CHAPTER-5.0 CONCLUSION AND RECOMMENDATIONS

5.1 CONCLUSION OF TRAFFIC CHARACTERISTICS AT STUDY LOCATION

- The Average Daily Traffic (ADT) at Qutub Minar is 109221 PCU during the day.
- The share of Light fast traffic is about 96%.
- The share of Morning and Evening peak hour traffic is 9% to 15% of total day traffic.
- The 4273 pedestrian crossing during entire day and about 718 and 339 pedestrian crossing during morning and evening peak hours.
- The controlled crossing will adversely affect the road capacity and therefore an elevated facility will be a suitable choice
- At all the locations, the Vehicular Pedestrian Interaction is high enough to justify at least a controlled crossing. The provision is justified by need and location criteria of UTTIPEC.

5.2 RECOMMENDATIONS

a) Provide a Grade Separated FOB for pedestrians at bus stop location in vicinity of Metro Station.

b) The proposed facility must be a combination of ramps and stairs and escalators.

- Min Width of FOB walkway: 4.0 M
- Width of staircase: 2.5M
- Vertical clearance. A height of 5.5 M has been kept free above Roadways.
- FOB spans the entire carriageway such that one can cross safely.
- A slope of 8% (1 in 12) on footbridge ramps and a slope of 5% (1 in 20) with appropriate resting places/landing is provided.
- All public stair case, ramp/elevator design standards to be followed.
- Relocation of overhead services has not been considered while designing the structure. This could be done during detailed design stage.

c) Along the stairs side, the consultant suggests provision of ramp about ½ m wide on either side so that the bicycle riders can carry cycles with them.

d) The authorities must take steps to keep the FOB encroachment free, clean and well lit at night to encourage all users, especially women at all time.

e) The proposed FOB will provide partial shelter from the elements at least along one edge of the bridge. This is most relevant during extreme weather conditions.

f) The proposed FOB will deliver a sense of security and safety even during evening/night.

g) Adequate lighting suggested at both access points and along the FOB.

h) Lighting level on and around the FOB is suggested to be minimum 20 lux.

i) Access to the FOB will also be well lit to invite users.

j) Garbage bins must be located adjacent to both access points.

k) Where appropriate, particularly near pedestrian attractors, way-finding/information maps must be provided.

l) The impact on the surroundings must be considered Photo/ montages of 'before and after' situations must be prepared and submitted to the approving authority for approval.

m) The land use on either side does generate peak flows at regular intervals. By providing a median fencing, all the users will be forced to use the FOB facility and the volume of pedestrian it will justify the width of walkway and stairs.

n) Keep provision for pedestrian moving along the foot paths adjacent to FOB

o) Light-weight, easy and quick to erect and space efficient structural systems are recommended. Structures which can be dismantled in future and reassembled elsewhere are highly recommended. Robust and vandalism proof materials and furniture/fixtures should be used.

p) Footpaths leading to the FOB must be encroachment free, accessible to all categories of road users.

- Must have a combination of either "Staircase + Ramp" or "Staircase + Elevator" for universal accessibility.
- Tactile paving/tiles and a color contrast should be provided at the top and bottom of the flight of steps.
- An unobstructed pavement of min. 1.8M is provided to be left clear of the staircase and ramps/elevators and all FOB related features and other obstructions.
- Fences, medians, railings or other barriers are needed to prevent pedestrians from crossing at grade to ensure their safety.

q) Integrate the FOB with bus stops on either side so that users can cross rhe road to gain access to station and Bus stops using the proposed FOB.

r) Provide access to the station by bus by providing a bus bay.

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