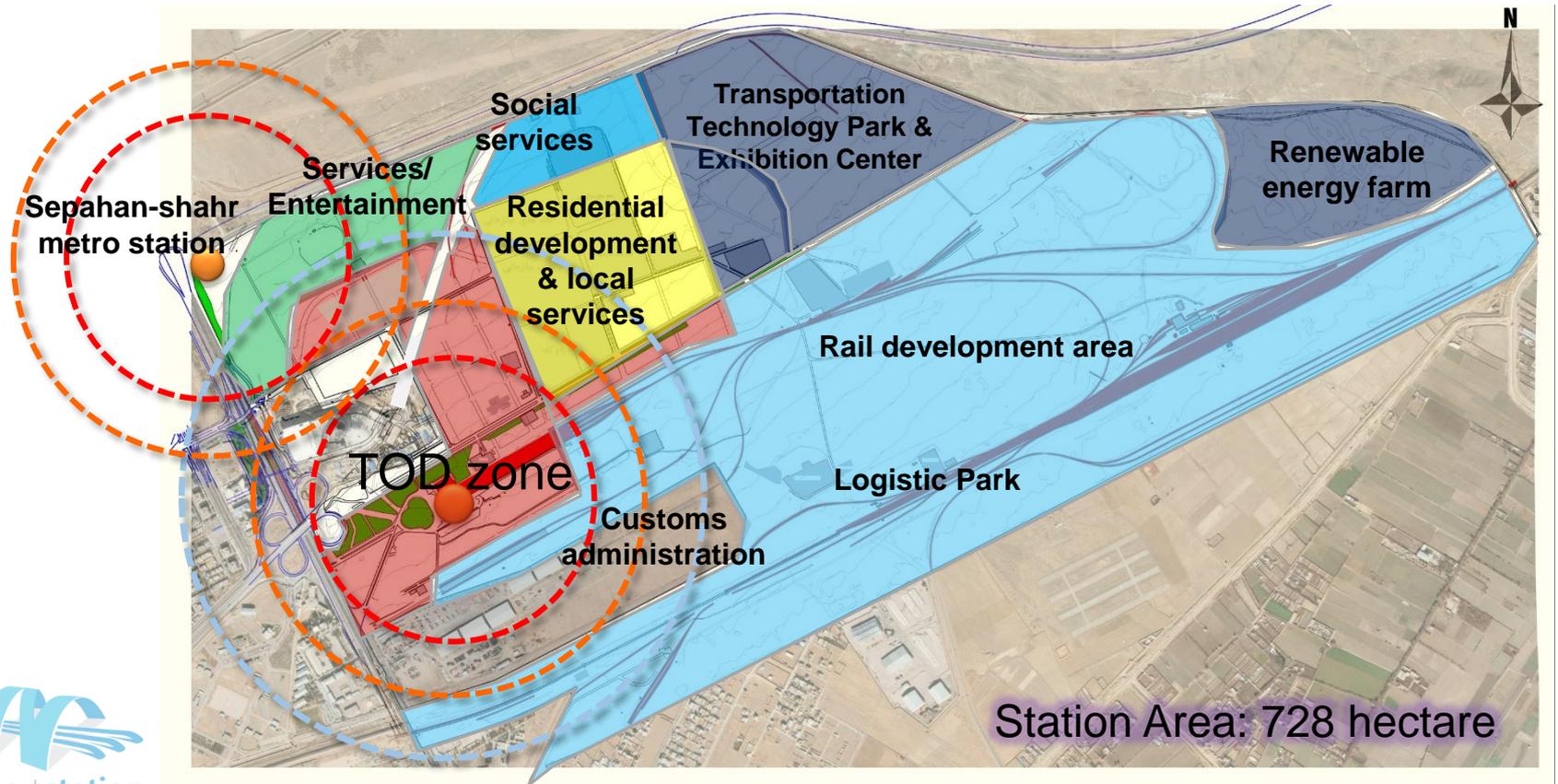


Isfahan Railway Station

- Freight Demand (2041): 36 million ton
- Passenger Demand(2041):
 - long distance (passenger per year): 2.1 million
 - commuter (passenger per year): 24.2 million
- Num. of freight lines: 12
- Num. of passenger lines: 7
- Three passenger platforms with a length of 470 m



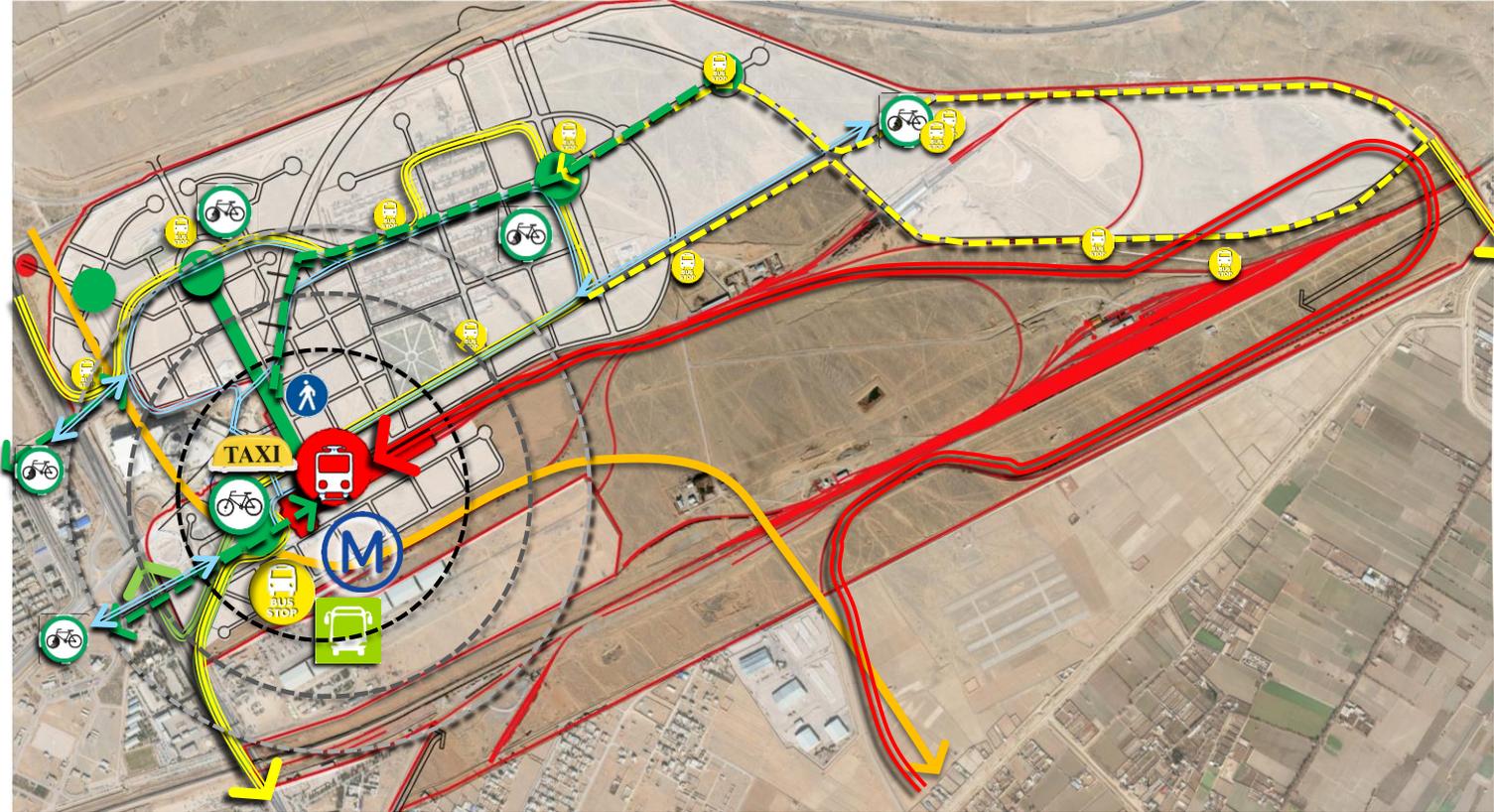
Best Case Scenario



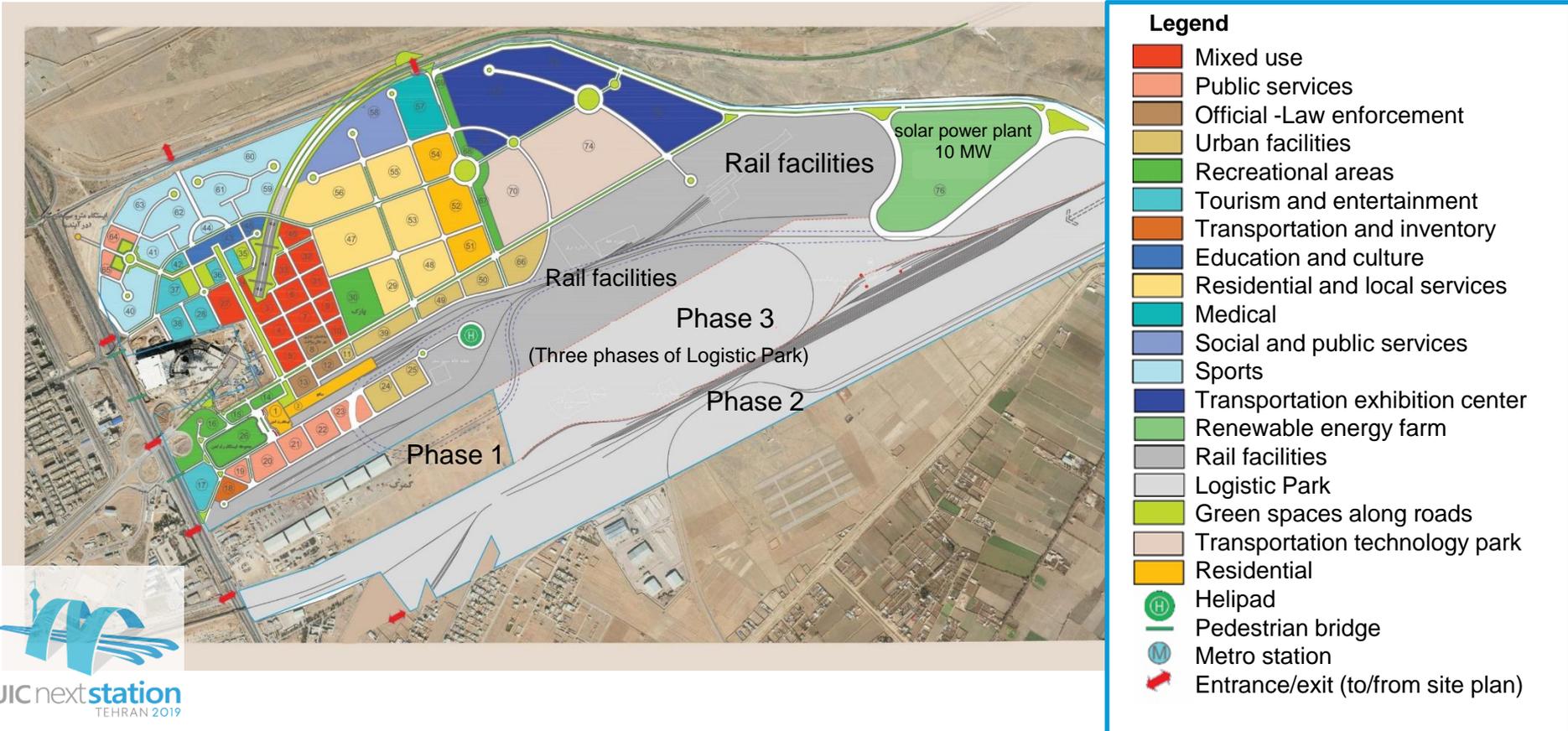
Integration of Different Modes of Transport

Legend

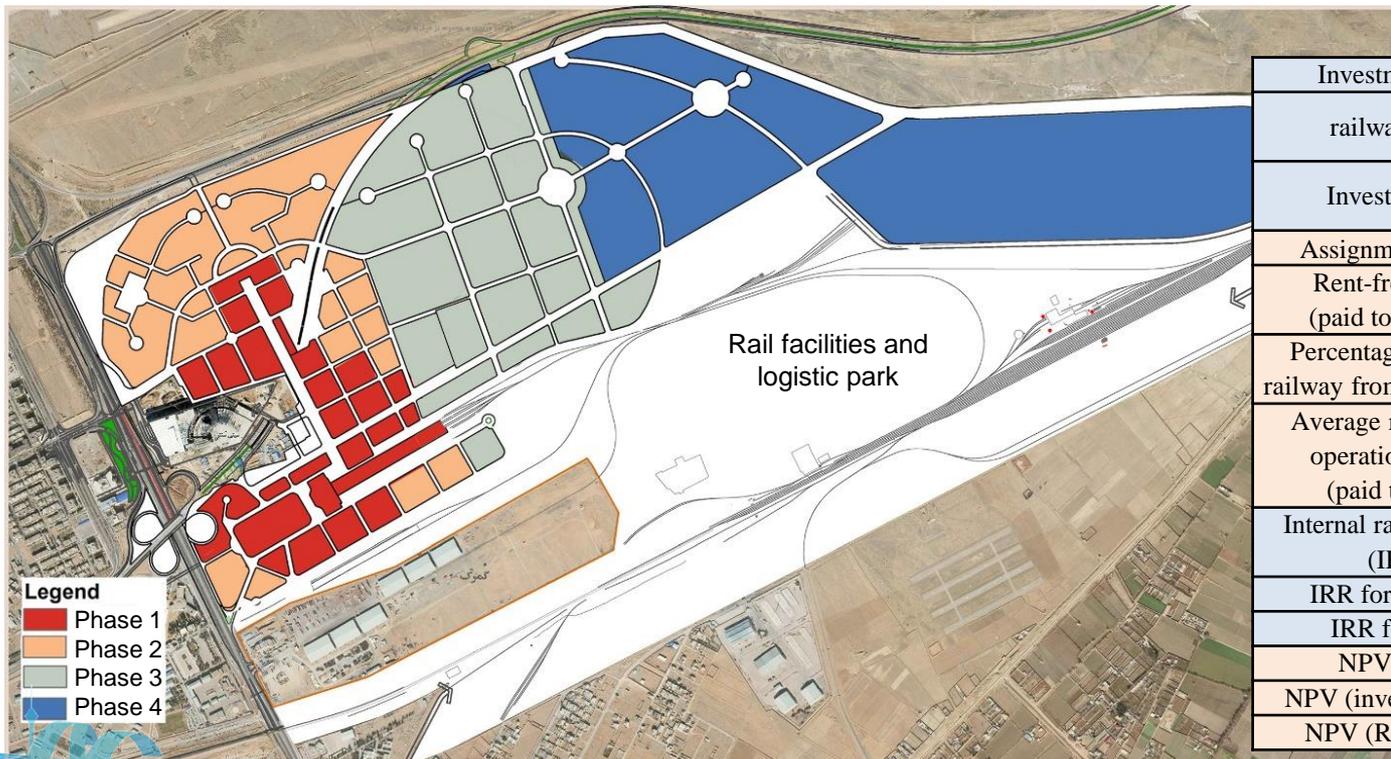
-  Metro
-  Commuter rail station
-  Bus stop
-  BRT Station
-  Taxi
-  Bicycle
-  Pedestrian-only street



Determining the Details of Land Use Planning



Economic Evaluation and Feasibility Study



Investment cost	82,795,341
railway share	30% (25,102,759 million Rials)
Investor share	70% (57,692,582 million Rials)
Assignment period	20 years
Rent-free period (paid to Railway)	5 years
Percentage of rent to railway from user income	0%
Average rent during operation period (paid to RAI)	2,751,281 million Rials
Internal rate of return (IRR)	23.97 %
IRR for Investor	26.18 %
IRR for RAI	93.93 %
NPV (15%)	11,325,750 million Rials
NPV (investor share)	1,026,186 million Rials
NPV (RAI share)	12,289,596 million Rials

Conclusion

Integrated Transportation Systems



Designing station area plan of 728 hectare (based on TOD approach)

Designing streets for pedestrian and cyclists



Thank you
for your kind attention