

### Location-1 current scenario at Existing Traffic at Metro Pillar No. 1387 (Begumpet – Rasoolpura Corridor):

At present, vehicular traffic originating from Begumpet Metro Station is approaching towards Rasoolpura through both the flyover and the service road. At Metro Pillar No. 1387, this traffic stream is further compounded by vehicles merging from Balkampet Road, thereby creating a multi-directional conflict zone. The Katta Misamma Temple is located beside the service road, and many pedestrians cross the road here to reach the temple. This causes frequent pedestrian–vehicle conflicts. In addition, some vehicles are seen using the wrong side from Rasoolpura to access the temple, leading to contraflow traffic and further confusion. Because of these conditions—multiple traffic streams merging, no proper channelisation, frequent pedestrian crossings, and wrong-side driving—this location has become a high-conflict area with a high risk of accidents. This location can be classified as an **accident-prone zone**.

#### Existing photographs at this location



#### Major Observations:

1. **Balkampet Road:** Gaps in the concrete crash barriers are allowing vehicles to suddenly move from the left side to the right side and vice versa, creating unsafe conditions.
2. **Katta Misamma Temple Location:** The curve near the temple reduces visibility, resulting in inadequate stopping sight distance for drivers.
3. **Speed Management:** No speed regulation or traffic calming measures are provided on the flyover or service road, leading to uncontrolled vehicle speeds.
4. **Warning Signage:** No “Accident-Prone Area” signboards are placed on Begumpet Road and Balkampet Road to warn drivers in advance.

### Safety recommendations:

1. Provide chevron sign boards along the entire curve section of the service road as per IRC:67-2022.
2. Provide three sets of transverse bar markings (5 mm thickness) on the flyover, placed at 50 m, 80 m, and 120 m in advance of the service road–flyover merging location.
3. Provide one set of transverse bar markings (5 mm thickness) on the service road, 50 m in advance of the temple location.
4. Provide continuous RCC crash barriers without gaps on Balkampet Road and fix retro-reflective median markers for better night visibility.
5. Provide three sets of transverse bar markings (5 mm thickness) on Balkampet Road, placed at 50 m, 80 m, and 120 m in advance of the hazard location.
6. Extend the crash barriers on Balkampet Road towards Rasoolpura to facilitate safe turning manoeuvres.
7. Provide hazard pavement markings at the merging location to alert drivers about the accident-prone area as per IRC:35-2015.
8. Install “Accident-Prone Area” signboards on the flyover, service road, and Balkampet Road approaches.
9. Regulate wrong-side traffic through strict enforcement measures, including routine Traffic fines and monitoring.

### Location -2: current scenario at pillar No. 1357 Near Prakash Nagar metro station

At Pillar No. 1357, there is an existing median opening which is temporarily closed; however, pedestrians continue to cross at this point because there is no nearby Foot Over Bridge—the nearest FOB at Pillar No. 1380 is located at a considerable distance. As a result, pedestrians frequently cross the median at this location. These mid-block crossings create significant **pedestrian–vehicle conflict points**, particularly during peak traffic hours, as vehicles traveling from Begumpet to Prakash Nagar and vice versa are forced to slow down or stop, increasing the risk of **rear-end and side-swipe collisions**. The combination of high pedestrian activity, inadequate crossing infrastructure, and continuous traffic flow has rendered this location an **accident-prone area**.

### Existing photographs at this location



### Major Observations:

1. The temporarily closed median opening is protected with traffic barricades; however, the barricades are of insufficient height, allowing pedestrians to easily cross them.
2. No traffic calming measures have been provided on either side of the roadway to reduce vehicle speeds.

**Safety recommendations:**

**Short term measures:**

1. The median opening should be **permanently closed** and provided with **continuous guardrails of 1.5 m height** to prevent pedestrians from crossing at this location.
2. Provide **one set of transverse bar markings (TBM) with 5 mm thickness** on both sides, 50m in advance of the median opening, to reduce vehicle speeds.
3. **“Accident-Prone Area” signboards** shall be installed on both sides to alert drivers and enhance safety awareness.

**Long term measures:**

1. A **Foot Over Bridge (FOB)** shall be constructed to provide a safe pedestrian crossing facility at this location.

**Location:3: current scenario at pillar No. 1315 Near Begumpet Police station Road**

At Pillar No. 1315, there is an existing median opening which is temporarily closed; however, pedestrians continue to cross at this point due to the absence of a nearby Foot Over Bridge. Consequently, frequent mid-block pedestrian crossings are observed at this location. These crossings create significant **pedestrian–vehicle conflict points**, particularly during peak traffic hours, as vehicles traveling between Begumpet and Rasoolpura—and additionally traffic merging from Begumpet Police Station Cross Road—are forced to slow down or stop, increasing the risk of **rear-end and side-swipe collisions**. The combination of high pedestrian activity, lack of proper crossing facilities, and continuous traffic flow has made this location **accident-prone**.

**Existing photographs at this location**



### Major Observations:

1. The temporarily closed median opening is protected with traffic barricades; however, the barricades are of insufficient height, allowing pedestrians to easily cross them.
2. No traffic calming measures have been provided on either side of the roadway to reduce vehicle speeds.

### Safety recommendations:

#### Short term measures:

1. The median opening should be **permanently closed** and provided with **continuous guardrails of 1.5 m height** to prevent pedestrians from crossing at this location.
2. Provide **one set of transverse bar markings (TBM) with 5 mm thickness** on both sides, 50m in advance of the median opening, to reduce vehicle speeds.
3. **Accident-Prone Area” signboards** shall be installed on both sides to alert drivers and enhance safety awareness.

#### Long term measures:

1. A **Foot Over Bridge (FOB)** shall be constructed to provide a safe pedestrian crossing facility at this location.

### Location 4: current scenario at pillar No. 1303 Near Rasoolpura metro station Road

At Pillar No. 1303, there is an existing median opening where frequent mid-block pedestrian crossings are observed. These crossings create significant **pedestrian-vehicle conflict points**, particularly during peak traffic hours, as vehicles traveling between Begumpet and Rasoolpura are interrupted by pedestrian movement. Although a pedestrian signal is provided at this location, its timing is inadequate during peak periods, resulting in unsafe crossing conditions. In addition, during night hours, many vehicles fail to comply with the pedestrian signal due to the absence of effective speed calming measures. Owing to these factors, this location has developed into an **accident-prone area**.

#### Existing photographs at this location



### Major Observations:

1. Pedestrian signal provided is inadequate, as the signal timing does not match pedestrian demand in peak periods
2. Unsafe crossing conditions prevail due to short signal duration and high traffic flow.
3. During night hours, vehicles often ignore the pedestrian signal, leading to increased risk.
4. Lack of speed calming measures contributes to non-compliance by vehicles.

### Safety recommendations:

#### Short term measures:

1. **Two sets of Transverse Bar Markings (TBM)** of 5 mm thickness shall be provided on both approaches, with the first set at 50 m and the second set at 80 m in advance of the median opening, to reduce vehicle speeds.
2. **“Accident-Prone Area” signboards** shall be installed on both approaches to caution drivers and improve safety awareness.
3. **Solar studs** shall be installed along the pedestrian crossing pavement marking to improve night-time visibility and enhance pedestrian safety.

#### Long term measures:

1. A **Foot Over Bridge (FOB)** shall be constructed to provide a safe pedestrian crossing facility at this location.

### Location-5 current scenario at Existing Traffic at Metro Pillar No. 1252 (Towards paradise metro station road):

Currently, vehicular traffic originating from Begumpet towards Paradise Metro Station Road is carried through both the flyover and the service road. At Metro Pillar No. 1252, there exists a median opening that has been temporarily closed; however, in the absence of a nearby Foot Over Bridge, pedestrians continue to cross at this location. As a result, frequent pedestrian movements across the median are observed. These pedestrian crossings create critical pedestrian–vehicle conflict points, particularly during peak traffic hours, as vehicles moving between Begumpet and Paradise Metro Station Road—along with merging traffic from Bowenpally side road—are compelled to slow down or halt abruptly. This increases the probability of rear-end and side-swipe collisions. The prevailing conditions of high pedestrian activity, lack of formal crossing facilities, and continuous vehicular movement have together made this location a highly accident-prone zone.

### Existing photographs at this location



Temporary closed median



Begumpet road traffic



**Bowenpally Road**



**Bowenpally vehicles merging with Paradise Road vehicles**

**Major Observations:**

1. **No Foot Over Bridge or formal pedestrian crossing** facility is available nearby.
2. Vehicles coming from Bowenpally side merge with the traffic flow from Begumpet towards Paradise Metro Station Road, creating conflict points with through traffic.
3. No traffic calming measures have been provided on either side of the roadway to reduce vehicle speeds.

**Safety recommendations:**

**Short term measures:**

1. The median opening should be permanently closed and provided with **continuous guardrails of 1.5 m height** to prevent pedestrians from crossing at this location.
2. Provide **one set of transverse bar markings (TBM) with 5 mm thickness** on both sides, 50m in advance of the median opening, to reduce vehicle speeds.
3. Accident-Prone Area” signboards shall be installed on both sides to alert drivers and enhance safety awareness.
4. From the Bowenpally side road, the crash barriers need some extension towards Paradise Road to allow safe turning for Bowenpally traffic

**Long term measures:**

1. A **Foot Over Bridge (FOB)** shall be constructed to provide a safe pedestrian crossing facility at this location.

**For G.K. Consulting Engineers**

**Dr. G. N. Mallikarjuna Rao**



**Road Safety Expert**

## GK Consulting Engineers – Company Profile

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