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TOR's for the Project:

DESIGN OF PEDESTRIAN PRECINCTS AND PARKING PLAZA, PESHAWAR

The Pedestrian or walking facilities and infrastructure is decadent in Peshawar, the capital city of Khyber Pakhtunkhwa, and there are so few properly designed areas where people can walk in safety and in comfort. The mix of pedestrians and vehicular traffic, with inadequate car parking facilities, results in unmanageable congestion, and problems for both vehicles and pedestrians. The car ownership is low, yet all infrastructures are designed for vehicles, with pedestrians being ignored. The cost of fuel is rising, and a major shift in policy is required to conserve fuel through mass transit options and promotion of pedestrian and cycle lanes. These are the sustainable solutions that will improve our environment and improve livability in Peshawar. We have to promote walking, and provide facilities to encourage the same.

The Government of Khyber Pakhtunkhwa through Urban Policy Unit P&DD has organized this study with the assistance of the USAID (Municipal Services Program), to hire a consultant to deliver in accordance with the best international practices for the tasks mentioned below;

TASK 1: PEDESTRIAN & PARKING ASSESSMENT

- 1.1. Review and examine the available pedestrian & Parking infrastructure (facilities and network) available in Peshawar city i.e. level of service, convenience, safety etc.
- 1.2. Identify the social groups who rely on walking and non-motorized modes for mobility purposes depicting their perceptions, views, opportunities, constraints and limitations
- 1.3. Recommend possible improvement in pedestrian & Parking infrastructure (facilities and network) along the lines of international thinking and best practices for green cities

TASK 2: PEDESTRIAN & PARKING SURVEYS

- 2.1 Illustrate aims and objectives of the surveys to be conducted and the desired outcome to be achieved
- 2.2 The surveys should include following but not limited to;
 - ⇒ Pedestrian & Parking Count Survey

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⇒ Perception Survey

- 2.3 Identify and justify the nodes (land use locations) and links (roads) to be surveyed
- 2.4 Develop and justify the survey methodology illustrating the reasons for using selected means and modes of analysis and the survey instruments / tools. Also state how these mean and mode of analysis will aid in achieving the desired outcomes
- 2.5 Develop Survey questionnaires, Focus group topic guides based on the consultation meetings and group discussions with the stake holder
- 2.6 Prepare robust work plan, / timeline itemizing survey activities to be performed, consultation meetings/ group discussion with the stake holders and the in-house tasks to complete the job
- 2.7 Provide details of the work force to be engaged for each activity, i.e. survey, group discussions, data compilation and report writing, etc.

TASK 3: POLICY, INSTITUTIONAL AND REGULATORY ASSESSMENT

- 3.1 Review policies/strategies, Institutional and Regulatory arrangements being adopted in province to promote walking and non-motorized modes in Peshawar city.
- 3.2 Identify major weaknesses and constraints, and gaps/conflicts among adopted policies/strategies, Institutional and Regulatory arrangements
- 3.3 Assess impacts of these policies/strategies on transport infrastructure development and on social groups of society who are dependent on these modest
- 3.4 Identify and assess the capacity of relevant agencies/entities involved in drafting, implementing, monitoring and evaluating policies/strategies, Institutional and Regulatory arrangements
- 3.5 Discuss directions and processes for possible change in these policies/strategies, Institutional and Regulatory arrangements along the lines of international thinking and world best practices
- 3.6 Develop standards for footpaths and walkways design, which make them safe and amenable to walking in all weathers, and which have amenities for rest, toilets etc.
- 3.7 Non motorized traffic standards should also be developed like cycle lanes etc. with amenities for disabled (wheelchairs etc)

TASK 4: STAKE HOLDER CONSULTATION ON PUBLIC TRANSPORT AND BUSINESSES THAT IMPACT ON TRAFFIC.



- 4.1 Identify the key stakeholders involved in the urban public transport development, operation and maintenance, their stakes, and assess the level of their current participation.
- 4.2 Consult with decision-makers and other key stakeholders on the findings of the above assessments and to record their perceptions and needs.
- 4.3 Present the findings in the form of an information package appropriate for a workshop/seminar for decision-makers and other key stakeholders.
- 4.4 Identify businesses that impact on traffic management adversely, and proposed solutions.

TASK 5: DEVELOPMENT OF PEDESTRIAN, NON MOTORIZED TRAFFIC AND & PARKING NETWORK PLAN WITH ARCHITECTURAL UPGRADES

- 5.1 Develop a robust Pedestrian & Parking network plan to encourage pedestrians movement and non-motorized modes, by identifying the short, medium and long term goals to be developed as action plan, with guidelines and mechanism for implementation elaborated.
- 5.2 Development of transit time map (GPS), to find on my places on Google earth. The major spots have to be uploaded with pictures.
- 5.3 Identify the key entity/stakeholders responsible for the implementation of the plan and the costs involved.
- 5.4 Architectural inputs should be given for beautification of walkways, so that they are safe, provided with amenities and promote walking in all weathers; and are pleasing to the eye and give a good impression.

TASK 6: DESIGN OF PEDESTRIAN PRECINCTS AND PARKING PLAZA

- 6.1 Also identify locations for pedestrian precincts, where vehicular traffic shall be restricted, and design that locality in all details for walkability, with designs and costs, architectural drawings etc.
- 6.2 The Parking plan for that area has to be developed. With design of parking space, and parking plaza; including costing and designs etc.

Urban Policy Unit