

187

155

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GOVERNMENT OF INDIA
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Principal Chief Engineer/CE(Co-ordination),
All Indian Railways.

Sub: Improvement to Circulating Area - Guidelines.

Circulating areas of the stations play an important role in the station functioning, for efficient commuter access dispersal since they are the interface between the spaces inside (platform and railway operational areas) and outside the station (station approach roads and surrounding urban fabric). Hence the design of such spaces needs enough attention. "Improvement of circulating area and making it congestion free" is one of the *Touch & Feel* items of M.R.

Any improvements in circulating area at important stations should be carried out only after making detailed plan for the same. Following guidelines should be kept in view while designing circulating area -

1. Reducing the pedestrian-vehicular movement conflicts for efficient access and dispersal: The circulating areas should provide for segregated pedestrian and vehicular movements in order to avoid the conflicts and to provide for a quick and straightforward movement for access and dispersal.
2. Efficient pedestrian movement from the public transport modes: The circulating space should provide for easy connectivity between the nearest bus stops (allowing for pick up - drop offs) and bus termination points if located adjacent to the station.
3. Reduce congestions and obstacles due to encroachments: It is often found that the circulating areas generally located along the station edges are encroached by hawkers and informal retailers, shops, hutments etc. This causes obstacles in the commuter movements, leading to congestions and delays.

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51

4. Facilitate convenient accessibility to the station for all: The circulating spaces need to be designed in order to facilitate efficient accessibility to the station for physically challenged, senior citizens and children.
5. Provision of organized vehicle parking, space for parcel/ luggage: The circulating areas should allow for separate parking space for private vehicles and for vehicles of station staff. (two wheelers and four wheelers). Separate area needs to be designated for parcel vehicles, loading / unloading of luggage in case of stations handling long distance trains. These spaces could be alternatively used for specific activities performed by the informal sector (eg. Fisherwomen and Dabbawalas in Mumbai).

Based on the above, the circulating areas could be segregated into components like pedestrian spaces, vehicular areas, signage, retail spaces and services. For important stations, services of architectural consultants may be engaged to evolve suitable plans as per Para 428 of Indian Railway Works Manual (IRWM) - 2000. Other stipulations contained in Para 430 of IRWM-2000 should also be kept in view. Suggested guidelines (not exhaustive) in designing various components of the circulating area are enclosed as Annexure.

DA: One Annexure


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52

Annexure

Following points may be taken care of while designing various components of circulating area.

1. Design of vehicular areas.

- (i) Locating auto rickshaw / taxi pick up and drop off points.
- (ii) Provision of curb lines / strip markings to demarcate auto rickshaw queue, taxi line, pick up and drop offs.
- (iii) Provision for bus stops with well designed bus lanes with bus stops.
- (iv) Provision of strip markings on the road surfaces to demarcate pedestrian crossing points.
- (v) Clear demarcation of parking space and parking bays.

2. Design of pedestrian areas

- (i) Sufficient footpath widths (not less than 2.5 m) to cater to the pedestrian traffic volume.
- (ii) Use of pedestrian friendly materials for footpath surfaces which are non slippery even in wet condition and which will take care of wear and tear of the foot path.
- (iii) Provision of adequate street furniture like lamp posts, bollards, garbage bins, appropriate street landscape (trees, tree guards etc).
- (iv) Directional and identity signage to be appropriately located, to access the station, display of information about station facilities, and to guide the commuters after their dispersal from the station.
- (v) Provision of ramped access to the all the platforms and concourse areas.

3. Design of organized retail spaces.

- (i) Well organized space for ATMs, newspaper stalls, book stalls, eateries should be provided so that it does not interfere with the commuter movement.
- (ii) Design of the stalls should be standardized.
- (iii) If prepaid taxi system exists suitable space to be provided for the same keeping in view passenger convenience and free flow of vehicular traffic.

4. Design of signage.

- (i) The circulating area provides a foreground to the station. Appropriate directional signage and identity signage should be provided in order to guide the passengers and commuters to use station facilities.

4

- (ii) Signage systems should be as per standardised format and should be clearly legible, utilizing appropriate size, graphics, fonts, colours, illumination, and at appropriate locations.
- (iii) At important stations, Information display system with train timings and schedules should also be provided in the circulating areas, near the station entry.

5. Design of services.

- (i) Appropriate storm water drainage system should be provided. The pedestrian surfaces should not get water logged even during monsoons creating obstacles in the passenger movements.
- (ii) All the pedestrian areas, station forecourts should be well lit at nights.
- (iii) At important stations where many taxi drivers and other service providers have to remain through out the day, some Sulabh type of toilet facilities should be provided.

54

222-4