**Urban designing aspects of elevated cycle track in India**

The cycle track will be used by two type of cyclist, first people using their own cycle second using rental cycle. Both types of cyclist have their own requirement. like from where they will enter, where they will reach. these problems seem easy . but if the design is not appropriate this problem will affect the efficiency of the track or may destroy the whole system . poor urban planning and designing is the root cause of major Indian cities. And when looking at this type of project which has never been practiced before, always have a great probability of failure.

As till now, the track has become, modular, future-proof. Taking care of aesthetics of cyclist and also someone watching from outside. This system will fail if stations are not well designed.

This track will give modularity of building station anywhere on the route.

We can resolve these failures by designing gates of track .which we are dividing into two section.

* Station and its surrounding
* Inside the station

**Station and its surrounding**

As for a cyclist jumping open city cycle track and well designed elevated cycle track or vice versa gives very strong and odd feel .cyclist must enter slowly in this infrastructure. For this ground to elevation track will play a role, so there will be lights, rubber coating on this path but not roof (purposely)

Also, each station should accommodate both rental cycle and personal cycle station , other wise this small poor design failure will cut off many cycle users.

Now we need to understand what type of structure is an elevated cycle track. It is not something designed to replace bus or metro. It will actually connect the metro station to your exact location. This was the major drawback of old public transport systems. So it will be first of its kind to do so. After looking at the location of this track to be built in Delhi it can be understood who will use it. It’s the employs of many office complexes there. Also, the sportspersons and tourist will be major users. So building small station is also challenge each complex should have its own station instead of car parking, which is actually cheaper. So we can get sufficient no of peoples using this system.(refer to sheet no 5)

**Inside the station**

The station should have combinations of gates to properly manage three types of traffic. (represented in sheet no 6) .

In this type of public transport, there is no need of sitting facility as there is no waiting time. So this will lack in stations.

By using a combination of this four gate (sheet no 6) many system failures can be minimized. One thing to note is this problem vary location to location. For eg, we can not allow people to rental cycles on the open road. but it usual in other cities of world .so station designing should be done area specifically only.

As due to lack of space, the station must be in small space only, so building it in between of road is best, like metro stations in Delhi Metro.