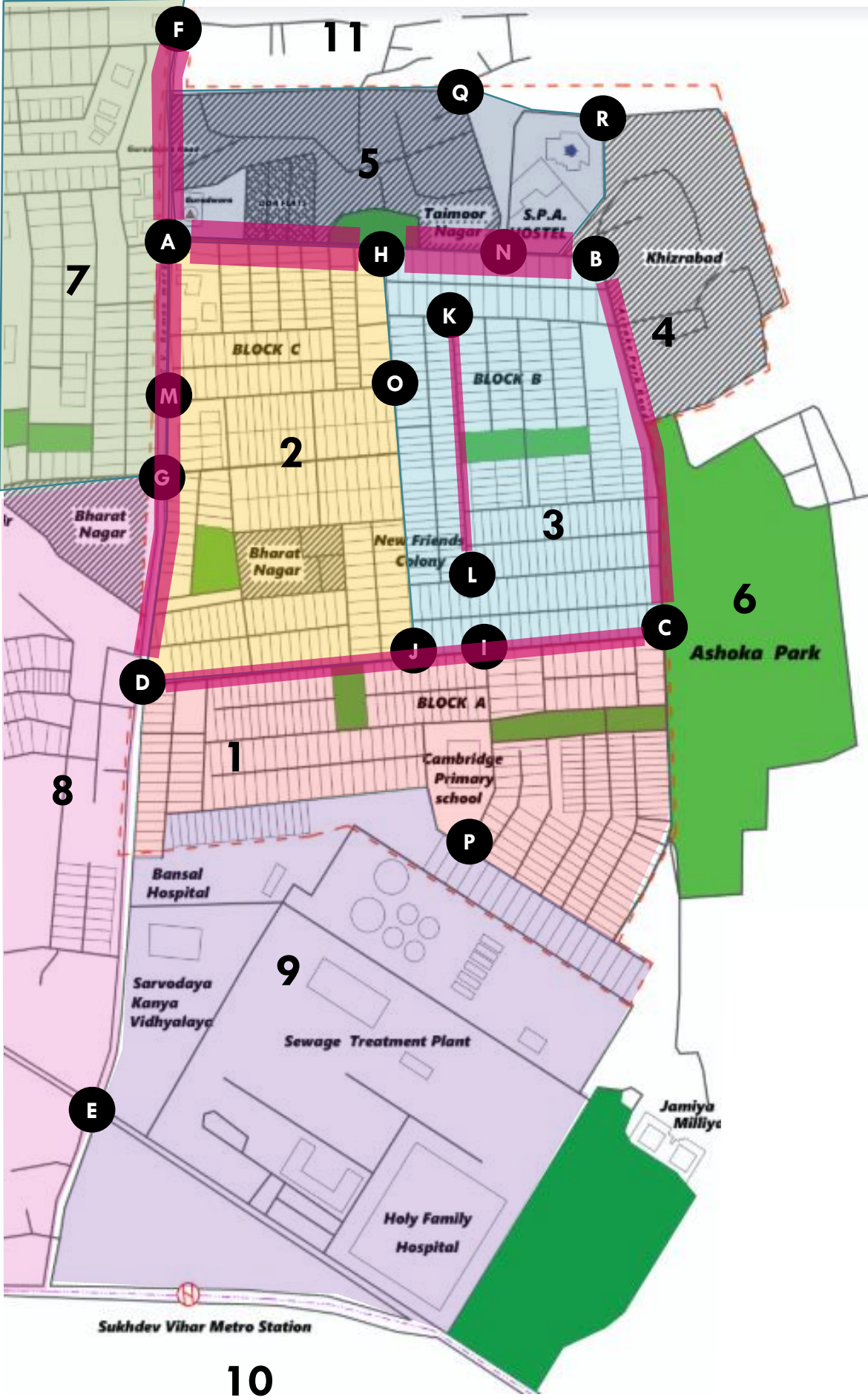


PEDESTRIAN VOLUME MAP



The table provides the data from “pedestrian volume count” survey on 7 of the 13 streets. It has data for both directions of the street.

| Street Code | Pedestrian Volume | Walkability Score | User Score |
|-------------|-------------------|-------------------|------------|
| FA          | 3206              | 6.6               | 6.74       |
| AD          | 1891              | 6.2               | 4.86       |
| AH          | 5482              | 5.2               |            |
| HB          | 4119              | 4.8               | 4.00       |
| BC          | 1652              | 5                 | 4.52       |
| DC          | 1527              | 5.5               | 5.67       |
| KL          | 460               | 7                 |            |
| HJ          |                   | 7.1               |            |
| MO          |                   | 6.9               |            |
| NQ          |                   | 5.4               |            |
| BR          |                   | 4.4               |            |

The map visually represents the data given in the second table, that is, the Total pedestrian volume on the street.

The thicker the line on the map, the larger the pedestrian volume.

PEDESTRIAN VOLUMES AND OD ANALYSIS

WALKING CIRCLES OF PEDESTRIANS

| Origin zone | Destination Zones |    |   |    |    |    |    |   |   |    |
|-------------|-------------------|----|---|----|----|----|----|---|---|----|
|             | 1                 | 2  | 3 | 4  | 5  | 6  | 7  | 8 | 9 | 10 |
| 1           |                   |    |   | 1  | 2  | 4  |    |   |   |    |
| 2           |                   | 12 | 3 | 4  | 8  | 10 | 10 | 1 | 1 |    |
| 3           |                   | 4  | 2 | 2  | 2  |    | 1  |   |   |    |
| 4           | 6                 | 11 | 3 | 3  | 18 | 1  | 1  | 1 | 1 |    |
| 5           | 5                 | 14 | 6 | 16 | 14 | 1  | 7  | 7 | 5 | 2  |
| 6           | 1                 | 1  |   | 2  | 2  |    |    |   |   |    |
| 7           |                   |    | 2 | 3  | 11 |    |    | 7 |   |    |
| 8           |                   |    |   |    | 2  |    | 1  |   |   | 3  |
| 9           |                   |    |   |    | 3  |    |    |   |   |    |
| 10          |                   |    |   |    | 1  |    |    |   |   |    |

- The matrix shows the number of trip taken from each origin zone to each destination zone.
- We can evaluate the trips along with walkability scores, to see which streets need immediate efforts for improvement.

COUNT OF TRIP NUMBER FROM ORIGIN ZONE TO DESTINATION ZONE

ZONE 4 TO ZONE 5 (Khizrabad to Taimoor Nagar)

The maximum number of trips are **18**.  
The shortest routes are through streets **BR, HB, AH and AF**.

Considering that a pedestrian will choose this route due to short distance, we will check the walkability score of these streets. The street that falls into the trip generating zone 4 has the LOWEST walkability score of **4.2**.

ZONE 5 TO ZONE 4 (Taimoor Nagar to Khizrabad)

The maximum number of trips are **16**.  
The shortest routes are through streets **QN, HB, AH and FA, BR**.

LOWEST walkability score of street in trip generating zone 5: **4.2**

ZONE 5 TO ZONE 2 (Taimoor Nagar to NFC block 2)

The maximum number of trips are **14**.  
The shortest routes are through streets **QN, HB, AH and FA, HJ, MO**.

LOWEST walkability & user score of street in trip generating zone 5: **4.8 & 4** respectively

ZONE 5 TO ZONE 5 (Taimoor Nagar to Taimoor Nagar)

The maximum number of trips are **14**.  
• The shortest routes are through streets **NQ, HB, AH and AF**.

LOWEST walkability & user score of street in trip generating zone 5: **4.8 & 4** respectively

ZONE 2 TO ZONE 2 (Within NFC block C)

The maximum number of trips are **12**.  
• The shortest routes are through streets **HJ, MO**.

LOWEST walkability score of street in trip generating zone 2: **6.9**

ZONE 4 TO ZONE 2 (Khizrabad to NFC block 2)

The maximum number of trips are **11**.  
The shortest routes are through streets **BR, BH, HJ, OM**.

LOWEST walkability score of street in trip generating zone 4: **4.2**

ZONE 7 TO ZONE 5 (Maharani Bagh to Taimoor Nagar)

The maximum number of trips are **11**.  
The shortest routes are through streets **FA, AD, AH, HB**.

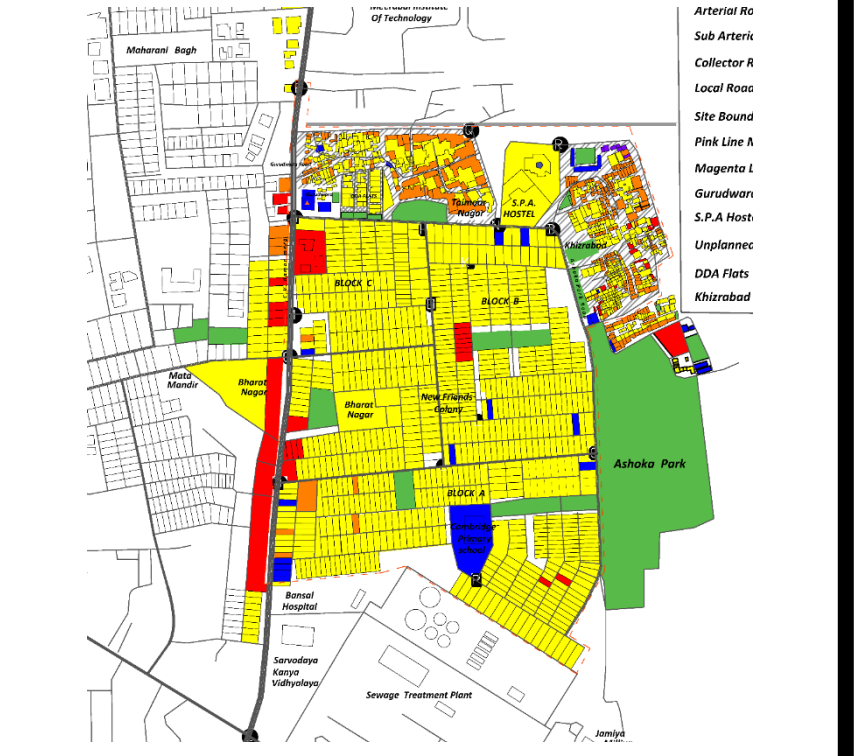
LOWEST walkability user score of street in trip generating zone 7: **4.8 & 4** respectively

INFERENCES

The street that falls into the trip generating zone 2 have comparatively better scores, but the other streets which are possible routes have a score below 7.

This shows a very immediate need for improvement in the area for pedestrians, especially in the areas where large number of trips are generated, and the routes which they take.

KEY MAP



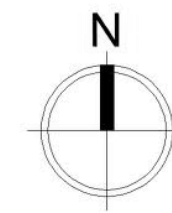
LEGEND

Pedestrian Volume

GROUP NAME:  
**PEDESTRIAN STUDIES & WALKABILITY**

SHEET TITLE:  
**Joint Analysis Of Volume Studies, Waking Circles & Walkability**

SCALE:



GROUP MEMBERS  
**SNIGDHA JANHVI MANIKANTA TRISHA SAMREEN AATISH**

SHEET NO.

**1**

**Bachelor of Physical Planning 3<sup>RD</sup> SEMESTER**

School of Planning And Architecture, New Delhi



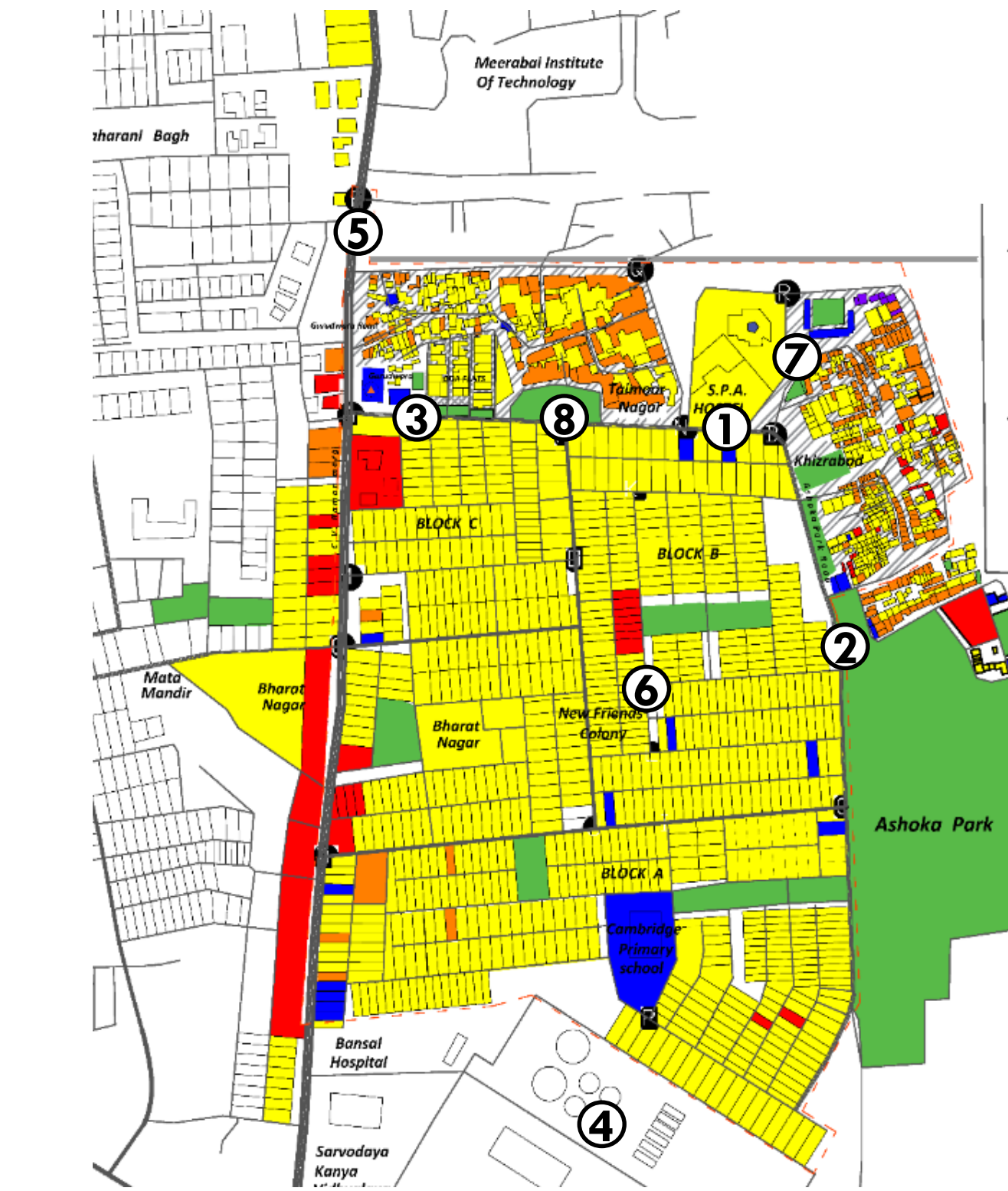
COMPARISON WITH PEDESTRIAN LEVEL OF SERVICES AND WALKABILITY SCORES

BROAD ISSUES IN THE AREA

Quality of street infrastructure is a major problem in the area, and has walkability score of only 6.9.



Even though proper infrastructure is provided, pedestrians do not walk on footpaths due to low quality and accessibility.



Major problems are **obstructions on footpaths** in the form of vendors and parking on the streets with the lowest scores.



It would be better if vendors were provided a separate platform in the area for their activities.

The problem of parking on footpaths also needs to be resolved by providing a separate space for cars to be parked.

The lowest scoring category was Comforts, Appeal and Aesthetics.

Major areas of concern are villages and Gurdwara road. In villages, the need for dustbins and cleanliness of overall area is of concern. Along with this, to add to comfort, benches may be provided with landscaping to make the area aesthetically pleasing.

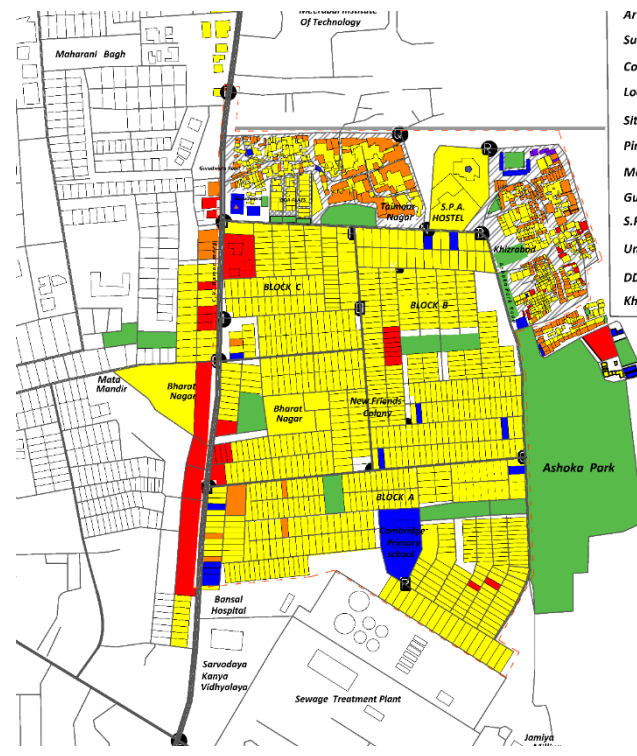


On Gurdwara road, there is a lack of basic pedestrian amenities.

In addition to this, the cleanliness of the area also needs to be improved and kept maintained regularly, especially around the **Dhalao area**.

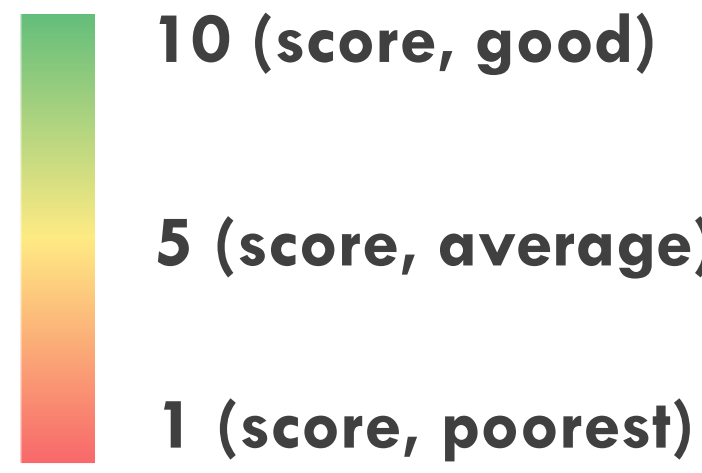
|                  | STREET CODES | WALKABILITY SCORE | P/C   | LOS   | FP width (m) | INFERENCE                                                                                                                                                                                                                                                                                                                                               |
|------------------|--------------|-------------------|-------|-------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CV RAMAN         | AF           | 7.1               | 0.452 | D     | 2 to 3.4     | Score of adequacy of infrastructure is 8.1 according to the UTIPEC Guidelines but the LOS of this street is D, due to the commercial centres & the MBIT adjacent to the street, pedestrian volume is very high, thus there is a need to <b>widen the footpath</b> .                                                                                     |
|                  | FA           | 6.9               | 0.438 | C     | 1.5 to 3.3   |                                                                                                                                                                                                                                                                                                                                                         |
|                  | AM           | 5.9               | 0.418 | C     | 1 to 2.5     | Since pedestrian volume is quite high due to the commercial centres adjacent to the street, and the walkability score is not good thus there is a need to <b>improve the quality of footpaths &amp; remove obstructions</b> .                                                                                                                           |
|                  | ADMA & DA    | 5.9               | 0.120 | A     | 2.2 to 4.5   | The score of Comfort, Appeal & Aesthetics is 3.3, thus the volume of pedestrians is comparatively low. Thus the LOS of this street is A. <b>Quality of the zebra crossing &amp; pedestrian signals</b> are need to be improved.                                                                                                                         |
|                  | GD           | 5.9               | 0.400 | C     | 1 to 2.5     | Since pedestrian volume is quite high due to the commercial centres adjacent to the street, and the walkability score is not good thus there is a need to improve the <b>quality of footpaths &amp; remove obstruction</b> .                                                                                                                            |
|                  | DG           | 5.9               | -     | -     | 2.2 to 4.5   | -                                                                                                                                                                                                                                                                                                                                                       |
| GURUDWARA        | HB           | 4.6               | 0.230 | B     | 1            | Pedestrian volume is quite high, LOS is B as the footpath are wide but walkability score for Quality of infrastructure is 5.4 & 6.6 for the side HB & BH respectively, which indicates that <b>obstructions &amp; parked cars</b> are covering almost 60% of the footpaths.                                                                             |
|                  | BH           | 4.8               | 0.380 | C     | 2.05         |                                                                                                                                                                                                                                                                                                                                                         |
| ASHOKA PARK ROAD | BC           | 4.9               | 0.060 | A     | 1.7 to 3.2   | LOS is A as the time of survey was 9.30-12.30, pedestrian volume could've been possibly high in the morning during the time people go for exercise to the Ashoka Park which is just beside the street. The walkability score is also very poor due to the <b>quality of the footpaths and congestion caused by the informal vendors</b> on that street. |
|                  | CB           | 4.8               | 0.060 | A     |              |                                                                                                                                                                                                                                                                                                                                                         |
| JD MUSAFIR MARG  | CD & DC      | JD                | 5.7   | 0.020 | A            | The walkability score is poor as there are <b>no amenities</b> like benches & dustbins on that street. The driver behaviour is not very good as they don't stop for the pedestrians, pedestrian is moderate possibly due to the <b>modal conflicts</b> , hence <b>enforcement of traffic</b> rules needs to be done.                                    |
|                  |              | DJ                | 5.9   | 0.040 | A            |                                                                                                                                                                                                                                                                                                                                                         |
| NFC STREET       | KL           | 6.1               | 0.016 | A     | 3 to 4.5     | The walkability score is poor as there are <b>no amenities</b> like benches & dustbins on that street. Since it is a NFC local road, the pedestrian volume is not that high, thus LOS is A.                                                                                                                                                             |
|                  | LK           | 5.9               | 0.013 | A     |              |                                                                                                                                                                                                                                                                                                                                                         |

KEY MAP



LEGEND

|  | LOS | P/C RATIO   |
|--|-----|-------------|
|  | A   | ≤ 0.21      |
|  | B   | > 0.21-0.31 |
|  | C   | > 0.31-0.44 |
|  | D   | > 0.44-0.65 |
|  | E   | > 0.65-1.0  |
|  | F   | Variable    |



FP=footpath

GROUP NAME: PEDESTRIAN WALKABILITY CROSS-SECTION INTERSECTION

SHEET TITLE: Issues & Comparisons of Walkability Scores and PLOS

SCALE: N

GROUP MEMBERS: SNIGDHA, JANHVI, MANIKANTA, TRISHA, SAMREEN, AATISH. SHEET NO. 2

Bachelor of Physical Planning 3<sup>RD</sup> SEMESTER