



## Pune Municipal Corporation Comprehensive Bicycle Plan for Pune



## Appendices



# Appendix

1. Household Survey Report
2. Streets Survey Report (cyclists and non-cyclists)
3. Online Survey Quantitative Analysis Report
4. Cycle Infrastructure Audit Report
5. Traffic Volume Counts Report
6. Public Consultations Phase 1 2016 Report
7. Synthesis of Public Inputs Online
8. Bicycle Shops Consultation and Survey Report
9. Schools and Cycling Report
10. Sustainable Transportation Education Survey Report
11. Public Consultations Round 2 Aug-Sept 2017
12. Pune Cycle Plan: Inputs for Pune Streets Programme

## **Appendix to the Comprehensive Bicycle Plan for Pune**

This appendix includes reports of surveys, studies, public and stakeholder consultations, focus group discussions done as part of the process of preparation of the Pune Cycle Plan.

The surveys done include:

- Online Survey for Inputs to Prepare Cycle Plan (June 2016 to July 2016)
- Household Survey (June 2016 to September 2016)
- Street Survey (July 2016 to October 2016)
- Traffic Counts Survey (May 2016 to June 2016)
- Infrastructure Survey (March 2016 to June 2016)
- Online Survey about Draft Cycle Plan (August 2017 to October 2017)





AUGUST 2017

## SURVEY: HOUSEHOLD



**PDA** Prasanna  
Desai  
P U N E Architects

**CEE**  
Centre for Environment Education



## Household Survey

The household survey was conducted by iTrans, CEE and PDA in consortium, for Pune cycle plan from June to August 2016.

The household survey not only helps us understand the demography of the city but also the travel behaviour patterns made by various categories of commuters. It is specifically conducted to know the potential commuters that could shift to cycling from their current mode.

The survey was conducted in the entire city for about 1600 households, though it was initially planned for 1500 households. The sample distribution was divided in four categories, namely, LIG, MIG, affluent houses and slums. Further distribution was done in two steps: one for slums and the other for the remaining other three categories. The sample division of slum and other three categories were proportionating to the population share. Slum population of the city is around 8 lakhs which is 25.8% of the city population and hence, 387 samples were collected from the slums whereas the rest of the samples i.e. 1113 and 100 additional were collected from the LIG, MIG and affluent houses. Further distribution of the slum sample was proportionating to the slum population in each ward (if present) whereas the further distribution of the sample among the three categories was proportionate to the amount of house tax paid. Following are the three broad slabs which were derived from the house tax data: less than INR 1,000 for LIG, INR-1,000-10,000 for MIG and more than INR 10,000 for affluent houses. The house tax data was provided area wise which was then converted into ward level for ease in distribution of samples among the three categories of each area (cluster of wards). The ward level distribution of samples among the three categories was done based on the local knowledge of the typology of houses in each ward. The final household survey sample distribution is attached as **Annexure 1**.

A sample of 5600 commuters has been surveyed and trip patterns of 11,645 trips have been analysed from about 1600 households. The carried survey was based on **Annexure 2**. Following is the detailed analysis for the same:

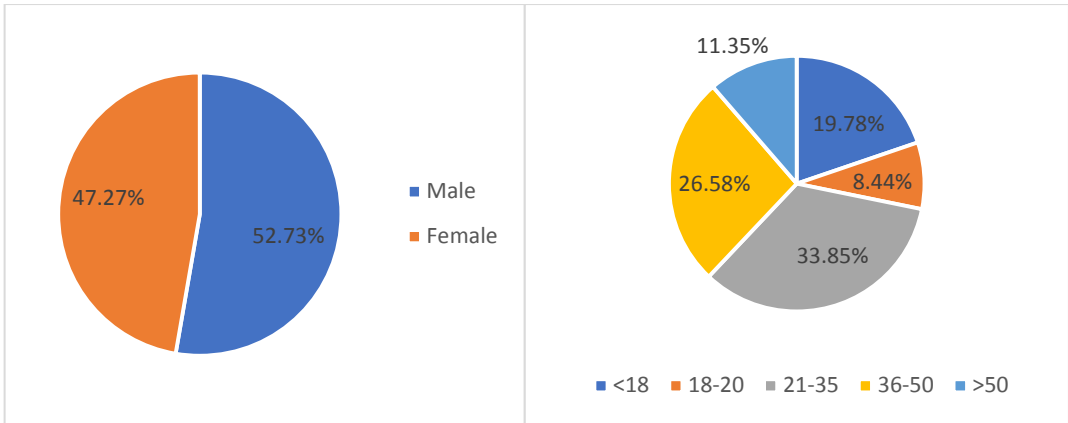


Figure 1: Gender and age group

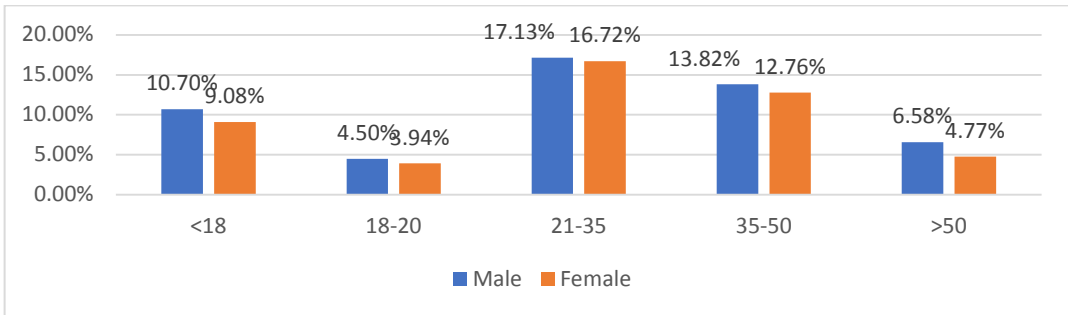


Figure 2: Age vs Gender

Out of total members, males and females have a share of 53% and 47% respectively, majority of them belong to the age group of 21-35 (34%) followed by 36-50 (26.5%). About 19.5% of commuters are below the age of 18. With respect to the comparison between age and gender, both the genders have almost equal amount of share in all the age groups with males being slightly on the upper side.

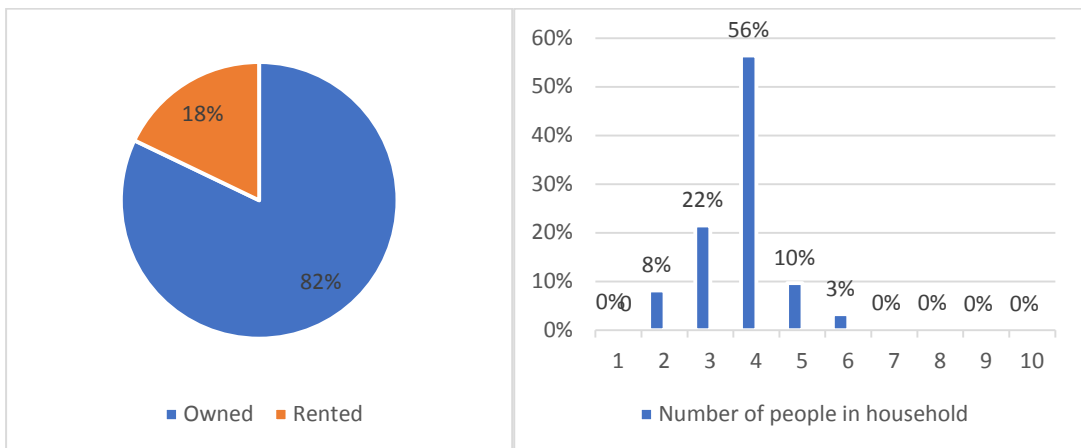


Figure 3: House ownership and household size

It has been observed that majority of the respondents were living in their own house with four members as the highest share of family members followed by three members i.e. most of the households are nuclear families.

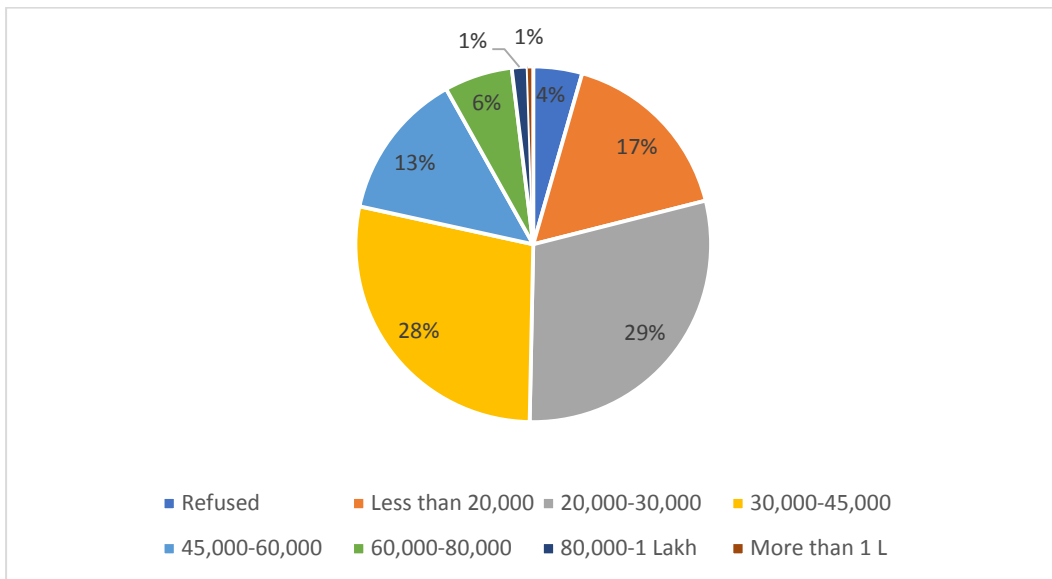


Figure 4: Monthly family income

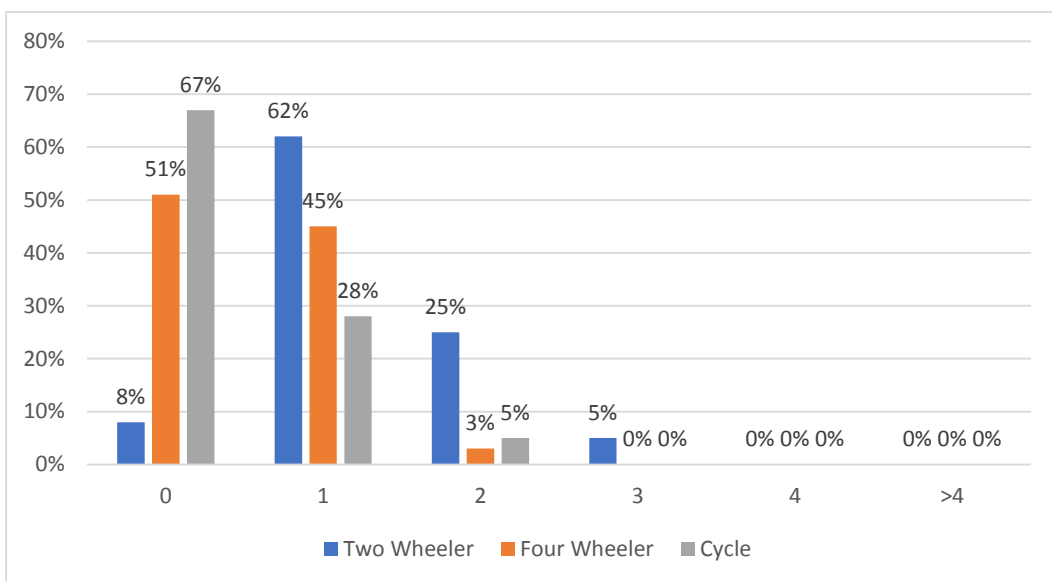


Figure 5: Vehicles owned

When the family income and vehicular ownership is looked upon, it has been observed that majority of respondents belong to the middle-income group i.e. with income ranging from INR 20,000 to INR 45,000 with highest ownership of motorised two-wheelers. It has also been noted that almost one third of the households owns at least one cycle.

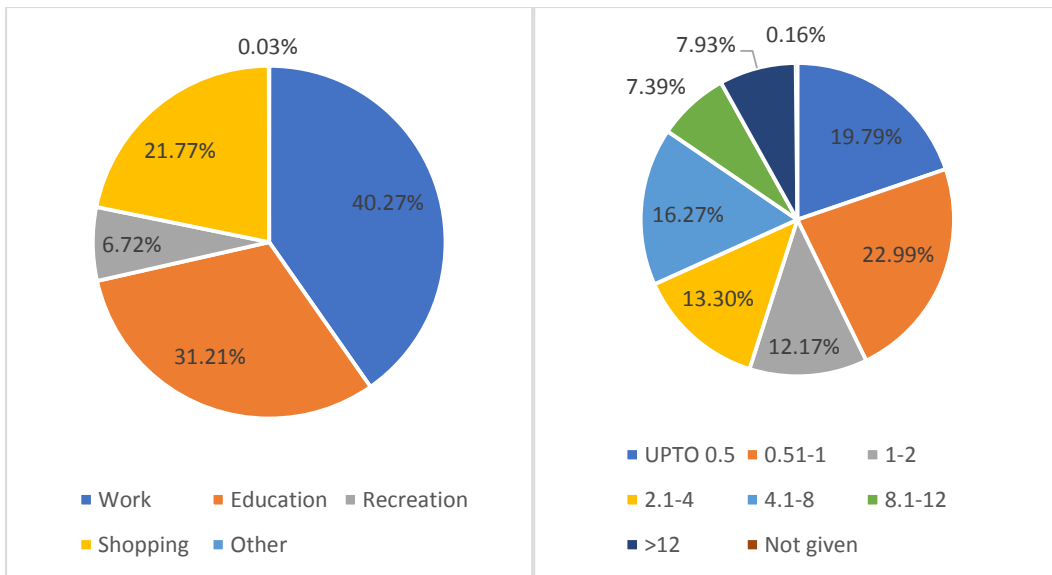


Figure 6: Trip Purpose and total trip distance (in km)

Coming on to the trip purpose, a substantial number (40%) of work trips have been observed which are being followed by education (school/college/tuition centres) related trips i.e. 31%. 22% of shopping trips have also been observed. When total trip distance for all the trips are observed, 20% of them are up to 0.5km of length and can be comfortably walked followed by 23% in the range of 0.51-1km which can be walked as well as cycled (if given a hassle-free choice), 12% are in the range of 1-2km and 13% are in the range of 2.1-4km. The latter two ranges show that 25% of these trips can be comfortably cycled as the distance of 1-4 km is a cyclable distance as per Indian conditions.

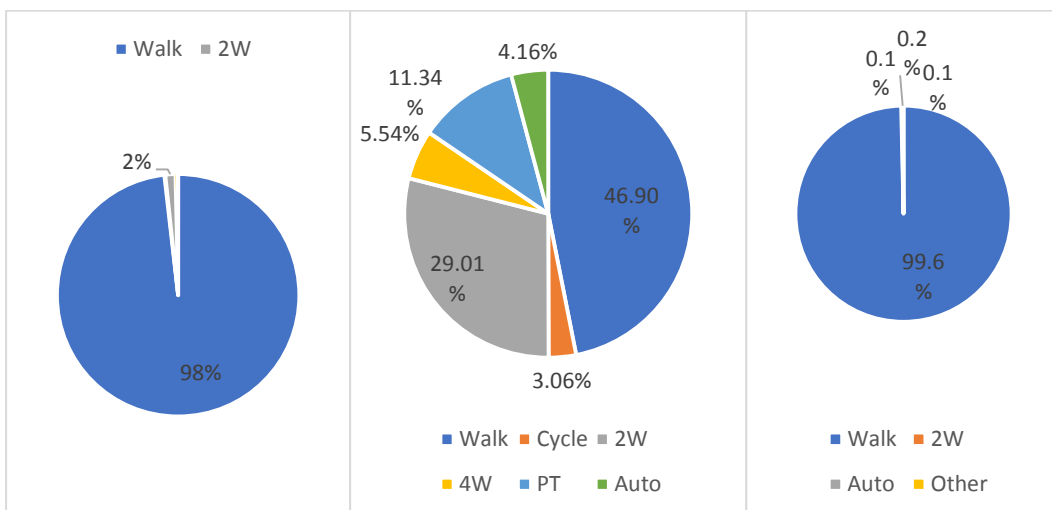


Figure 7: Trip modes (access-mainline-egress)

When the trip modes are observed, for access and egress trips, almost all the trips are being walked whereas in case of mainline trips (the trips that have a major share of trip distance in a single mode like bus/metro trip or are entirely made on a single mode like private four and

two wheelers, cycles, etc.), 46% of the trips are walking trips in the city which is a substantial number whereas cycling constitutes only 3% of the total trips i.e. 2,03,370 cycle trips each day. This has drastically decreased if compared to the modal share of 2012 from Pune Metro DPR study. A large share of two-wheeler trips has been observed as it constitutes 29% of the total trips. Auto-rickshaw which is an intermediate transport mode, constitutes of 4% of total trips which is a percent more than cycle. Four-wheelers have a share of 5.5% whereas Public transport i.e. buses and BRTS constitutes of 11.5% of the total trips.

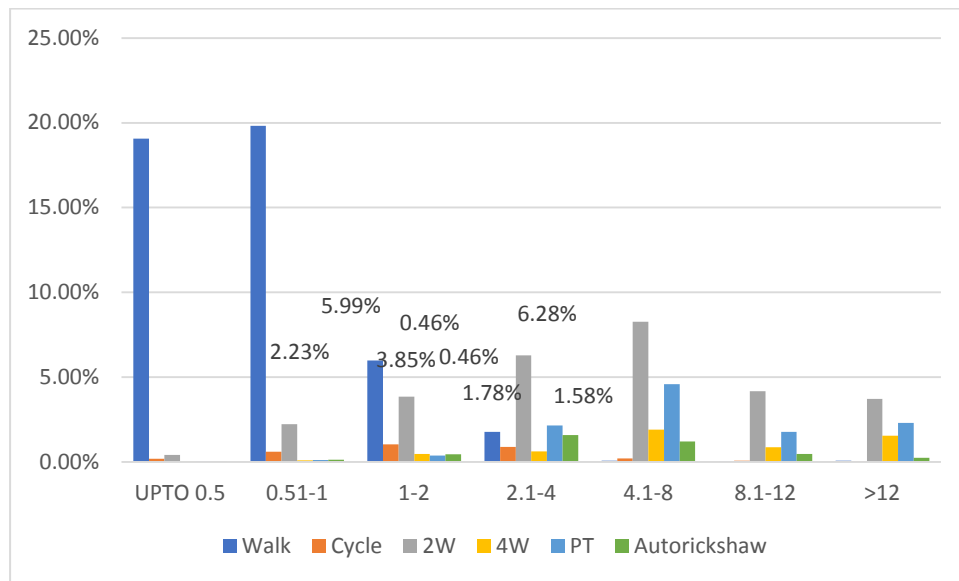


Figure 8: Mode vs Travel distance

When a cross examination of mode and travel distance is performed, a few interesting figures of modes other than cycling have come up which have a potential to be converted into cycling trips. Not only it includes conversion of motorised modes into cycling but also captive pedestrians who doesn't have any other option and are walking long distances. 2.2% of overall trips uses a two-wheeler for travelling between 0.51 to 1km and can be cycled if accessibility of cycles is made. Another set of 3.8% total trips uses two-wheelers and 6% walk down and have a potential to shift on cycles as they currently travel between 1-2kms. Apart from this, 6.2% of total trips uses two wheelers and travels between 2.1-4km whereas 1.8% walks for the same distance. Data labels highlighted above in Figure 8 i.e. about 23%, of the other mode trips have the highest potential to shift to cycling as seen from the travel mode perspective.

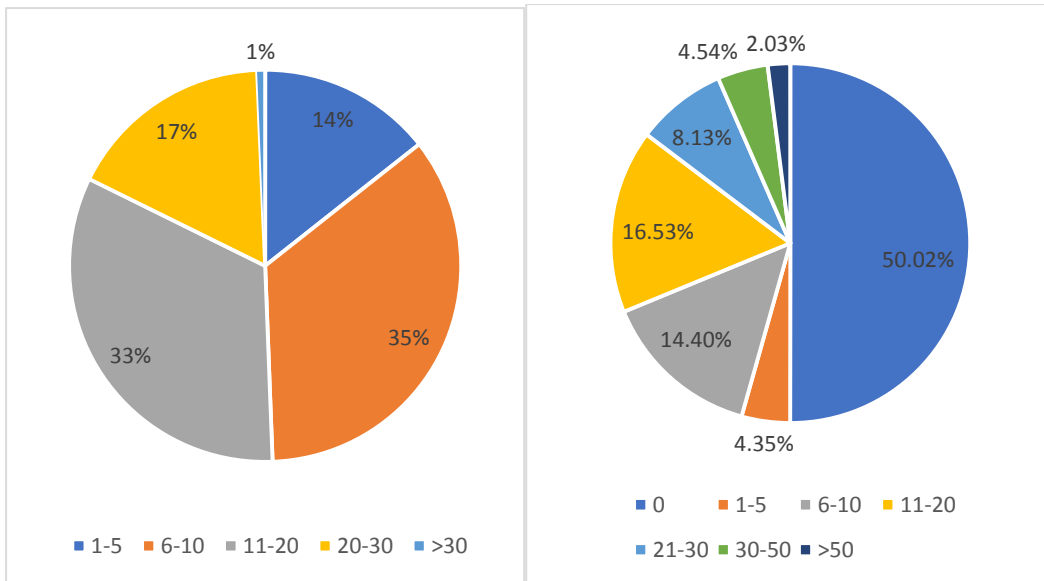


Figure 9: Mainline haul trip time (in minutes) and expenses (in INR)

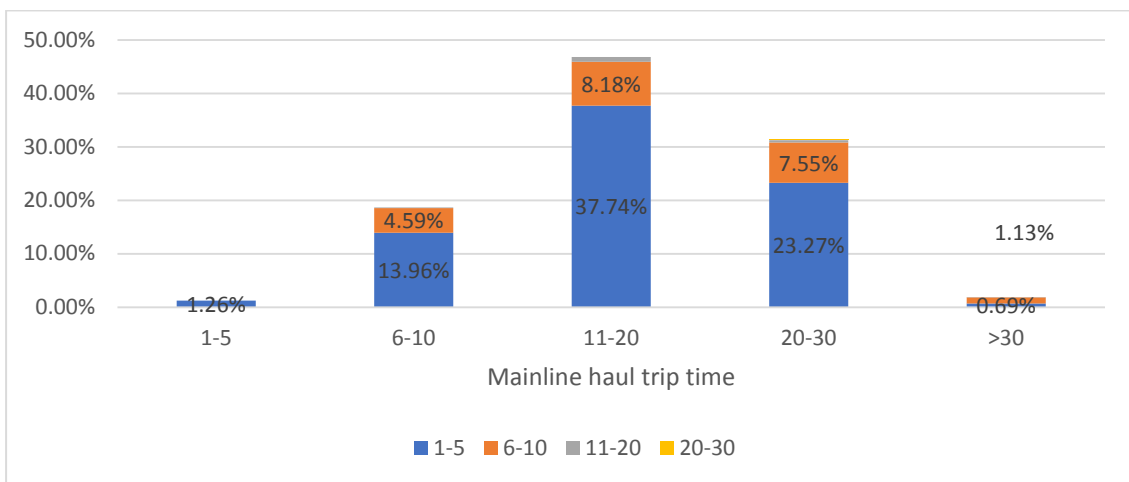


Figure 10: Access trip time for all the mainline haul trips

The trip time for the mainline haul trip has been observed and 35% of the total mainline haul trips are made within 6-10 minutes followed by 33% in 11-20 minutes and 17% in about 20-30 minutes (refer Figure 9). This shows that majority of the trips does not have long travel times. The access trip time has also been captured for all the mainline haul trips (having access trips) and it shows that majority of access trips are made within 5 minutes (for mainline trips of 11-20 minutes) followed by the second large chunk covering the access trip in same time for mainline trip of 20-30 minutes.



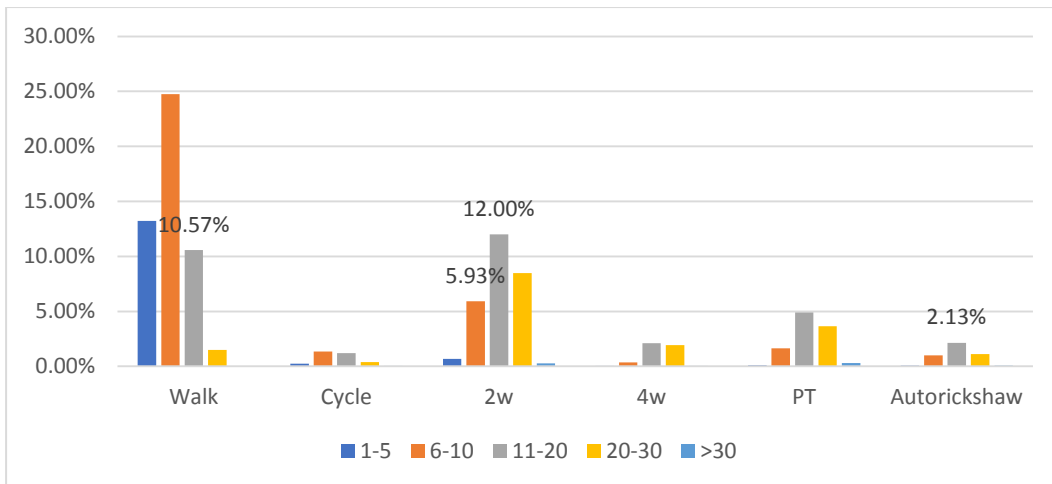


Figure 11: Mainline haul trip (time vs mode)

Mainline trip time has also been compared with the mode that the commuter uses. It shows that the trips that are made within 5 minutes are walk trips, followed by 6-10 minutes' trip of which again walking is a major share and two-wheeler also holds a sizable number of trips. The 11-20 minutes of trip time has two-wheeler as the major contributor followed by walk. Cycling as a mode would be best for such trips which currently are almost absent.

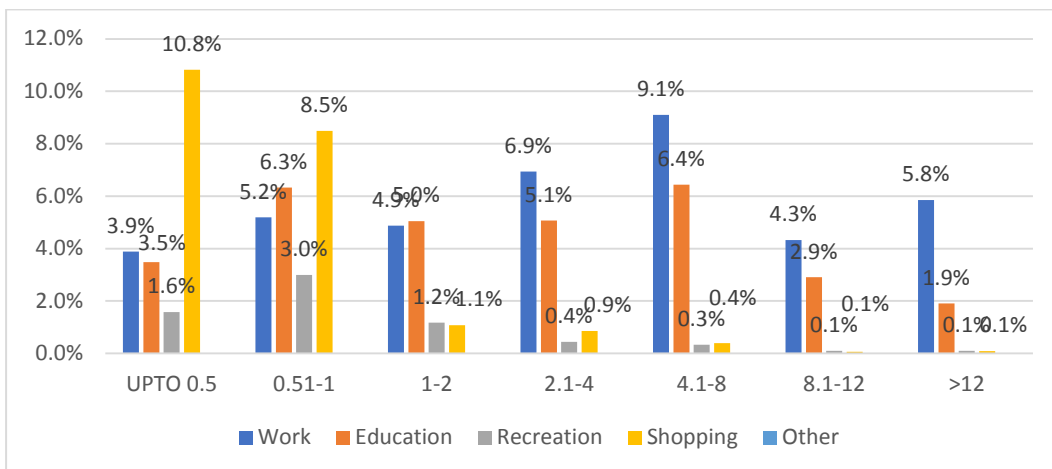


Figure 12: Trip purpose vs total trip distance

When trip purpose was compared with the overall trip distance, it gives an interesting output which is the desirable cycling distance i.e. 1-4kms have a major share of work and education trips (refer Figure 12). Majority of such trips are also regular in nature and would be best to provide cycle as an alternative to them as considerable number of work and education trips are made using two wheelers (refer Figure 13). Moreover, almost 10% of the total trips which are made using two wheelers are within 4kms and additional 2% of them using auto rickshaw (Figure 14).

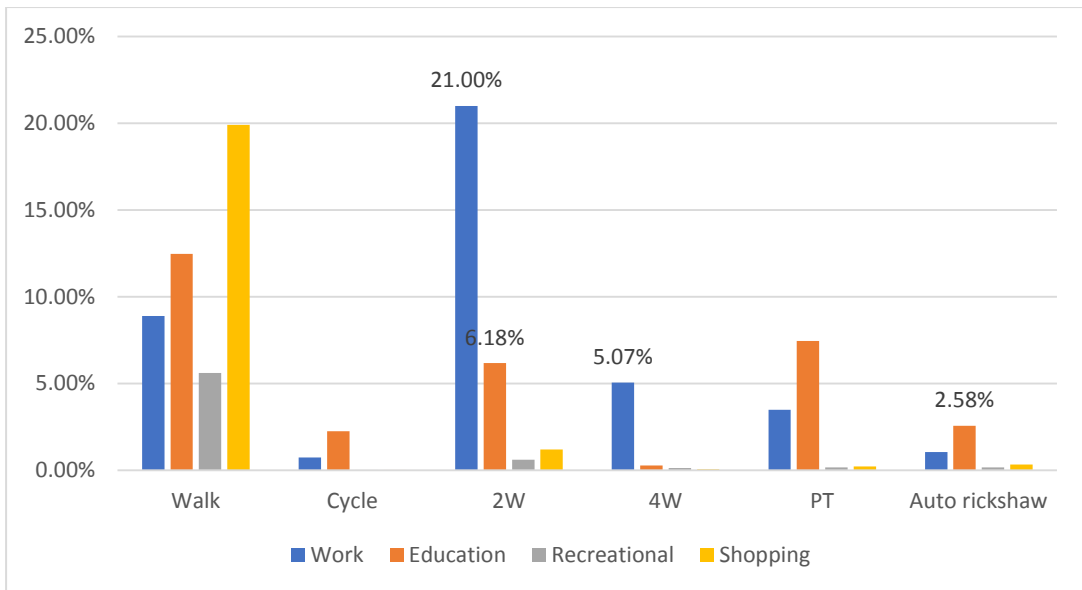


Figure 13: Trip purpose vs mainline mode

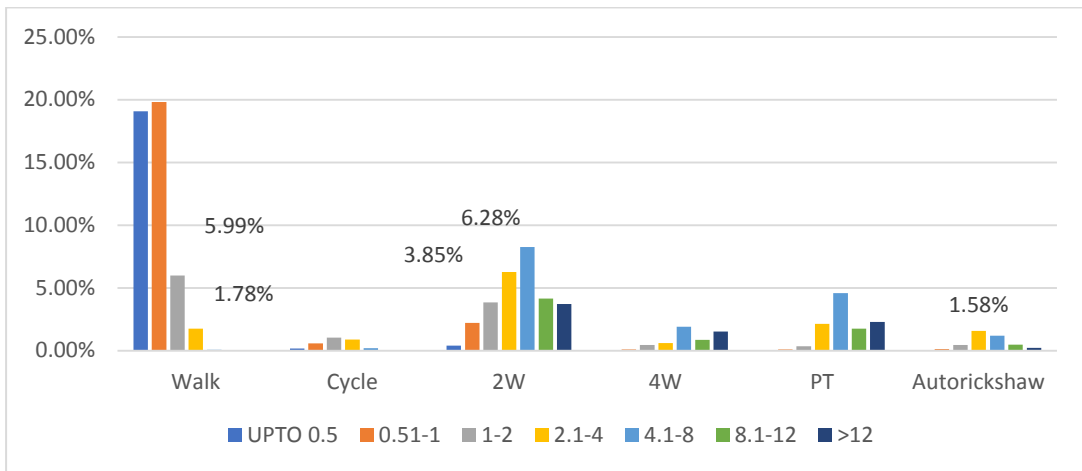


Figure 14: Trip mode vs total trip distance

User survey data has been extrapolated using the mode share data from household survey. The estimated mode share shift to cycle has been done by having the following conditions in the data set:

1. Age group: 18-35 years
2. MLH trip distance: 0.5-5km

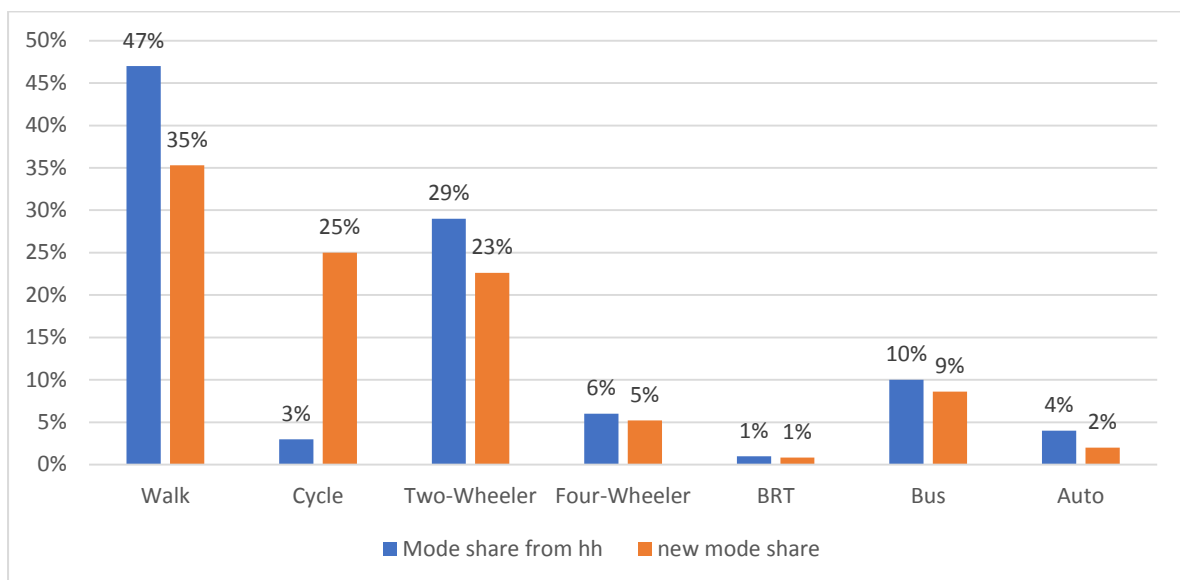
Table 1 shows the actual mode share and mode shift after applying the mentioned criteria. Trips shifted reflects the mode wise willingness to shift to cycle from the current mode.

Initially, the mode share of the city has been calculated from the household survey data. Then the total number of trips have been calculated for each mode from the total number of trips in the city. The total number of trips i.e. 66,46,074 have been calculated by multiplying the population of the city in 2016 i.e. 34,61,497 with the per capita trip rate (PCTR) factor i.e.

1.92. It is followed by calculating the percentage of short trips in the city from household survey data by putting the two conditions mentioned above. It was followed by calculating the percentage of trips that are willing to shift i.e. the shifted trips from the street survey data by putting the two criteria mentioned above and the actual number was calculated by considering the short trips from household survey data as the universe. Then the new total trips for the respective modes were calculated by subtracting the shifted trips from the total trips in the city and a new mode share was established. As per the new mode share, the cycling mode share would be increased to 25% from the current 3% i.e. an increase of 22% of which, 12% would be long distance walk trips, 6% from the two-wheeler commuters, 2% of auto commuters and 1% each of four-wheeler and bus commuters.

**Table 1: Potential mode share shift**

Mode	HH Mode wise trips	Mode share from hh	total trips in city	hh short trips	hh short trips	street short trips	shifted trips	new total trips	new mode share
Walk	5460	47%	3123655	28%	869016	89.51%	777884	2345771	35%
Cycle	356	3%	199382	23%	45365	94.79%	43002	1593500	25%
Two-Wheeler	3378	29%	1927362	27%	526059	80.71%	424563	1502798	23%
Four-Wheeler	645	6%	398764	16%	64296	80.00%	51437	347326	5%
BRT	143	1%	66460	22%	14407	83.72%	12062	54398	1%
Bus	1177	10%	664607	17%	115755	80.00%	92604	572002	9%
Auto	486	4%	265843	14%	37743	94.23%	35565	230277	2%
Grand Total	11645	100%	6646074				1437120	6646074	



**Figure 15: Estimated mode share shift**



## Annexure 1: Proposed survey sample distribution

WARD	LIG	MIG	HIG	SLUM	TOTAL
1	0	7	1	5	13
2	0	7	1	5	13
3	1	6	0	5	12
4	0	7	1	5	13
5	1	6	0	5	12
6	0	8	3	1	12
7	0	8	3	2	13
8	1	6	1	4	12
9	1	6	1	3	11
10	1	7	2	1	11
11	1	7	2	2	12
12	1	7	2	2	12
13	0	8	3	2	13
14	1	7	1	5	14
15	1	7	2	1	11
16	1	7	1	5	14
17	1	6	0	4	11
18	1	6	0	4	11
19	1	6	0	4	11
20	1	6	0	4	11
21	1	7	1	5	14
22	1	4	1	4	10
23	0	4	1	4	9
24	0	6	2	2	10
25	1	5	1	2	9
26	0	6	2	2	10
27	0	6	2	2	10
28	1	6	2	3	12
29	0	6	2	3	11
30	1	6	2	2	11
31	0	6	2	2	10
32	0	6	2	2	10
33	1	4	1	3	9
34	1	4	1	4	10
35	1	4	1	4	10
36	1	4	1	3	9
37	0	5	1	4	10
38	1	5	1	4	11

39	1	5	1	4	11
40	0	5	2	5	12
41	0	5	2	5	12
42	1	6	1	4	12
43	1	6	1	3	11
44	1	5	1	3	10
45	0	5	2	5	12
46	1	5	1	4	11
47	1	5	1	4	11
48	2	5	0	0	7
49	1	6	0	0	7
50	1	5	0	0	6
51	1	6	1	1	9
52	1	6	1	1	9
53	1	4	1	4	10
54	1	3	0	3	7
55	1	4	0	3	8
56	1	4	1	4	10
57	0	5	1	3	9
58	0	5	1	3	9
59	0	5	1	3	9
60	0	5	1	3	9
61	0	7	1	3	11
62	0	5	1	3	9
63	1	4	0	3	8
64	1	4	0	3	8
65	1	5	0	3	9
66	0	5	1	3	9
67	1	4	1	4	10
68	0	5	1	3	9
69	1	5	0	3	9
70	1	6	1	1	9
71	2	5	0	0	7
72	2	5	0	0	7
73	2	6	0	3	11
74	1	6	1	4	12
75	2	6	0	3	11
76	2	5	0	3	10
77	2	5	0	3	10
78	2	5	0	0	7
79	2	5	0	0	7

80	1	5	0	3	9
81	1	6	1	1	9
82	1	5	1	3	10
83	1	5	0	2	8
84	1	5	0	2	8
85	1	6	1	4	12
86	2	5	0	3	10
87	1	6	1	3	11
88	2	5	0	3	10
89	1	6	1	3	11
90	1	6	1	3	11
91	1	5	1	3	10
92	1	5	1	3	10
93	1	6	1	3	11
94	2	5	0	3	10
95	1	6	1	3	11
96	1	13	2	2	18
97	1	6	1	3	11
98	0	5	1	3	9
99	0	5	1	3	9
100	0	5	1	3	9
101	1	4	0	2	7
102	1	5	0	3	9
103	1	5	0	3	9
104	0	5	1	3	9
105	0	5	1	3	9
106	0	5	1	3	9
107	1	4	0	3	8
108	0	5	1	3	9
109	0	7	1	2	10
110	0	7	1	3	11
111	0	7	1	2	10
112	1	6	0	2	9
113	1	6	0	2	9
114	1	4	0	2	7
115	1	4	0	2	7
116	1	4	0	2	7
117	0	5	1	3	9
118	0	5	1	3	9
119	0	6	1	3	10
120	2	12	1	1	16

121	2	12	1	1	16
122	2	12	1	1	16
123	2	12	1	1	16
124	1	4	0	3	8
125	1	5	1	3	10
126	0	5	1	3	9
127	1	6	0	2	9
128	0	7	1	2	10
129	0	7	1	3	11
130	1	6	0	2	9
131	1	6	0	2	9
132	0	5	1	3	9
133	1	14	1	1	17
134	1	14	1	1	17
135	1	14	1	0	16
136	1	14	0	0	15
137	1	4	0	3	8
138	1	4	0	2	7
139	1	4	1	3	9
140	1	11	1	1	14
141	2	11	1	1	15
142	0	5	1	3	9
143	0	15	1	1	17
144	0	8	3	2	13
Total	116	874	123	387	1500



**Actual Distribution of Sample of 1600 across Wards (linked to Census 2011)**

Ward	Frequency
1	8
2	15
3	22
4	15
5	13
6	7
7	14
8	8
10	11
11	11
12	12
13	12
14	15
15	14
16	27
17	13
19	11
20	12
21	14
22	11
23	9
24	11
25	9
26	12
27	5
28	9
29	11
30	9
31	10
32	11
33	27
34	14
35	17
36	10
37	10
38	12
39	11
40	12
42	14
43	13
44	12
45	12

Ward	Frequency
52	8
53	11
54	7
55	14
56	10
57	10
58	11
59	11
60	9
61	8
62	8
63	10
64	7
65	8
66	8
67	16
68	8
69	7
70	8
71	6
72	8
73	8
74	21
75	14
76	1
77	11
78	8
79	7
80	6
81	5
82	6
83	10
84	8
85	10
86	10
87	12
88	11
89	8
90	13
91	10
93	15
94	12

Ward	Frequency
100	10
101	11
102	10
103	10
104	10
105	8
106	8
107	10
108	8
109	10
110	8
111	12
112	22
113	7
114	9
115	9
116	8
117	6
118	10
119	11
120	19
121	17
122	29
123	25
124	23
125	22
126	18
127	11
128	9
129	13
130	20
131	11
132	9
133	16
134	19
135	15
136	16
137	8
138	5
139	6
140	12
141	14

Ward	Frequency
46	12
48	7
49	8
50	13
51	1

Ward	Frequency
95	20
96	17
97	11
98	9
99	10

Ward	Frequency
142	6
143	17
144	11
<b>Total</b>	<b>1600</b>

## Annexure 2: Survey format

# PUNE BICYCLE PLAN



**PDA**  
P U N E  
Prasanna  
Desai  
Architects

**CEE**

Centre for Environment Education

## Survey 1 - Household Survey Form

### Survey Form Information

1. Surveyor ID: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/2016
2. Locality/Ward: \_\_\_\_\_ Household Survey Number: \_\_\_\_\_

### Respondent's Profile

3. House: Owned / Rented
4. Number of people in household: \_\_\_\_\_
5. Monthly family income:
 

Refused	<20k	20-30k	30-45k
45k-60k	60-80k	80k-1L	>1L

6. Vehicles owned:

	0	1	2	3	4	>4
Two wheeler दुचाकी						
Four wheeler चार चाकी						
Cycle सायकल						

7. Driver for 4W: Yes / No / NA

### For each member

#### Member 1

8. Age: \_\_\_\_\_
9. Gender: (M or F)
10. Use PMPML pass? Yes / No
11. Accidents in last one year? 0 / 1 / ≥2
12. Accident on which modes? (none, Walk, Cycle, Bus, Private Bus, Auto rickshaw, 2W, 4W and others \_\_\_\_\_)
13. Which of these modes have not at all been used by you in last 1 year?  
(Walk, Cycle, Bus, Private Bus, Auto Rickshaw, 2W, 4W and others \_\_\_\_\_)
14. Trip details:  
Number of trips for this person on a typical week day (including escort trips/drop to school, etc. if any)  
\_\_\_\_\_

For every trip by this person on a typical week day:

Trip 1:

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
Name of place	Origin			Destination		
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from)						

map)		
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Segment	Access			Mainline				Egress		
Mode	Auto	2W	Cycle	BRTS	Bus	AutoRick	4W	Auto	2W	Cycle
	Walk	Other		2W	Cycle	Walk		Walk	Other	
Distance (km)										
Duration/ Time (min)	1-5, 6-10, 11-20 20-30, >30			1-5, 6-10, 11-20 21-30, 30-50 and >50				1-5, 6-10, 11-20 20-30, >30		
Expense (Rs)	0, 1-5, 6-10, 11-20, 21-30, 30-50 and >50			1-5, 6-10, 11-20, 21-30 30-50 and >50				0, 1-5, 6-10, 11-20 21-30, 30-50 and >50		

Trip 2:

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
	Origin			Destination		
Name of place						
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from map)						

Segment	Access			Mainline				Egress		
Mode	Auto	2W	Cycle	BRTS	Bus	AutoRick	4W	Auto	2W	Cycle
	Walk	Other		2W	Cycle	Walk		Walk	Other	
Distance (km)										
Duration/ Time (min)	1-5, 6-10, 11-20 20-30, >30			1-5, 6-10, 11-20 21-30, 30-50 and >50				1-5, 6-10, 11-20 20-30, >30		
Expense (Rs)	0, 1-5, 6-10, 11-20, 21-30, 30-50 and >50			1-5, 6-10, 11-20, 21-30 30-50 and >50				0, 1-5, 6-10, 11-20 21-30, 30-50 and >50		

Trip 3:

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
	Origin			Destination		
Name of place						
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from map)						

Segment	Access			Mainline				Egress		
Mode	Auto	2W	Cycle	BRTS	Bus	AutoRick	4W	Auto	2W	Cycle
	Walk	Other		2W	Cycle	Walk		Walk	Other	
Distance (km)										
Duration/ Time (min)	1-5, 6-10, 11-20 20-30, >30			1-5, 6-10, 11-20 21-30, 30-50 and >50				1-5, 6-10, 11-20 20-30, >30		
Expense (Rs)	0, 1-5, 6-10, 11-20, 21-30, 30-50 and >50			1-5, 6-10, 11-20, 21-30 30-50 and >50				0, 1-5, 6-10, 11-20 21-30, 30-50 and >50		

Trip 4:

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
	Origin			Destination		
Name of place						
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from map)						

Segment	Access			Mainline				Egress		
Mode	Auto	2W	Cycle	BRTS	Bus	AutoRick	4W	Auto	2W	Cycle
	Walk	Other		2W	Cycle	Walk		Walk	Other	
Distance (km)										
Duration/ Time (min)	1-5, 6-10, 11-20 20-30, >30			1-5, 6-10, 11-20 21-30, 30-50 and >50				1-5, 6-10, 11-20 20-30, >30		
Expense (Rs)	0, 1-5, 6-10, 11-20, 21-30, 30-50 and >50			1-5, 6-10, 11-20, 21-30 30-50 and >50				0, 1-5, 6-10, 11-20 21-30, 30-50 and >50		

---

**Member: 2...6**

15. Age: \_\_\_\_\_
16. Gender: (M or F)
17. Use PMPML pass? Yes / No
18. Accidents in last one year? 0 / 1 /  $\geq 2$
19. On which modes? (none, Walk, Cycle, Bus, Private Bus, Auto rickshaw, 2W, 4W and others \_\_\_\_\_)
20. Which of these modes have not at all been used by you in last 1 year?:  
(Walk, Cycle, Bus, Private Bus, Auto Rickshaw, 2W, 4W and others \_\_\_\_\_)
21. Trip details:  
Number of trips for this person on a typical week day (including escort trips/drop to school, etc. if any)
- \_\_\_\_\_

For every trip by this person on a typical week day:

Trip 1:

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
	Origin			Destination		
Name of place						
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from map)						

Segment	Access	Mainline	Egress
---------	--------	----------	--------

Mode	Auto	2W	Cycle	BRTS	Bus	AutoRick	4W	Auto	2W	Cycle
	Walk	Other		2W	Cycle	Walk		Walk	Other	
Distance (km)										
Duration/ Time (min)	1-5, 6-10, 11-20 20-30, >30			1-5, 6-10, 11-20 21-30, 30-50 and >50				1-5, 6-10, 11-20 20-30, >30		
Expense (Rs)	0, 1-5, 6-10, 11-20, 21-30, 30-50 and >50			1-5, 6-10, 11-20, 21-30 30-50 and >50				0, 1-5, 6-10, 11-20 21-30, 30-50 and >50		

Trip 2:

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
	Origin			Destination		
Name of place						
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from map)						

Segment	Access			Mainline				Egress		
Mode	Auto	2W	Cycle	BRTS	Bus	AutoRick	4W	Auto	2W	Cycle
	Walk	Other		2W	Cycle	Walk		Walk	Other	
Distance (km)										
Duration/ Time (min)	1-5, 6-10, 11-20 20-30, >30			1-5, 6-10, 11-20 21-30, 30-50 and >50				1-5, 6-10, 11-20 20-30, >30		
Expense (Rs)	0, 1-5, 6-10, 11-20, 21-30, 30-50 and >50			1-5, 6-10, 11-20, 21-30 30-50 and >50				0, 1-5, 6-10, 11-20 21-30, 30-50 and >50		

Trip 3:

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
	Origin			Destination		
Name of place						
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from map)						

Segment	Access			Mainline				Egress		
Mode	Auto	2W	Cycle	BRTS	Bus	AutoRick	4W	Auto	2W	Cycle
	Walk	Other		2W	Cycle	Walk		Walk	Other	
Distance (km)										
Duration/ Time (min)	1-5, 6-10, 11-20 20-30, >30			1-5, 6-10, 11-20 21-30, 30-50 and >50				1-5, 6-10, 11-20 20-30, >30		
Expense (Rs)	0, 1-5, 6-10, 11-20, 21-30, 30-50 and >50			1-5, 6-10, 11-20, 21-30 30-50 and >50				0, 1-5, 6-10, 11-20 21-30, 30-50 and >50		

Trip 4:

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
	Origin			Destination		
Name of place						
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from map)						

Segment	Access			Mainline				Egress		
Mode	Auto	2W	Cycle	BRTS	Bus	AutoRick	4W	Auto	2W	Cycle
	Walk	Other		2W	Cycle	Walk		Walk	Other	
Distance (km)										
Duration/ Time (min)	1-5, 6-10, 11-20 20-30, >30			1-5, 6-10, 11-20 21-30, 30-50 and >50				1-5, 6-10, 11-20 20-30, >30		
Expense (Rs)	0, 1-5, 6-10, 11-20, 21-30, 30-50 and >50			1-5, 6-10, 11-20, 21-30 30-50 and >50				0, 1-5, 6-10, 11-20 21-30, 30-50 and >50		

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## SURVEY: STREET

AUGUST 2017



**PDA** Prasanna  
Desai  
P U N E Architects

**CEE**  
Centre for Environment Education

## Street survey

The street survey was conducted by iTrans, CEE and PDA in consortium, for Pune Cycle Plan from June to August 2016.

The street survey not only helps us understand the travel behaviour and perception of the general commuters but also the travel behaviour patterns and perception of commuters who cycle frequently or are regular cyclists. It is specifically conducted to know the stated preference of commuters that could shift to cycling from their current mode.

Street survey has been carried out in the entire city for a total sample of 2500 and after clearing the outliers, a sample of 2322 has been used for the analysis. The wards in the city were divided into 10 zones based on the 9 major roads namely Solapur Road, Satara Road, Sinhagad Road, Karve Road, Baner Road, University Road, Alandi Road, Nagar Road and Old National Highway. A set of 1322 samples were distributed proportionate to the population in all these 10 zones for the survey and another set of 1000 samples were particularly dedicated for the two zones having BRT i.e. Alandi road zone and Nagar road zone, to assess the information about the mode share of BRT accessibility. The sampling size of 1322 has been selected based on the statistical<sup>1</sup> calculations. It has a confidence band of 99% and a degree of accuracy/Margin of error as 3.5%. The survey data has been used for the stated preference for cyclists for which the analysis can be found in the section 1.2.1. and 1.2.2. Also, the survey data has been for the PBS demand analysis using logistic regression method and the details for the same can be found in the detailed project report of the PBS.

The surveys were conducted in all the categories of land uses and survey timings for each type of location was taken care of i.e. as per peak hour of the location. For example, surveys at colleges were conducted between 7-11 am whereas for markets these were conducted between 4-8 pm. Structured face to face interviews were conducted with respondents, however, people standing at bus stops were not included in the sample as the chances of not completing the whole survey were extremely high due to their hurry in reaching their respective destinations.

The carried survey was based on **Annexure 1**. Following is the detailed analysis for the same:

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From the survey, it has been observed that about 30% of the commuters are cyclists which either they use daily or for recreational purpose. For every 3 male commuters, there are 2 female commuters and majority of the commuters are younger and comes in the age group of 21-35 years.

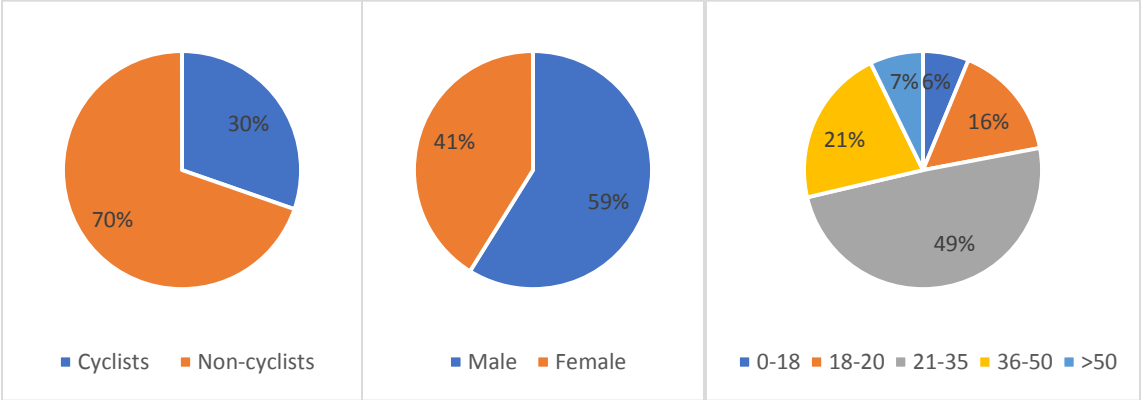


Figure 1: Cyclists vs Non-cyclists, Gender and age group of commuters

Majority of the commuters have a household size of 4 members with an average household size for the city as 4.63. Almost half of the commuters have a household income of less than INR 20,000 per month followed by 17% belonging to INR 20-30,000 income group and 14% belonging to INR 30-45,000 income group.

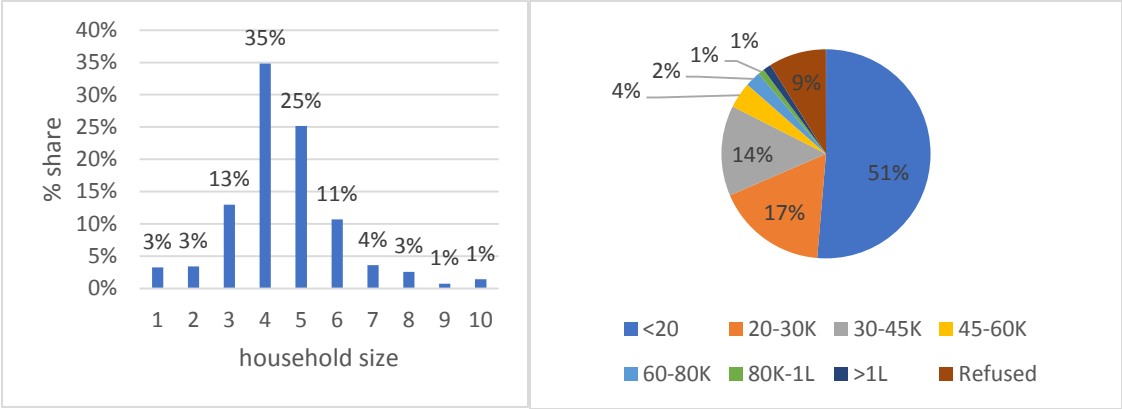


Figure 2: Household Income per month in INR

Similarly, majority of them doesn't own a vehicle. However, it has been noted that ownership of two-wheeler is higher than ownership of cycle in both the cases. This shows the present reliability is more on a two-wheeler than a cycle and creating infrastructure and facilities for cyclists become extremely important for encouraging the commuters presently using two wheelers to shift to cycling.

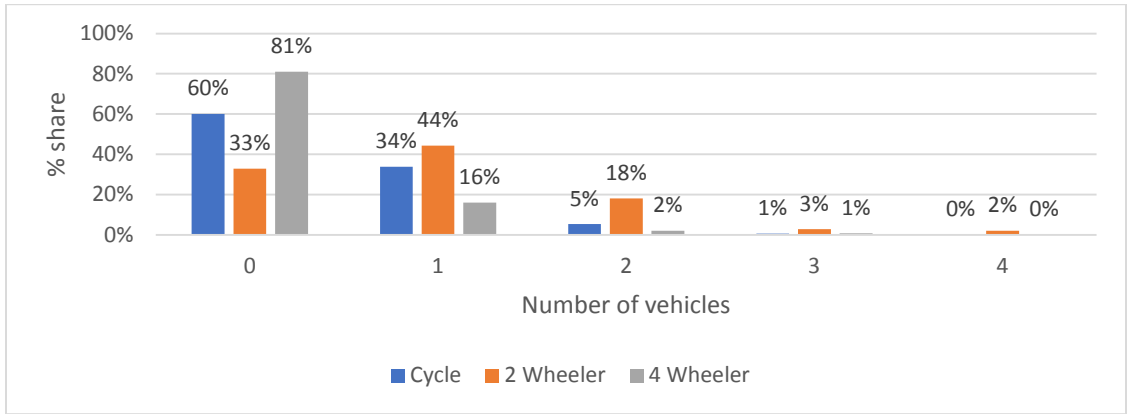


Figure 3: Vehicle Ownership status of the commuters

64% of the current cyclists have a geared cyclist and about 80% of them have spent around INR 5000 (Refer Figure 5). Similarly, the potential cyclists who are currently not cycling are willing to pay INR 500 and ratio of willing to own a geared and non-geared cycle is also same (Refer Figure 6).

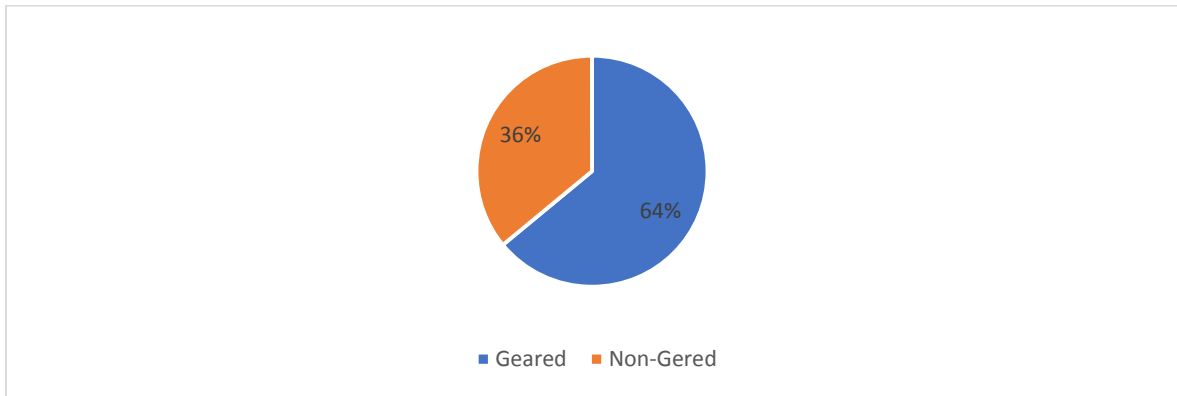


Figure 4: Type of cycle currently being used

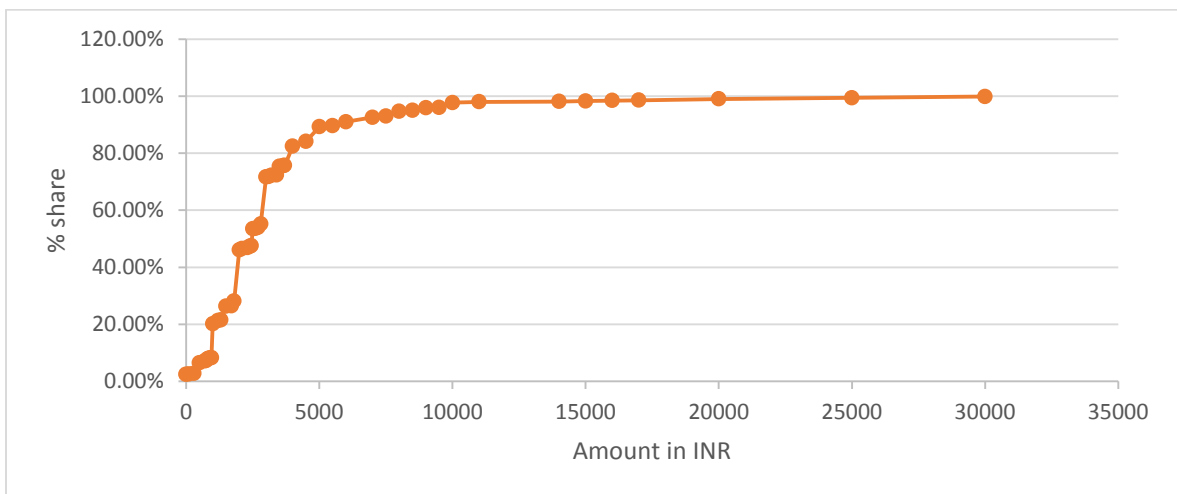


Figure 5: Cost of cycle

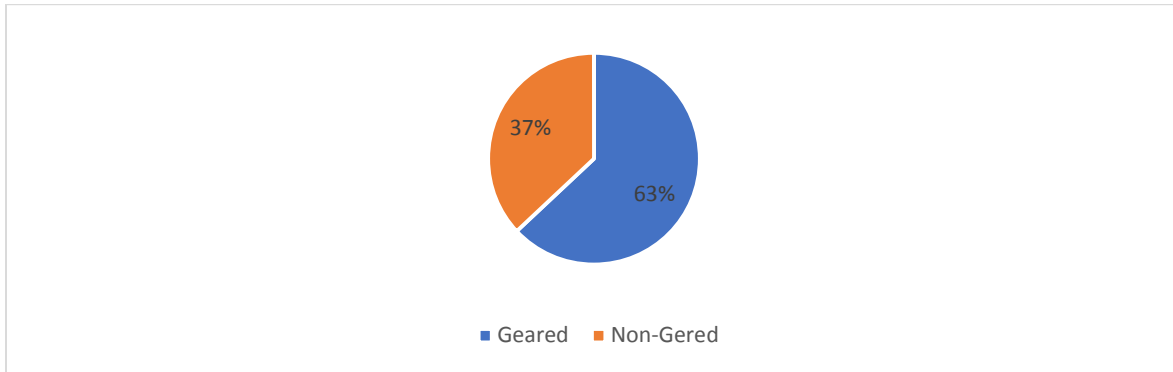


Figure 6: Type of cycle willing to use

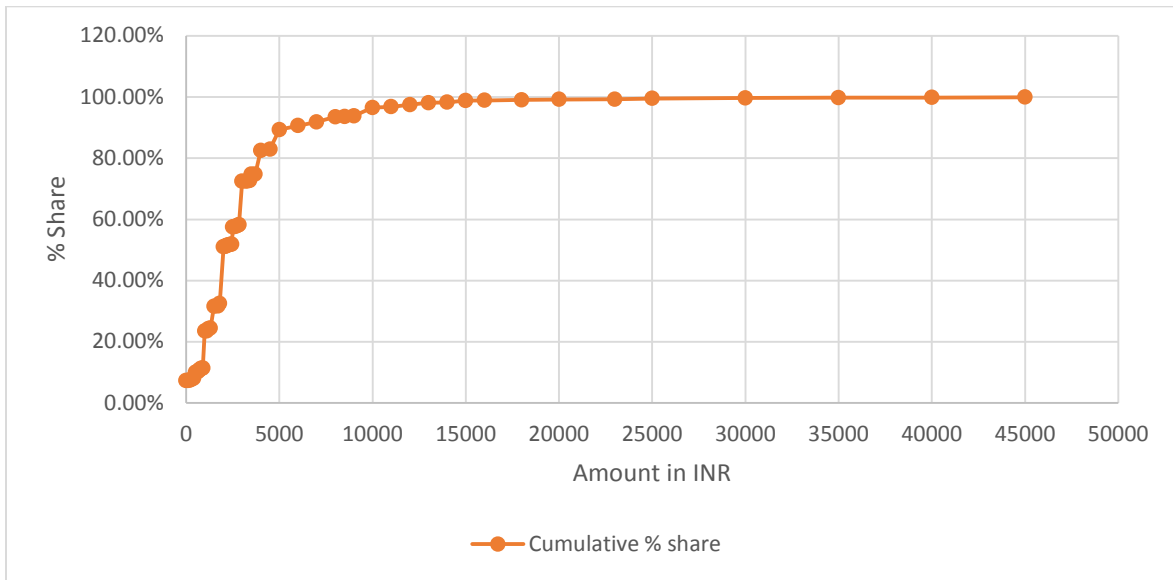


Figure 7: Amount willing to pay for buying a cycle

With respect to the occupation of commuters, half of them belong to the service sector followed by 25% of students.

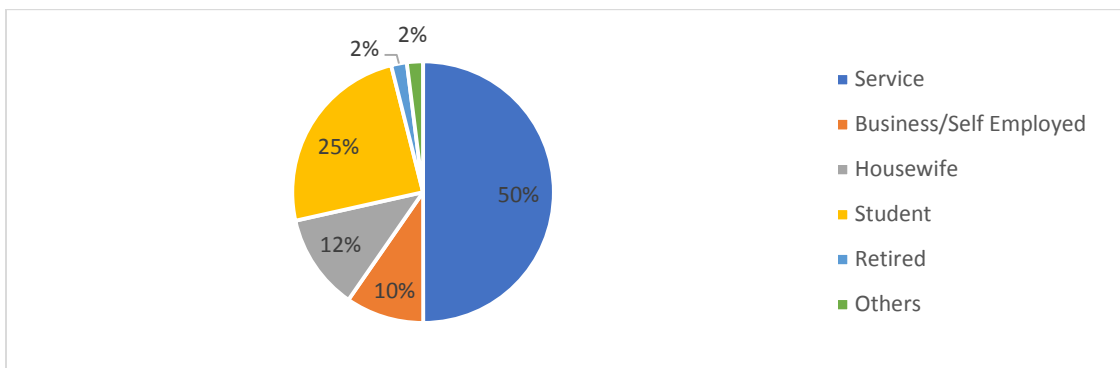


Figure 8: Occupation of commuters

More than two third of the overall trips are daily trips followed by 16% occasional trips. Moreover, work trips are also two third of the overall trips followed by 17% of education trips. The detail assessment for daily cyclists having the work as the trip purpose has been captured in the subsequent section.

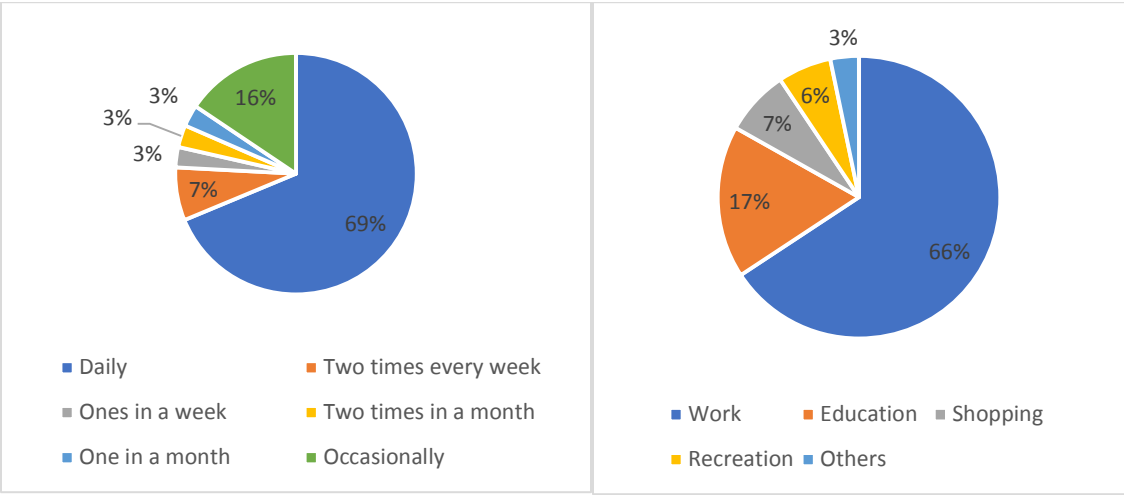


Figure 9: Frequency and purpose of the present trip

It has been observed that around 84% of the total access trip commuters are willing to use cycle as a mode if state of art cycle infrastructure is created in the city. Similarly, 90% of the total egress trip commuters are willing to shift to cycle. Though, it is known from the modal share that almost all the present access and egress trips are walking trips, this shift in modal share towards cycling would prove to be a major convenience for the current pedestrians. It will provide a modal choice to the current captive pedestrians and will also help in increasing the visibility of cyclists. However, the most interesting observation is, 80% of the mainline trip commuters are willing to opt for cycle as a mode choice for the mainline trip and 52% of them have a trip distance of 0.5 to 4 kms which is cyclable. (Refer Figure 10 and Figure 11)

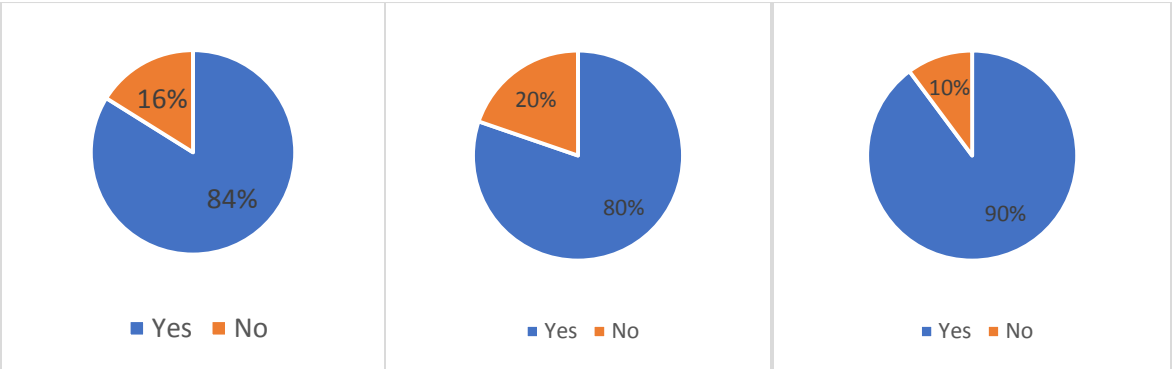


Figure 10: Shift to cycle for access/mainline/egress trips if cycle infrastructure is made

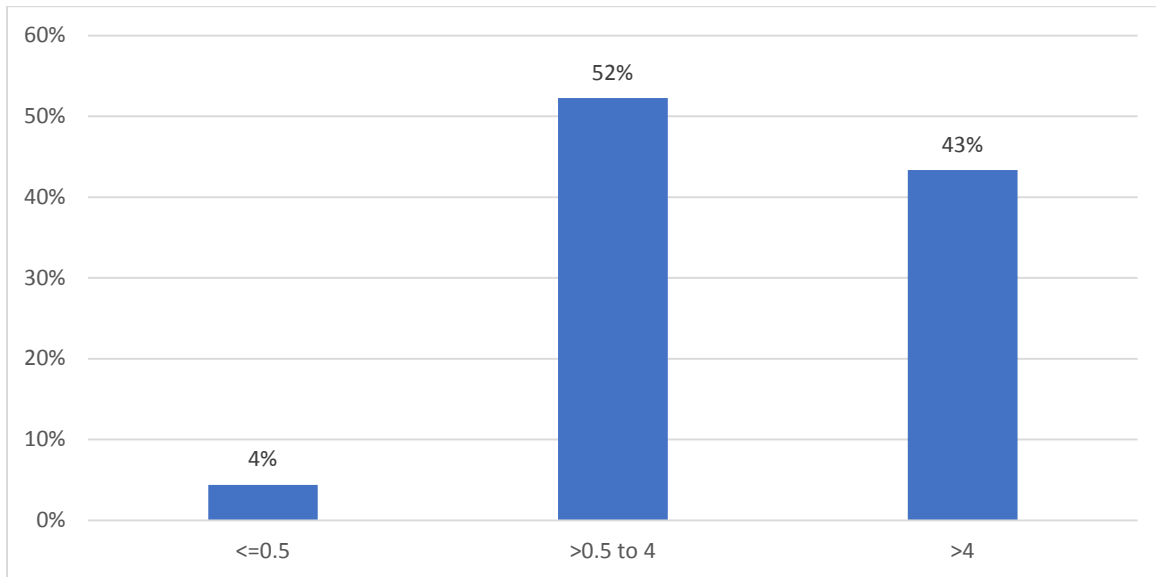


Figure 11: Willingness to shift to cycling (Mainline trips)

When we see the willingness to shift to cycling from current non-cyclists, it is observed that 79% of the commuters are willing to opt for a cycle for the same trip if cycle lanes, safe crossings and cycle parking are developed. Among them, 49% constitutes of two-wheeler commuters followed by pedestrians. About 15% of the bus and BRT trips will also be replaced by cycling as about 60% of them have a travel distance of 4km or less.

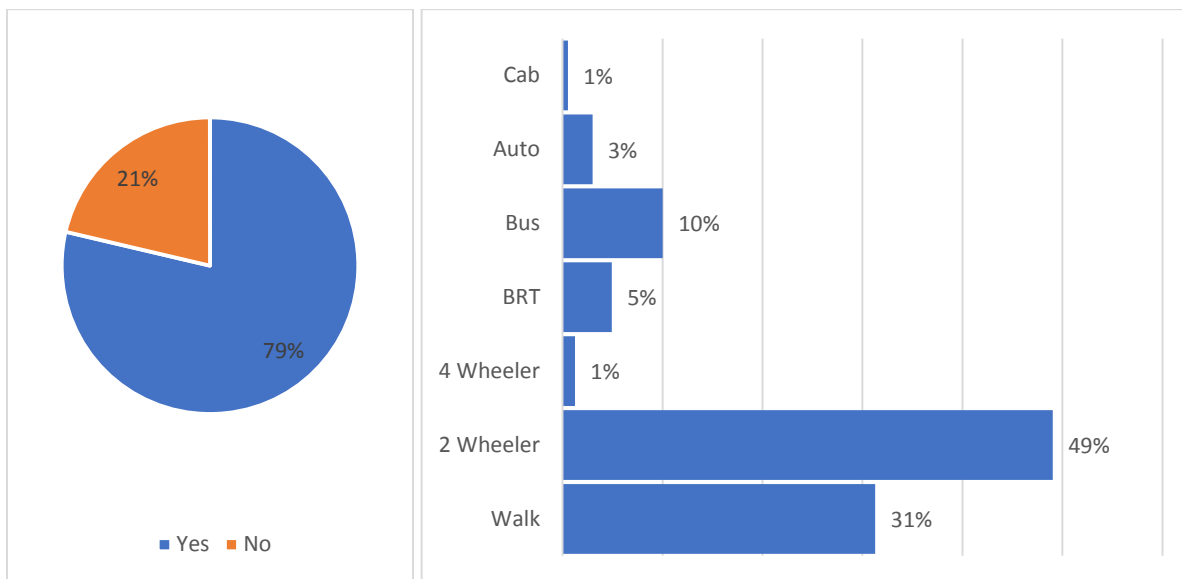


Figure 12: Non-cyclists: Willingness to opt for a cycle for the same trip if cycle lanes, safe crossings and cycle parking are developed (left) and mode wise shift (right)

The correlation of trip distance and trip purpose for all the modes have been done individually. It has been done to know the trip distances from various modes and to get an idea of how many trips from various modes lie in the cyclable distance i.e. from 0.5km to 4km distance range. The data for the cycle as a mode in Figure 13 shows that most of the trips lie in the cyclable distance range, however,

considerable number of work and recreational trips are having trip distance of more than 4kms. However, from Figure 14, for the pedestrians, it has been noted that majority of the trips lie in the cyclable trip distance range and it can be inferred that majority of them are forced to walk long distances.

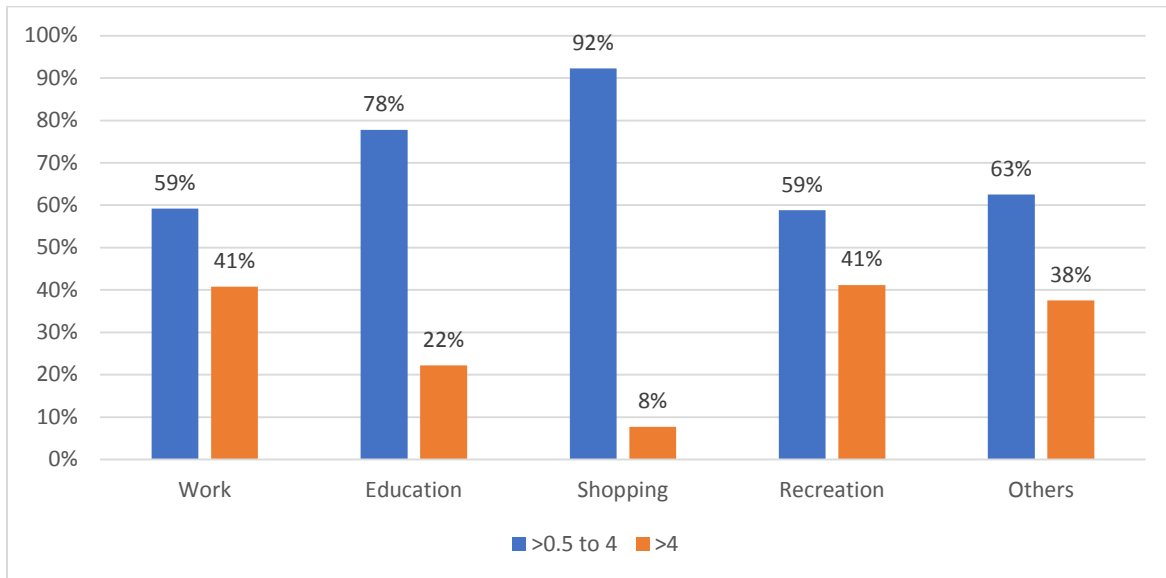


Figure 13: Trip Distance-Purpose of cyclists

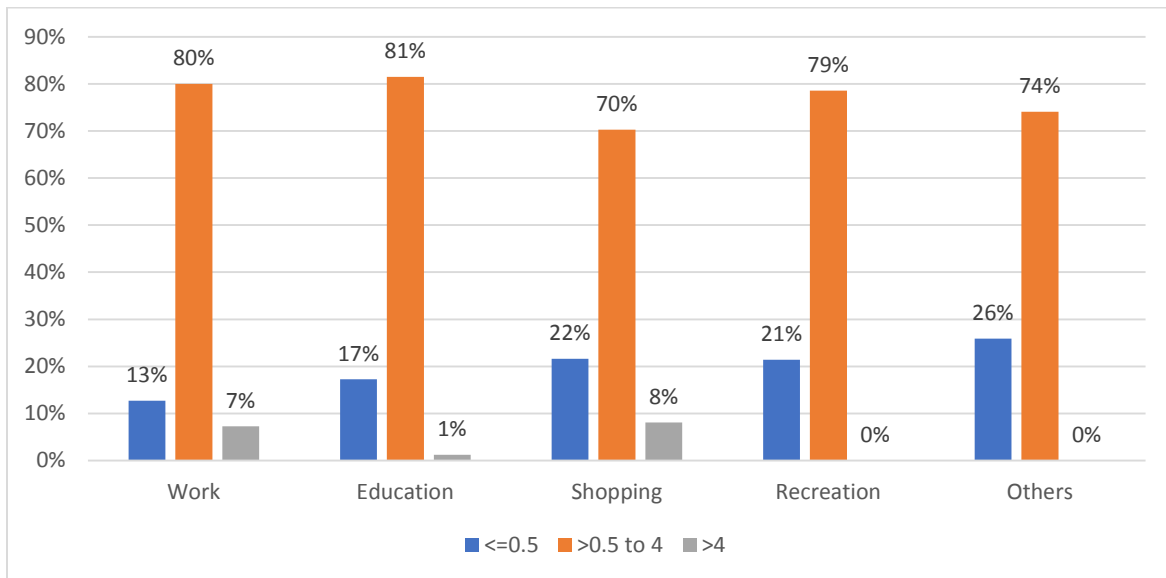


Figure 14: Trip Distance-Purpose of pedestrians

For the personal motor vehicle users, i.e. two wheelers users and four wheelers users, almost for all the trip purposes for both the categories, many trips are made in the cyclable trip distance range. However, in case of shopping as a purpose, trips made in cyclable trip distance are either equal or more than the 4km trip distance range.



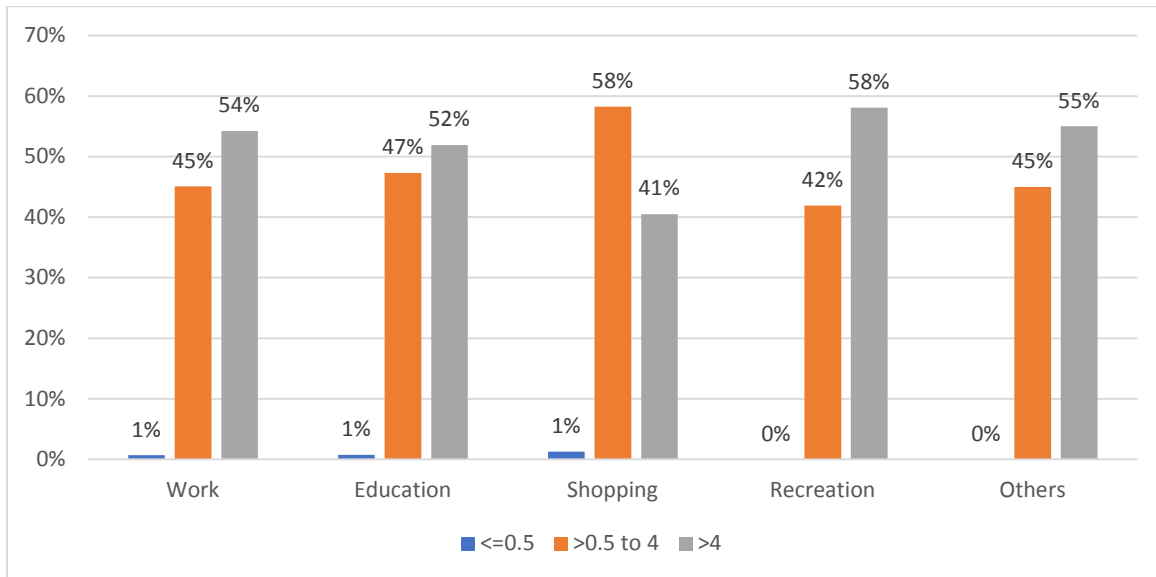


Figure 15: Trip Distance-Purpose of two-wheeler users

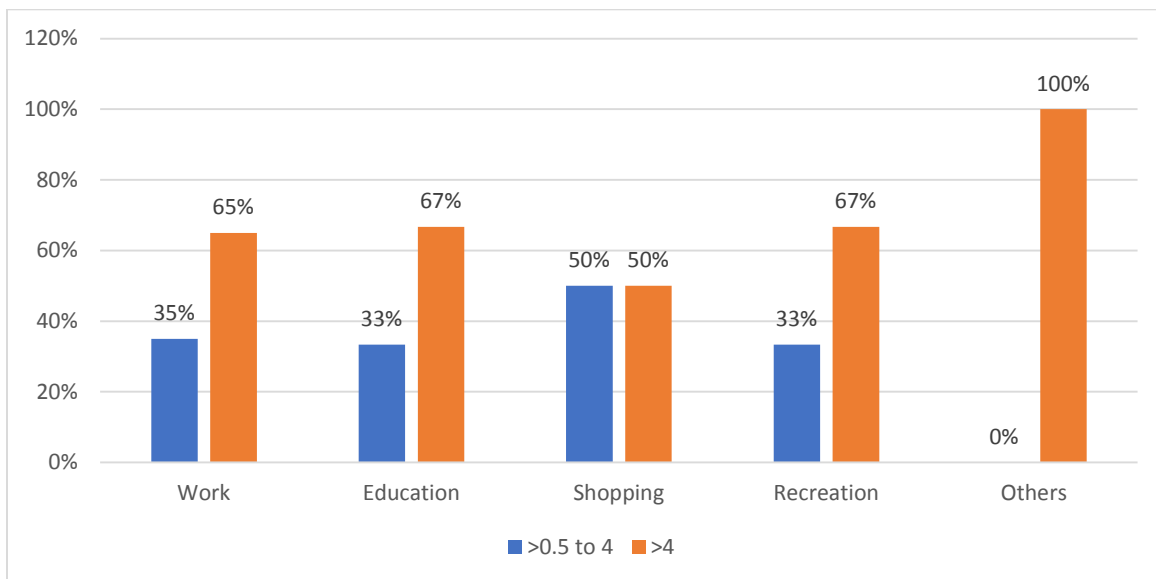


Figure 16: Trip Distance-Purpose of four-wheeler users

Figure 17 shows that trip distances for all the trip purposes are extremely high and public transport users travel large distances. However, Figure 18 shows that trip distance for work and shopping purposes by auto rickshaw users lies in the cyclable distance and can be potential cycle trips. Similarly, in case of shopping by cab users, trip distances are not large. (Refer Figure 19)

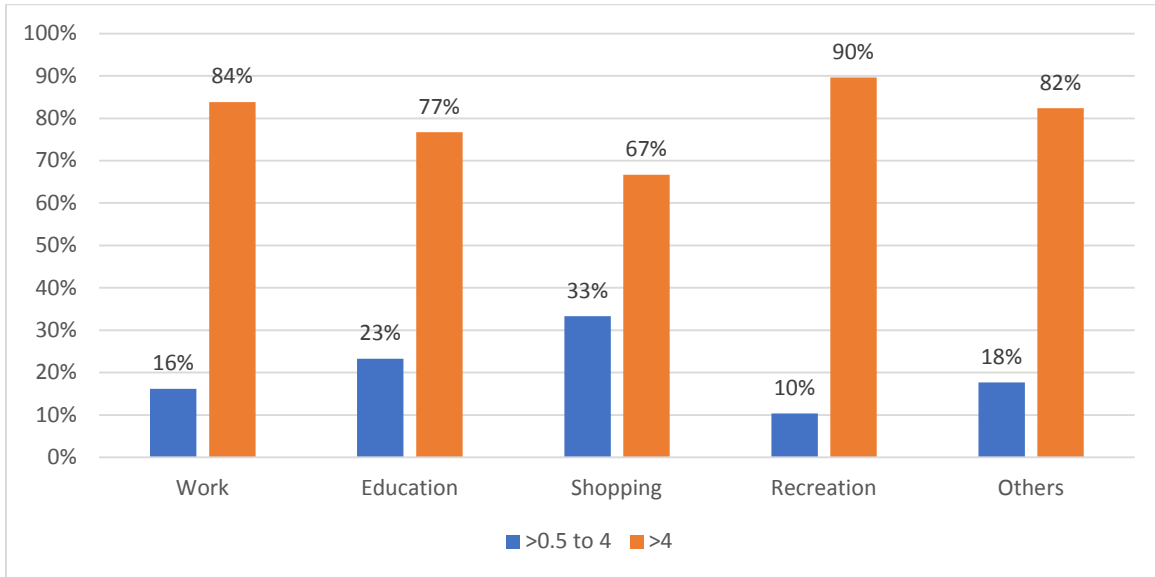


Figure 17: Trip Distance-Purpose of Public Transport users

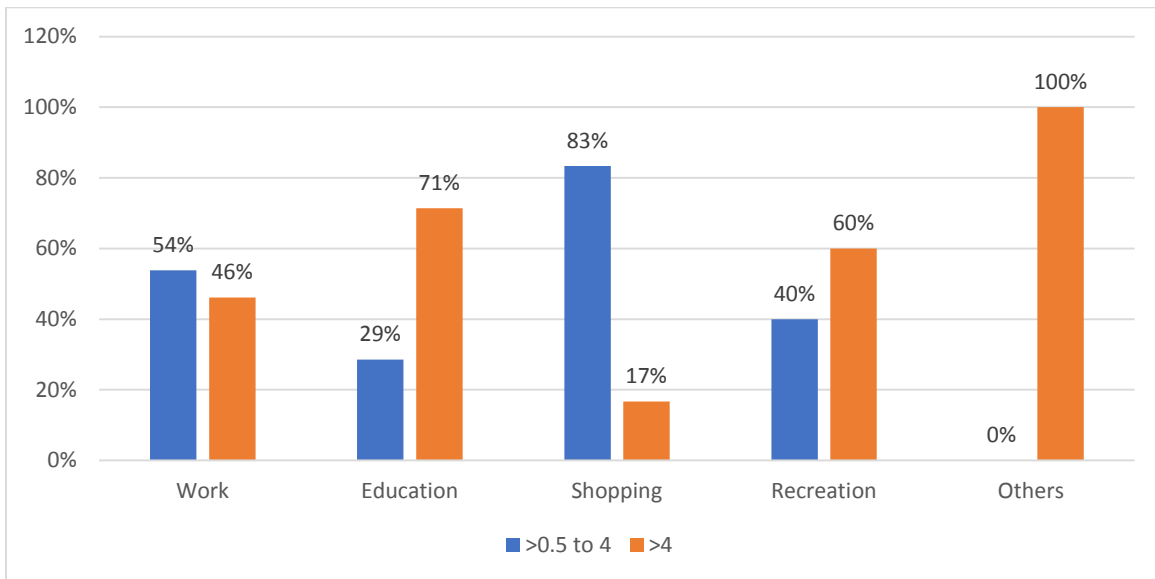


Figure 18: Trip Distance-Purpose of autorickshaw users

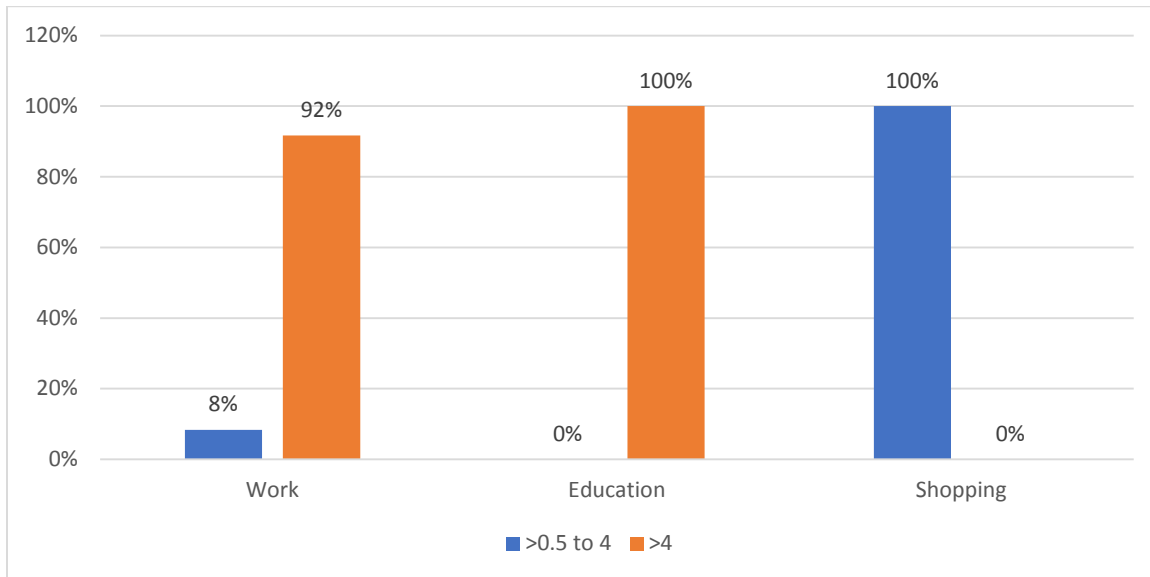


Figure 19: Trip Distance-Purpose of cab users

Regarding the overall perception about Pune’s transportation system, almost half of the commuters feel that it is not safe and has adverse effects on health and creates stress. It is followed by the opinion that cycle infrastructure is inadequate and time to commute is unacceptable.

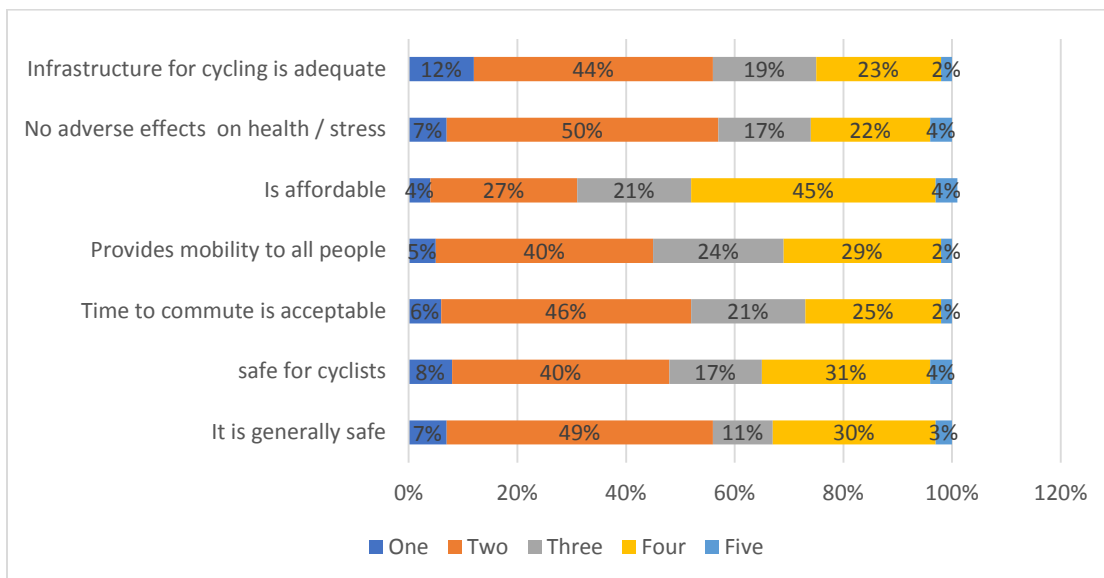


Figure 20: Perception about Pune's Transport- Overall

When the perception about Pune’s transportation is observed separately from cyclists and non-cyclists view, it has been noted that majority of the non-cyclists believe that it has adverse effects on health and creates stress and time to commute is unacceptable (Refer Figure 21) whereas majority of the cyclists hold the similar belief regarding adverse effect on health, however, their highest belief is that the Pune Transport is generally not safe (Refer Figure 22).

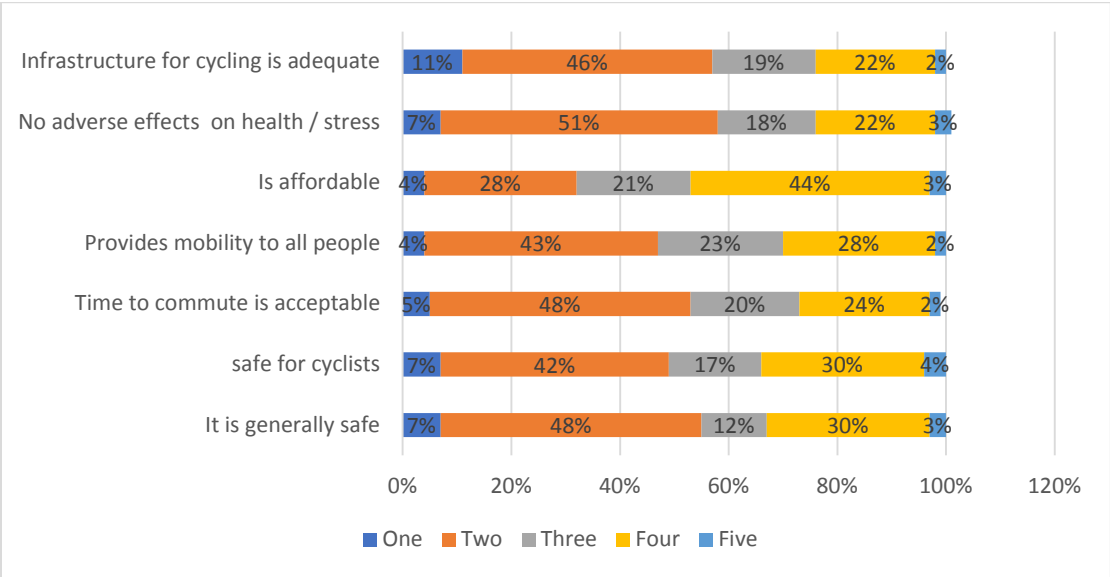


Figure 21: Perception about Pune's Transport- non-cyclists

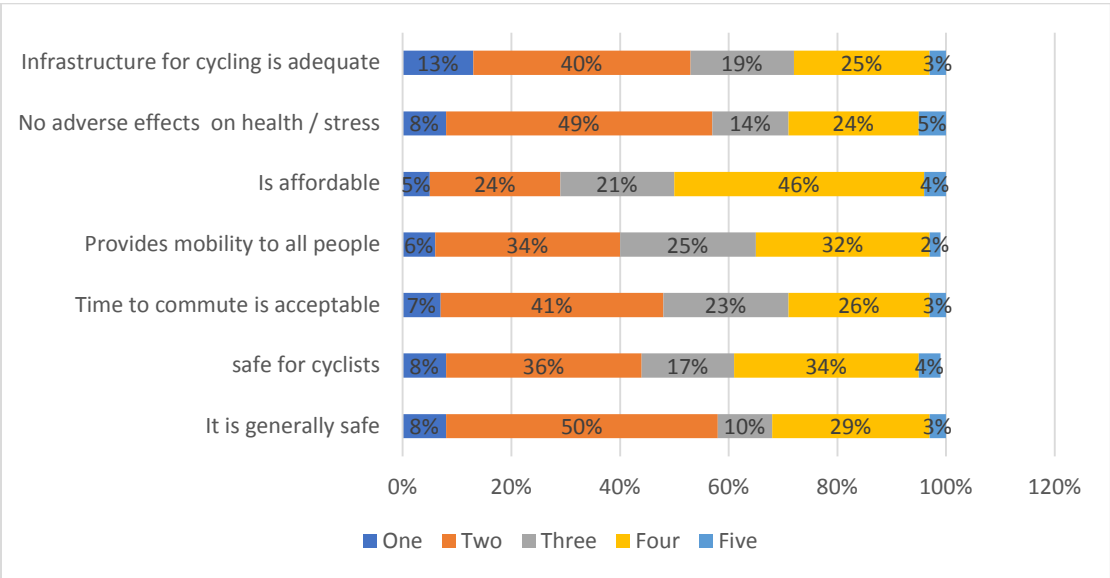


Figure 22: Perception about Pune's Transport- cyclists

### Travel behaviour and stated preference of commuters who cycle

A detailed assessment has been done in this section of the 30% of the commuters who use cycle. Compared to the overall commuters, there is an increase of 11% males who use cycle as a mode either daily or sometimes, however, there is not much difference in the share of respective age groups.

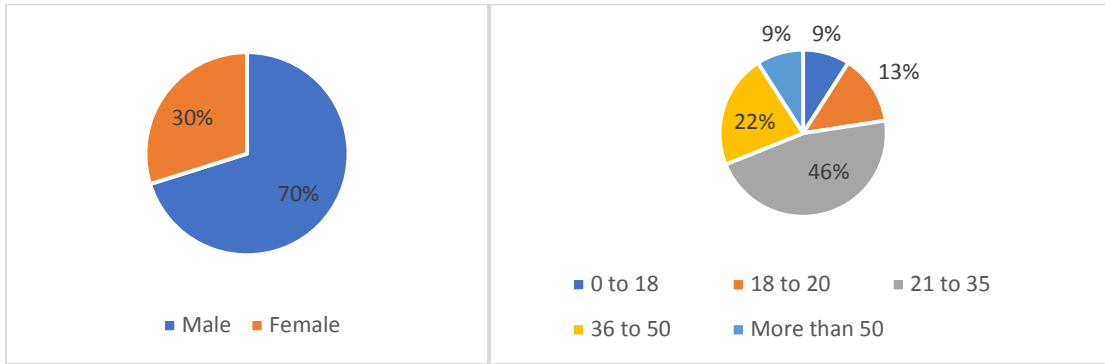


Figure 23: Gender and age group

From the vehicular ownership status, there are two interesting observations. Firstly, ownership of a single motorised vehicle is less with commuters owning a single cycle which means that cycle is the main vehicle they own and such commuters have a substantial number. Secondly, there are 22% of cyclists who doesn't own a cycle which is possible in case of commuter using a cycle provided from the service delivery work place like for example a postman, a milkman, a gas cylinder, etc.

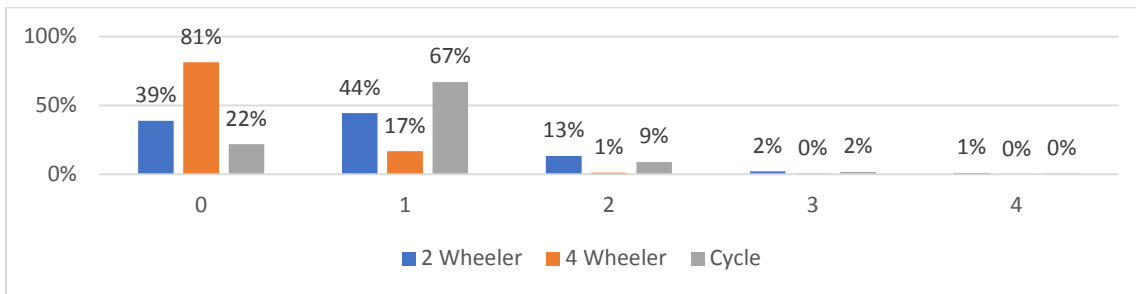


Figure 24: Vehicular ownership status

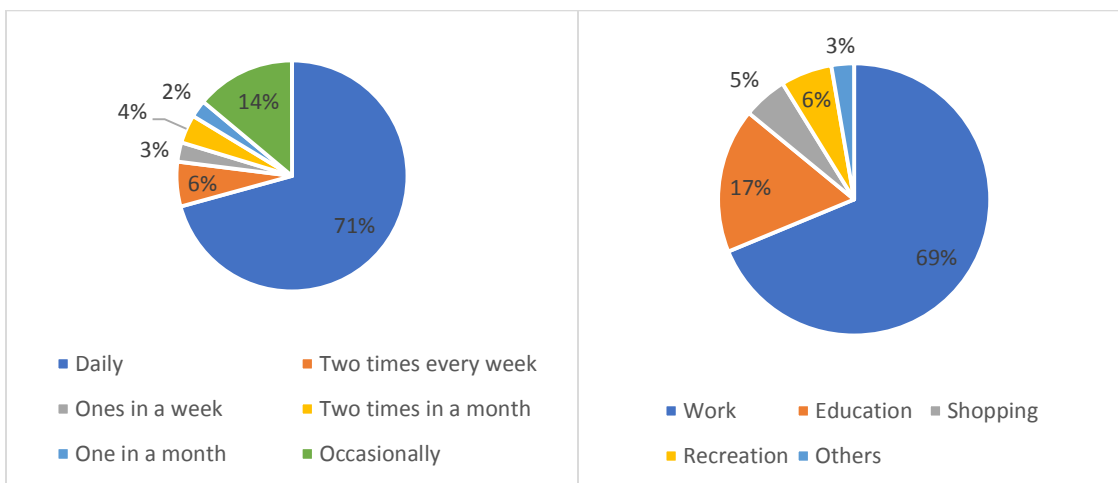


Figure 25: Frequency and purpose of trip

For these commuters, the work trips and daily trips are slightly higher if compared with the overall street survey data analysis. It has also been observed that cycle as a mode, which is 27% of the mode share of these commuters, is drastically high compared to the overall 3% use of cycle in the city.

Moreover, majority of these trips are being made within 20 minutes with an expense of INR 10 or less. This shows that commuters who either use cycle daily or sometimes are making more work trips and are daily commuters and can be the potential cyclists as it can be seen from Figure 27 that about 86% of the commuters are ready to cycle for their mainline haul, if state of the art cycle infrastructure is created. For the same, a detailed assessment of these specific trips with cycle as a current mode has been done in the next section.

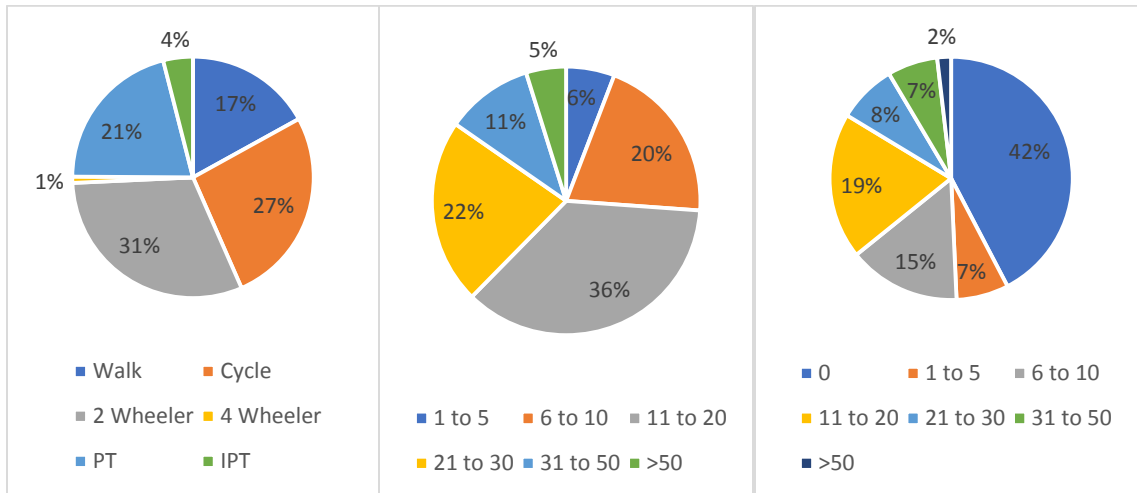


Figure 26: Mainline haul trip (mode, time and expense)

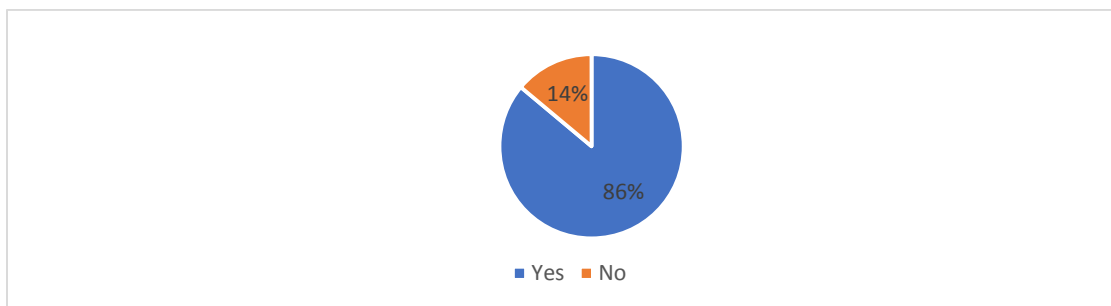


Figure 27: Shift to cycle for mainline trip if cycle infrastructure is made

However, in case of providing only bicycle sharing system in the city, only about 18% of the commuters are willing to shift to public cycle from their current mode. It is being assumed that some percent of not willing to shift to public cycles can be due to preference to their own cycles and, it cannot be used for service delivery purposes as well.

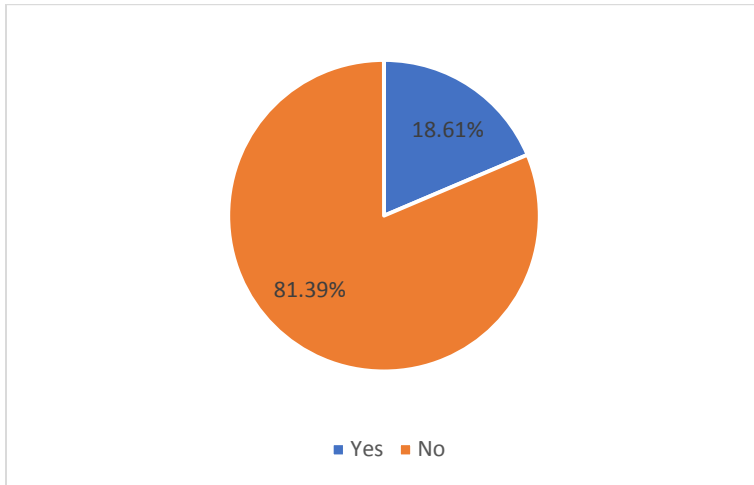


Figure 28: Shift to public bicycle for mainline trip if bicycle sharing system is provided

Though, there will be a huge shift to BRT system if Public Bicycle Sharing system is provided as the analysis of the BRT zones shows that 65% of the present commuters are willing to use BRT, if public cycles are made available to them within 5 minutes walking distance from their origin/destination points and at the BRT stations. The mode shift would be majorly catering to the access/egress trips to the public transport.

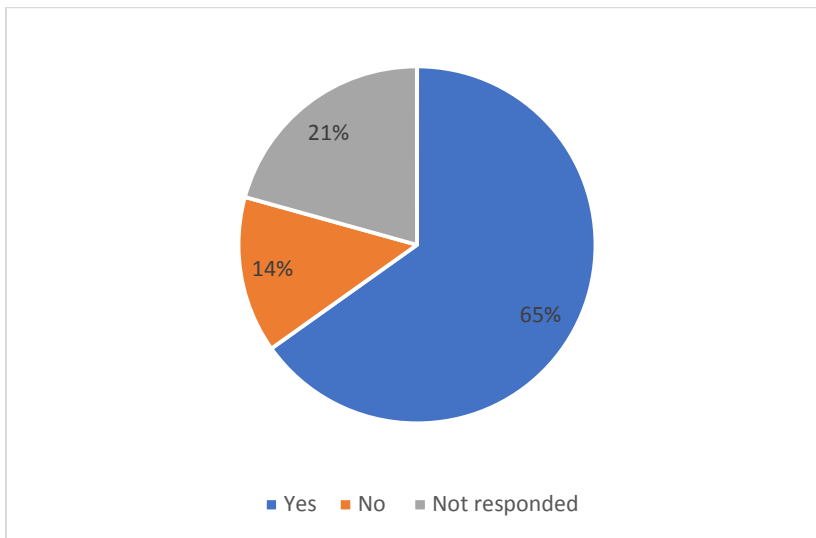


Figure 29: Willing to use BRT, if a public cycle is easily available within 5 minutes from origin/destination of the journey and at BRT stations

### Travel behaviour and perception of commuters who are regular cyclists

As discussed in the previous section, following is the detail assessment of the current cyclists who use cycle daily for the work purpose. These are around 18% of the commuters who conveyed that they use cycle either daily or sometimes.

Majority of these commuters are young and middle-aged service class men belonging to the lower income group category, i.e. having a household income less than INR 20,000.

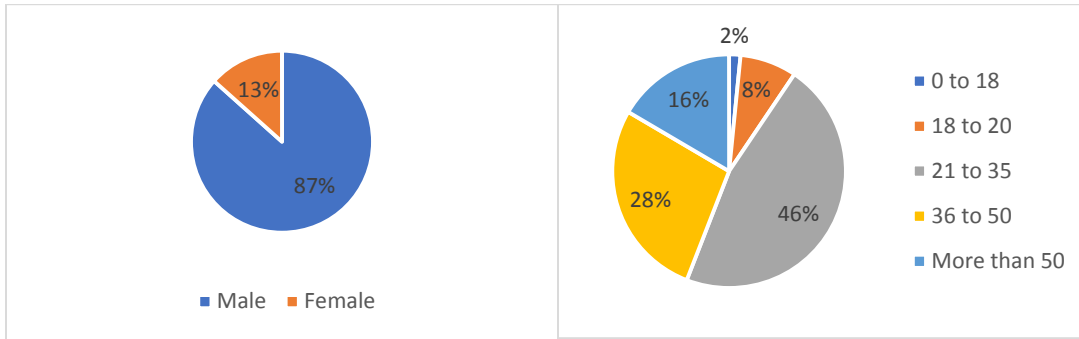


Figure 30: Gender and age group

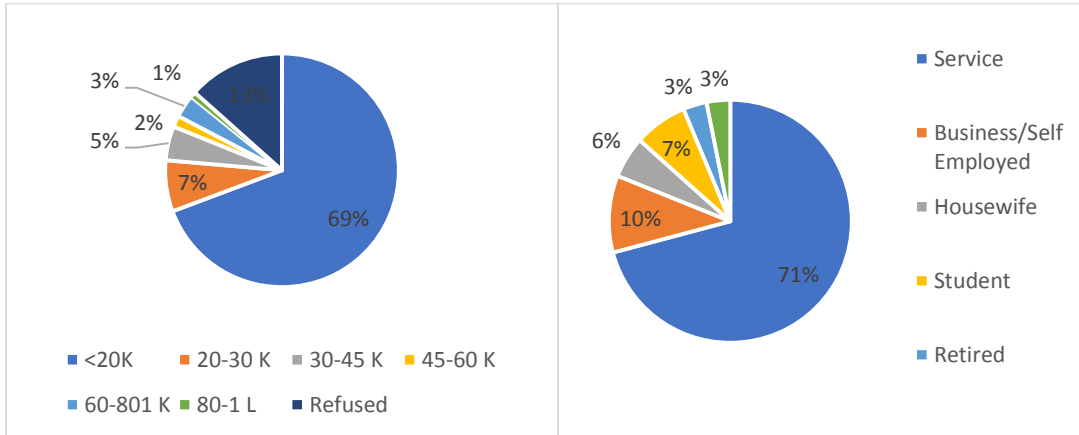


Figure 31: Household monthly income and occupation of cyclists

With the vehicular ownership status, the 77% of the cyclists own 1 or more than 1 cycles whereas 57% of them doesn't own a single 2-wheeler and 93% of them doesn't own a single 4-wheeler. It shows the potential number of cyclists who will still use cycle as a mode.

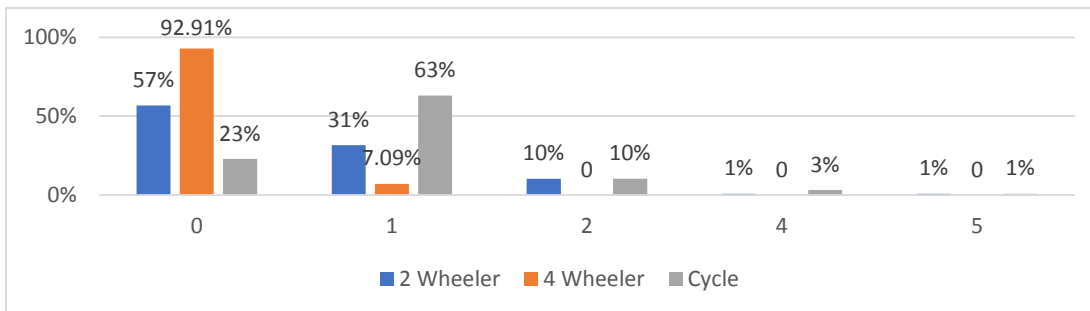


Figure 32: Vehicular ownership status

21% of the cyclists have lost their bicycles due to theft which is a considerable number as theft and vandalism discourages cyclist to opt for cycling as their main mode.



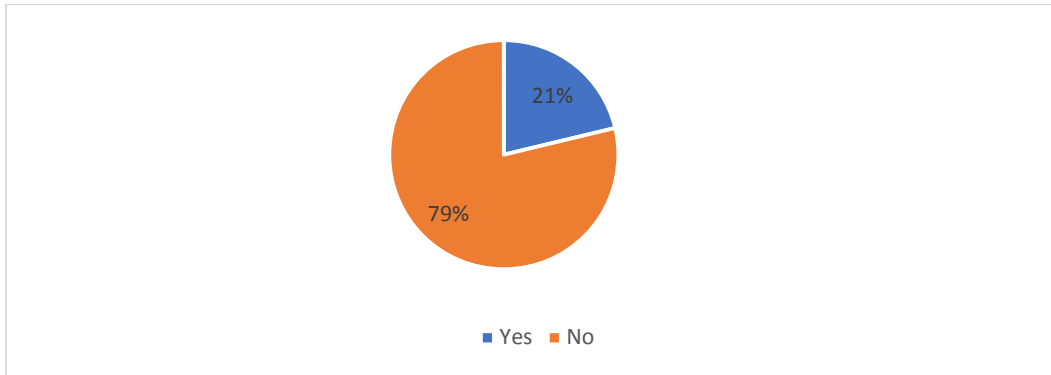


Figure 33: Experienced Bicycle Theft

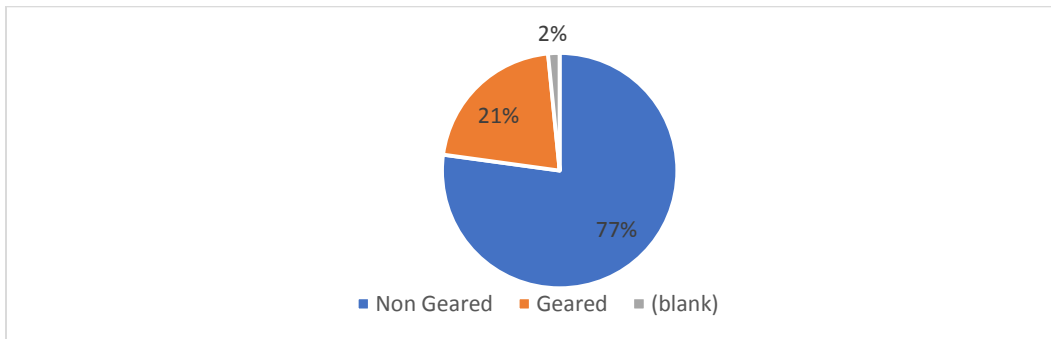


Figure 34: Type of cycle using/willing to use

77% of the cyclists are either using or are willing to use a non-gear cycle and about 80% of them have an expenditure capacity of INR 3400 to buy a new cycle or are having their cycle in that range. However, it should be noted that 21% of them are still using geared cycles which costs more and considering the affordability, it is safe to say that commuters belonging to middle and upper middle class are using cycles for their regular work commute purpose.

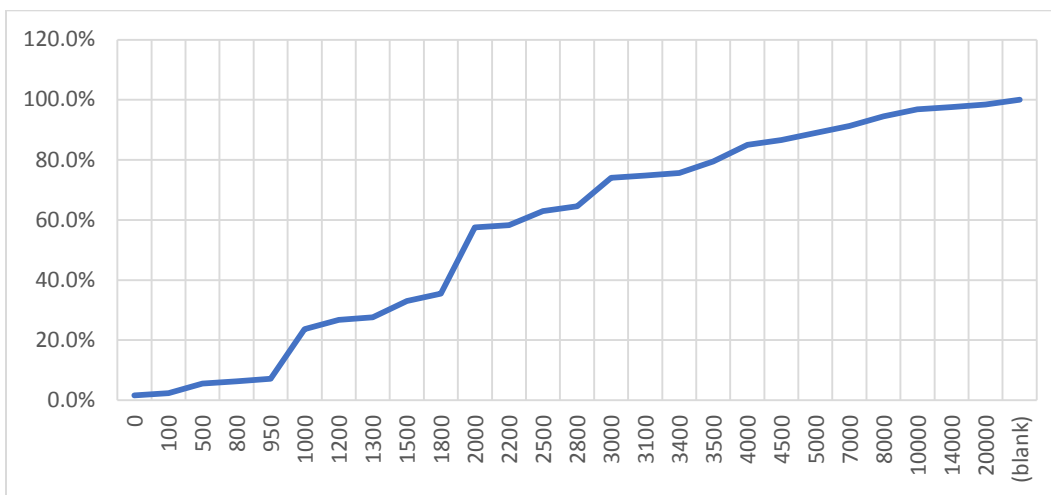


Figure 35: Cost of the cycle/ amount willing to pay for buying a new cycle

Cyclists have also rated their perception about Pune’s Transport system. It should be noted that the ratings 1 to 5 are out of 5.

More than half of the cyclists feel that the transportation system is neither safe in general nor for the cyclists. Even most of the corridors have been perceived as unsafe from the online survey. Cyclists feel that time to commute is highly unacceptable. It is mainly due to mixed traffic scenario and which is again because of lack of segregated cycle lanes in the city. The perception for providing mobility to all by the present transport service and infrastructure got mixed reviews, however, it is neither extremely good nor bad. Similar perception is about the adequacy of infrastructure for cycling but got much higher number in strong disagreement i.e. 1 rating by 10% of the cyclists. More than of the cyclists have termed it as affordable but have also rated the highest for having adverse effect on health or creates higher stress level.

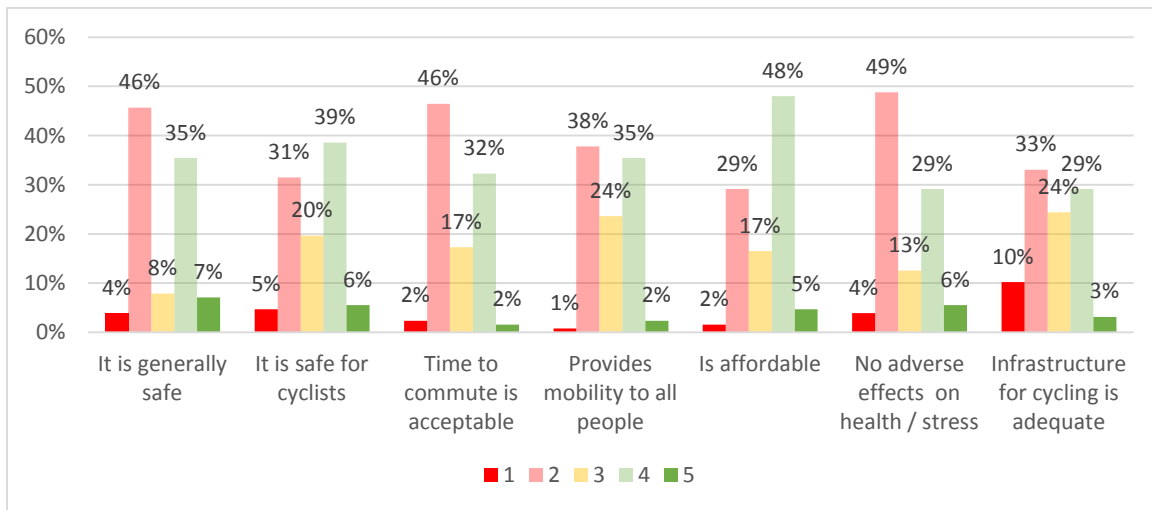


Figure 36: Perception about Pune's Transport System

With respect to the rating of importance of numerous factors for cycling, separate cycle tracks on busy main roads has come up as the most crucial factor. It is followed by preventing motorized two wheelers on the cycle tracks and availability of the bicycle repair shops. Availability of cycle parking spaces are also on top priority for the cyclists. Remaining all other aspects have a similar gradual fall in the importance but still holds a lot of importance.

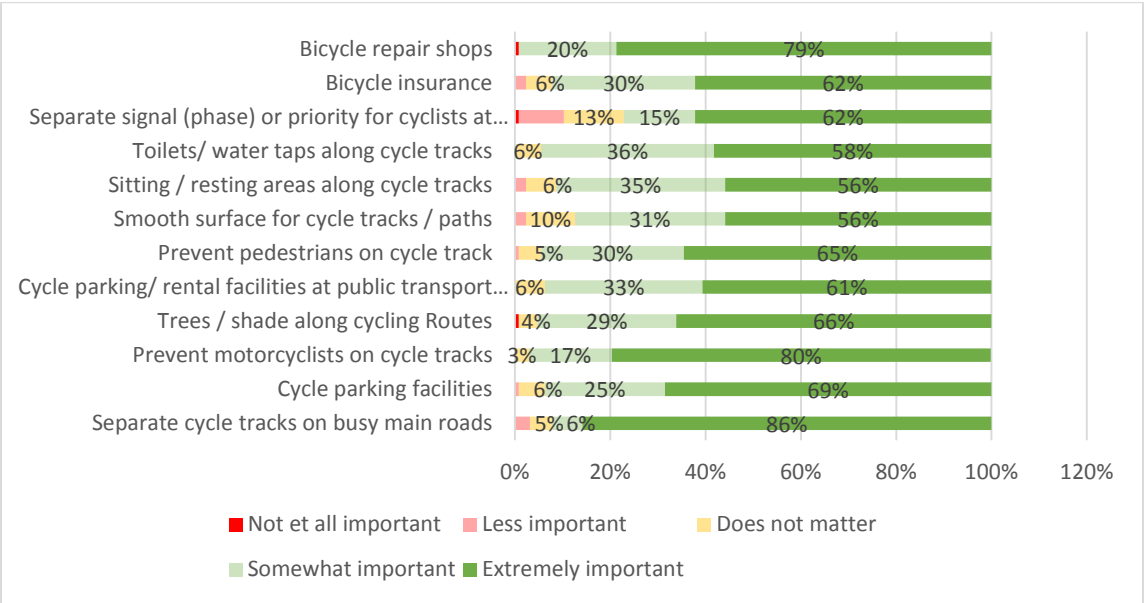


Figure 37: Important aspects for cycling

## Annexure 1: Survey Format

### Street Survey (cyclists/ non cyclists)

Name of surveyor: \_\_\_\_\_ Survey Date: \_\_/\_\_/2016 Place of survey: \_\_\_\_\_

1. Initials नाव: \_\_\_\_\_

2. Currently, do you cycle?

सध्या तुम्ही सायकल वापरता का?

1) Yes होय 2) No नाही

3. Age Group वयोगट:

1) 0 – 18 ० ते १८  
2) 18-20 १८ ते २०  
3) 21-35 २१ ते ३५  
4) 36-50 ३६ ते ५०  
5) >50 > ५०

4. Gender लिंग:

1) Male पुरुष 2) Female स्त्री 3) Other इतर

5. Number of people in household: \_\_\_\_\_

6. Household Monthly Income (in Rs)

कुटुंबाचे मासिक उत्पन्न (रुपयांमध्ये):

Refused <20k 20-30k 30-45k  
45k-60k 60-80k 80k-1L >1L

7. Personal monthly income (Rs): \_\_\_\_\_

8. Occupation व्यवसाय:

1) Service नोकरी 2) Business/ Self Employed व्यापार  
3) Housewife गृहिणी 4) Student विद्यार्थी  
5) Retired निवृत्त 6) other इतर \_\_\_\_\_

9. How many vehicles do you have in your house?

तुमच्या घरामध्ये किती वाहने आहेत?

	0	1	2	3	4	>4
Two wheeler दुचाकी						
Four wheeler चार चाकी						
Cycle सायकल						

10. What type of cycle are you currently using/ are willing to use? सध्या तुम्ही कौनसे सायकल वापरतात/ वापराएला अवरेल?

1) Non-Geared Cycle 2) Geared Cycle

11. Cost of your cycle/ how much are you willing to pay for buying a cycle? तुमची सायकल कितीची आहे/ कितीची सायकल तुम्ही खरेदी करू साकतता?

Amount in Rs. रक्कम रु.: \_\_\_\_\_

12. Have you experienced Bicycle Theft?

तुमची सायकल कधी चोरीला गेली आहे का?

1) Yes होय 2) No नाही

13. Perception of Pune's Transportation system:

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
It is generally safe					
It is safe for cyclists					
Time to commute is acceptable					
Provides mobility to all people					
Is affordable					
No adverse effects on health, stress					
Infrastructure for cycling is adequate					

14. Last or current trip:

Frequency of this trip भेटीची वारंवारिता

1) Daily दररोज 2) Bi-weekly आठवड्या-तून दोनदा  
3) Weekly आठवड्याला 4) Bi-monthly महिन्यातून दोनदा  
5) Monthly महिन्याला 6) occasionally कधीकधी

Purpose of trip (tick)	Work	Education	Recreational	Shopping	Other	
	Origin			Destination		
Name of place						
Type of Place	Work	Education	Recreation	Work	Education	Recreation
	Shopping	Home	Other	Shopping	Home	Other
Zone (select from map)						

Segment	Access			Mainline				Egress		
Mode	Auto	2W	Cycle	BRTS	Bus	Auto	Cab	Auto	2W	Cycle
	Walk	Other		4W	2W	Walk	Cycle	Walk	Other	
Distance (km)										
Duration/Time (in min)	1-5, 20-30,	6-10, >30	11-20	1-5, 21-30,	6-10, 30-50,	11-20, >50		1-5, 20-30,	6-10, >30	11-20
Expense (in Rs)	0, 21-30,	1-5, 30-50,	6-10, >50	1-5, 21-30,	6-10, 30-50,	11-20, >50		0, 21-30,	1-5, 30-50,	6-10, >50
Would you opt for a cycle for the same trip if cycle lanes, safe crossings and cycle parking are developed? जर सायकल पार्किंग, सायकल मार्गिका आणि सुरक्षित क्रॉसिंग विकसित केले तर याच प्रवासाठी तुम्ही सायकल वापराल का?										
Reason										
Would you opt for a cycle sharing system for the same trip? याच प्रवासासाठी सायकल शेअरिंग सिस्टीमचा पर्याय वापरायला तुम्हाला आवडेल का?										
Reason										

15. How much amount are you willing to pay for a 30 minutes ride on PBS? ३० मिनिटांच्या प्रवासासाठी तुम्ही किती रुपये खर्च करू इच्छिता? (Explain pricing in visual)

- 1) Should be free मोफत
- 2) Upto Rs. 5 ५ रुपयांपेक्षा कमी
- 3) Rs. 6 to Rs 10 ६ ते १० रुपये
- 4) Rs 11 to Rs. 15 १० रुपयांपेक्षा जास्त

- 1) Free मोफत
- 2) Rs. 100-200 १०० ते २०० रुपये
- 3) Rs. 201-500 २०१ ते ५०० रुपये
- 4) More than Rs. 500 ५०० रुपयांपेक्षा जास्त

16. How much amount are you willing to pay for a monthly subscription? मासिक सब्सक्रिप्शन सोयीनुसार प्रवासासाठी तुम्ही किती रुपये खर्च करू इच्छिता?

17. Would you be interested in riding high quality bicycles with gears etc. for higher user charges in PBS? उच्च दर्जाच्या गेअर सायकलवरून प्रवास करण्यासाठी तुम्ही इच्छुक आहात का? यासाठी जास्त रक्कम मोजण्याची तुमची तयारी आहे का? 1) Yes होय 2) No नाही Reason कारण .....

18. Are you aware of the benefits of cycling?

सायकल चालवण्याच्या फायद्यांबाबत तुम्हाला माहिती आहे का?

- Health benefits/ exercise आरोग्य/ व्यायाम 1)Yes होय 2)No नाही
- Cheap mode of commute स्वस्त वाहन 1)Yes होय 2)No नाही
- Environment conscious पर्यावरणाचा विचार 1)Yes होय 2)No नाही
- Lessen Congestion on road 1)Yes होय 2)No नाही
- It's fun to cycle सायकल चालवण्यात मजा येते 1)Yes होय 2)No नाही
- Travel reliability विश्वसनीय प्रवास 1)Yes होय 2)No नाही
- Flexible and convenient सोयीस्कर प्रवास 1)Yes होय 2)No नाही
- It is faster जलद 1)Yes होय 2)No नाही
- Other इतर \_\_\_\_\_

19. For cycling in Pune how important would be the following infrastructure?

खालीलपैकी कोणत्या सुविधा cycling शहरासाठी महत्वाच्या वाटतात?

	Not at all important	Less Important	Does not matter	Somewhat Important	Very Important
Separate cycle tracks on busy main roads					
Cycle parking facilities					
Cycle parking/ rental facilities at public transport stops					
Trees/shade along cycling routes					
Prevent motorcyclists on cycle tracks					
Prevent pedestrians on cycle track					
Smooth surface for cycle tracks/ paths					
Sitting / resting areas along cycle tracks					
Toilets/ water taps along cycle tracks					
Separate signal (phase) or priority for cyclists at junctions/ signals					
Bicycle insurance					
Bicycle repair shops					

20 Do you want to give any additional comments? तुम्हाला काही अतिरिक्त माहिती द्यायची किंवा सांगाईची का?



AUGUST 2017

SURVEY: ONLINE







## Analysis of Online Survey

11 August 2016

An online survey was conducted as part of the Pune Cycle Plan. The request to fill out the survey form was circulated over email through PMC's list-serv, on SMS to mobile numbers registered with PMC and Facebook, and the form itself was placed on the Pune Cycle Plan website for a period of about 6 weeks, from 6 June 2016 to 20 July 2016. The survey form is included in this report, at the end.

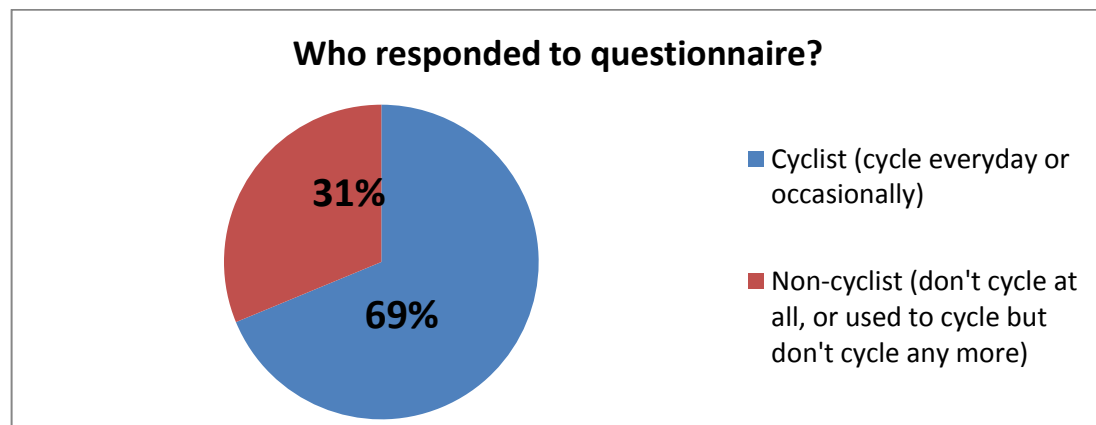
Results for selected questions with quantitative data are presented below. Additional reports on suggestions for cycle plan, suggestions for cycle routes and risk spots are presented separately.

### Profile of the respondents

5704 people responded to the questionnaire, the profile of the respondents is as follows:

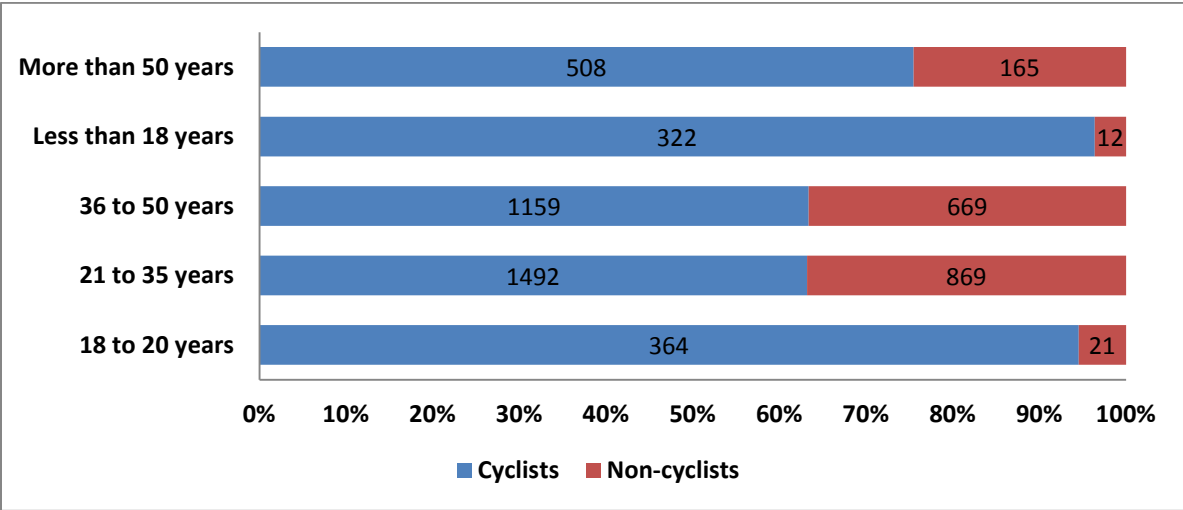
- **Based on Cyclist and Non-cyclist status:**  
Out of total respondents percentage of cyclists is more (69%)

Who responded to questionnaire	Count
Cyclist (cycle everyday or occasionally)	3922
Non-cyclist (don't cycle at all, or used to cycle but don't cycle any more)	1782
<b>Grand Total</b>	<b>5704</b>



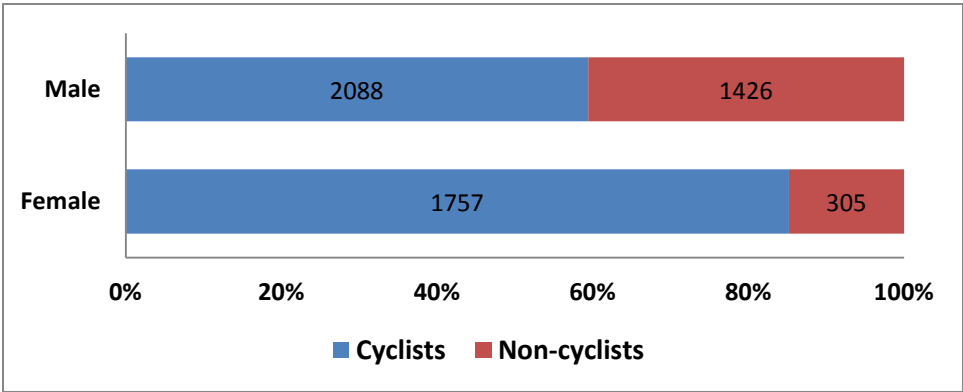
The below table shows that the percentage of respondents in the age 21 to 35 years is more (42.3%) and lowest respondents from the age group 18 to 20 years (about 7%)

Age Group	Cyclists	Non-cyclists	Total
Less than 18 years	322	12	334
18 to 20 years	364	21	385
21 to 35 years	1492	869	2361
36 to 50 years	1159	669	1828
More than 50 years	508	165	673
<b>Total</b>	<b>3845</b>	<b>1736</b>	<b>5581</b>



The table below shows that while the number of male respondents are more (63%) as compared to female respondents, the percentage of female cyclists is more (85%) as compared to male cyclists (59.4%)

Gender	Cyclists	Non-cyclists	Total
Female	1757	305	2062
Male	2088	1426	3514
<b>Total</b>	<b>3845</b>	<b>1731</b>	<b>5576</b>



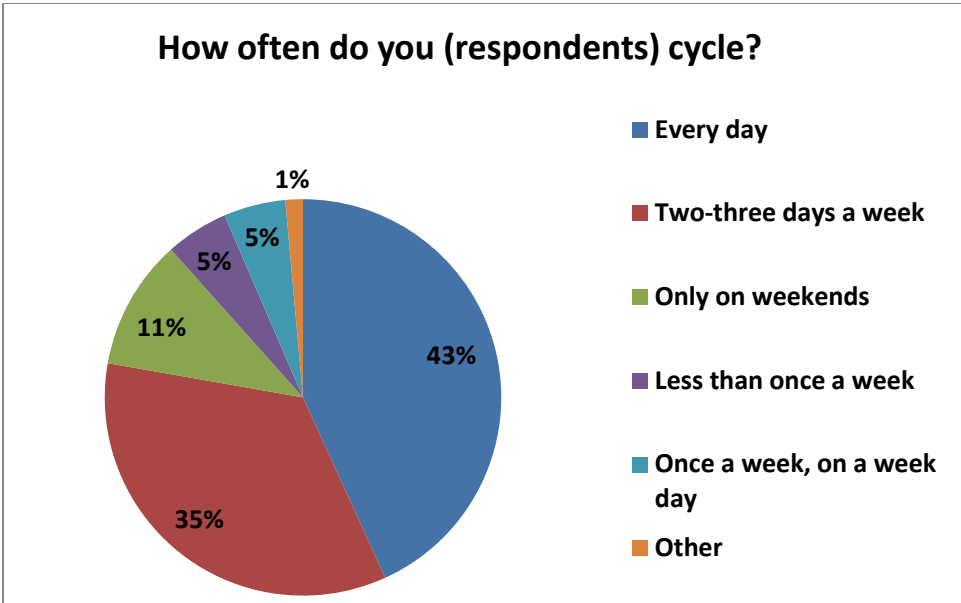
# Views of cyclists

Out of total 5704 respondents, 3922 are cyclists, which is about 69% of the total respondents. Their experience of cycling, often they cycle, at what time of day and which seasons in the year they prefer to cycle, the distance they travel on average day etc. are as follows:

## 1. Distribution of how often people (respondents) cycle:

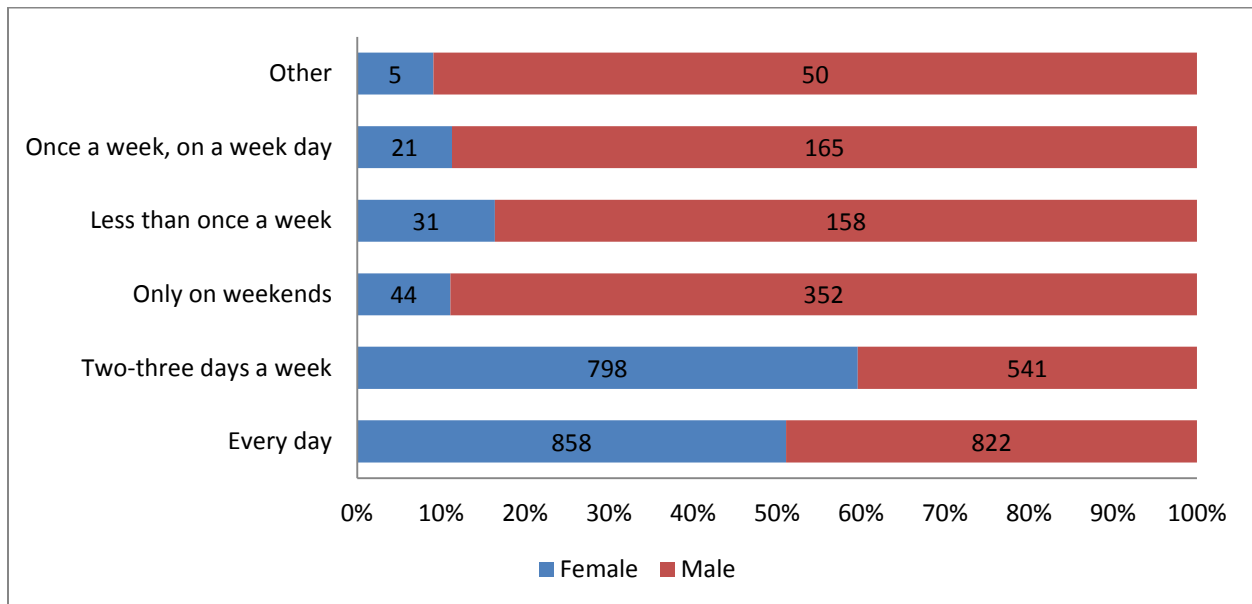
The overall distribution of how often (from everyday to less than once in a week) the respondents cycle is as follows, 43% respondents daily cycle whereas 35% cycle two to three days a week.

How Often do you cycle?	Count
Every day	1694
Two-three days a week	1356
Only on weekends	417
Less than once a week	201
Once a week, on a week day	198
Other	56
<b>Total</b>	<b>3922</b>

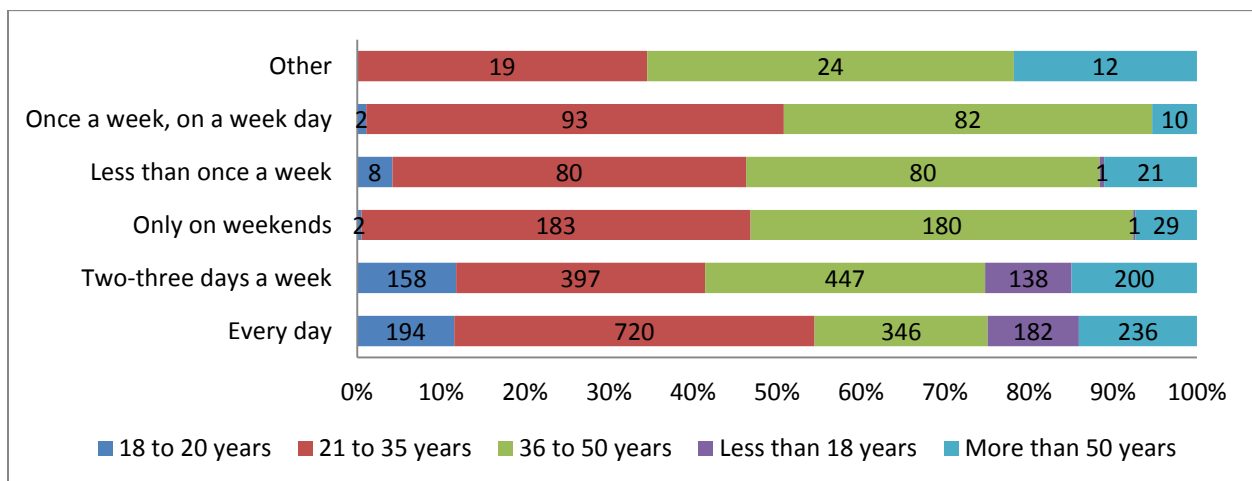


- If we analyze it further based on their gender and age, then it is observed that, the proportion of female daily cyclists is more 858 out of total 1757 females (48.83%) who responded as compared to 822 out of 2088 (39.36%) male who responded. Also, the percentage of male who cycle only on the weekends (16.85%) is substantially more than females (2.5%).

How Often do you cycle?	Female	Male
Every day	858	822
Two-three days a week	798	541
Only on weekends	44	352
Less than once a week	31	158
Once a week, on a week day	21	165
Other	5	50



**Based on the age group:**



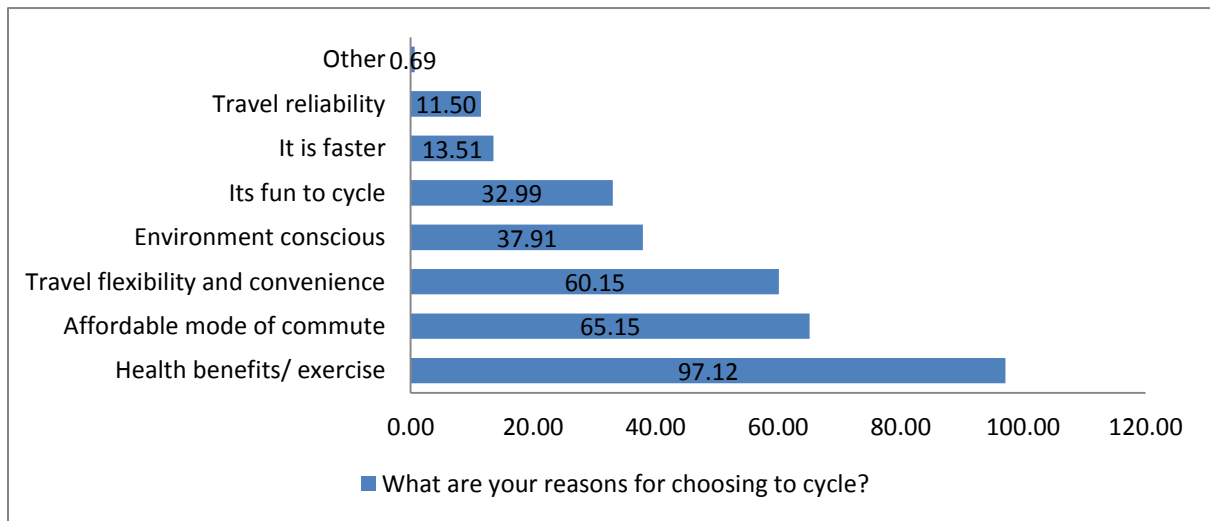
**2. Reasons to cycle**

**• Overall**

The below table and graph shows that the 'Health benefits/Exercise is the main reason the respondents cycle, where 97% people reported this as one of the reason for cycling. Other

important reasons include ‘Affordable mode of commute’ (65%), ‘Travel flexibility and convenience’ (60%). Interestingly 13.5% or 530 people say that ‘It’s a faster mode of commute’ in the city.

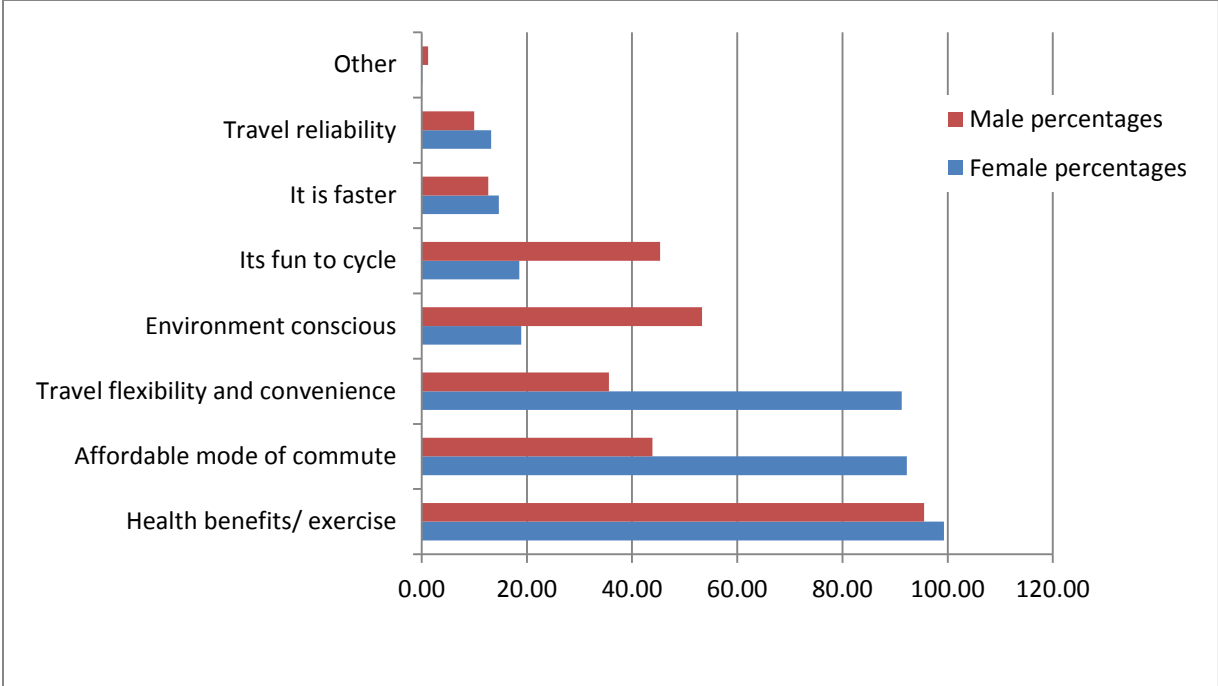
What are your reasons for choosing to cycle?	Count	Percentages
Health benefits/ exercise	3809	97.12
Affordable mode of commute	2555	65.15
Travel flexibility and convenience	2359	60.15
Environment conscious	1487	37.91
It’s fun to cycle	1294	32.99
It is faster	530	13.51
Travel reliability	451	11.50
Other	27	0.69
Total respondents	3922	100.00



- **Based on the gender**

For female cyclists ‘Health benefits/exercise’, ‘Affordable mode of commute’ and ‘Travel flexibility and convenience’ are the main reasons to cycle, while for male cyclists- “Health benefits/exercise’ is the main reason for cycling.

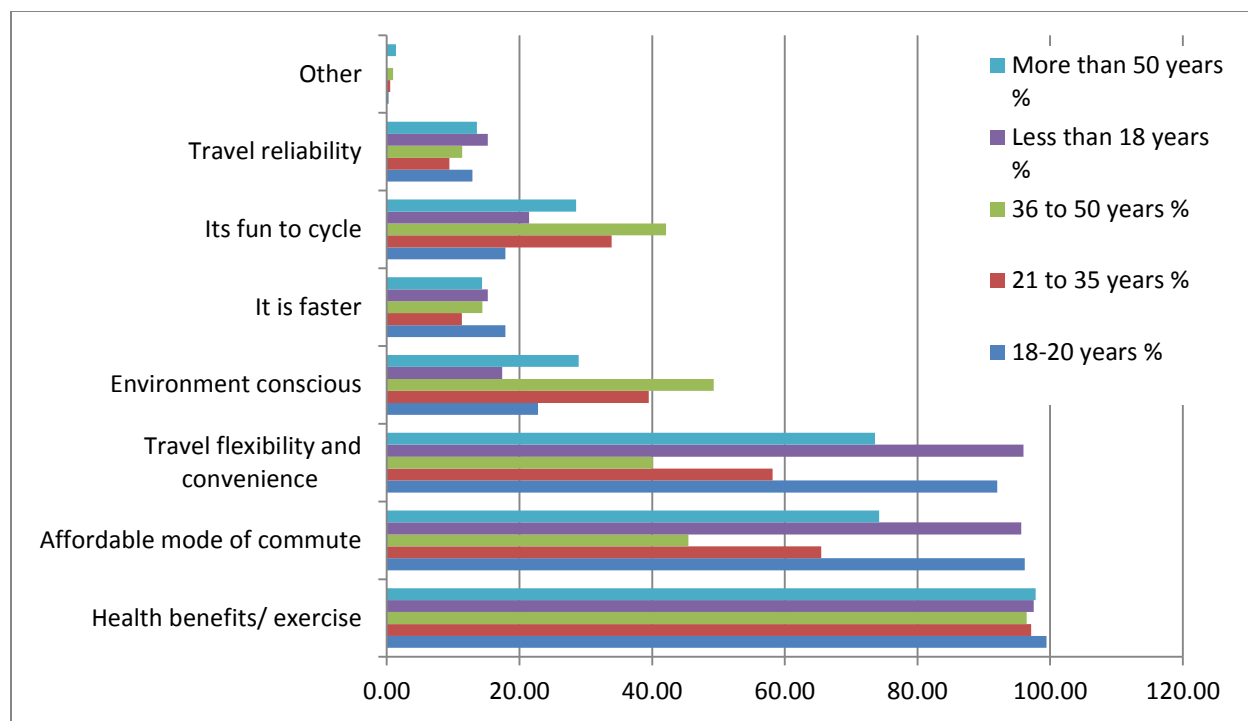
What are your reasons for choosing to cycle?	Female	Female percentages	Male	Male percentages
Health benefits/ exercise	1745	99.32	1994	95.50
Affordable mode of commute	1621	92.26	916	43.87
Travel flexibility and convenience	1603	91.24	743	35.58
Environment conscious	333	18.95	1113	53.30
Its fun to cycle	326	18.55	947	45.35
It is faster	258	14.68	265	12.69
Travel reliability	232	13.20	208	9.96
Other	2	0.11	25	1.20
Total respondents	1757	100.00	2088	100.00



- Based on the age group

Respondents of all age groups say that the ‘Health benefits/exercise’ is the main reason to cycle.

Row Labels	18-20 years	21 to 35 years	36 to 50 years	Less than 18 years	More than 50 years
Health benefits/ exercise	362	1449	1118	314	497
Affordable mode of commute	350	977	527	308	377
Travel flexibility and convenience	335	868	465	309	374
Environment conscious	83	589	571	56	147
It is faster	65	169	167	49	73
Its fun to cycle	65	506	488	69	145
Travel reliability	47	141	132	49	69
Other	1	8	11	0	7
Total respondents in the age group	364	1492	1159	322	508

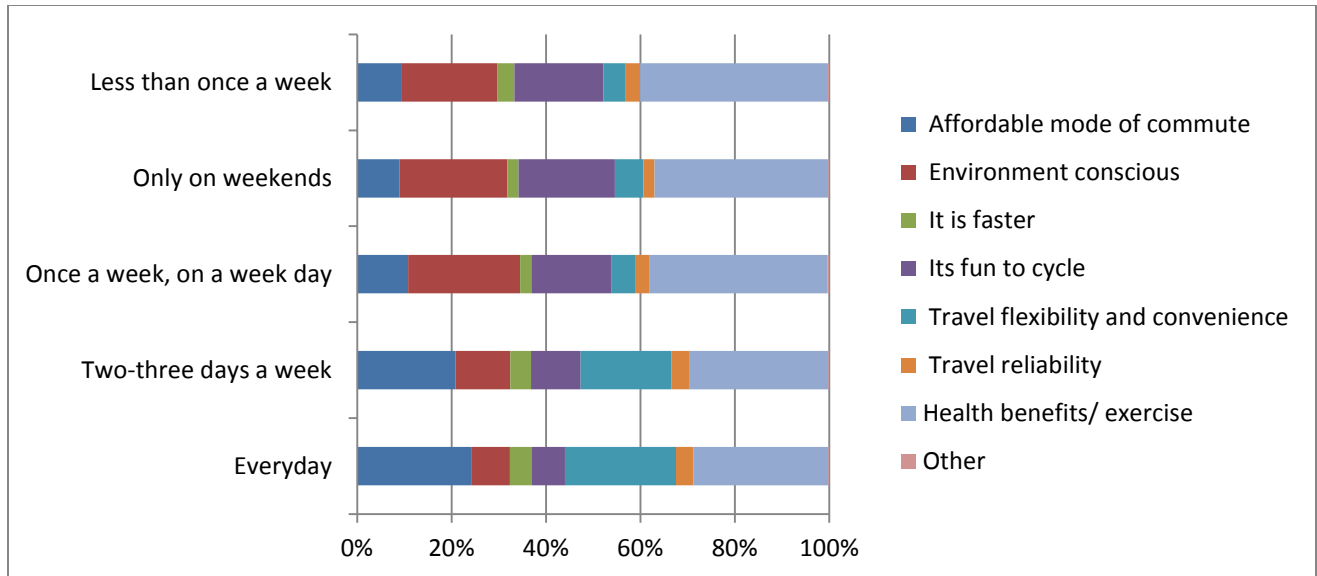


- **Reason to cycle and how often people cycle**

For everyday cycle users main reasons to choose cycle are ‘Health benefits/exercise’, ‘Affordable mode of commute’ and ‘Travel flexibility and convenience.’

For the people who cycle once a week or only on weekends- ‘Health benefits/exercise’ and ‘Environmental consciousness’ are the major reasons to cycle and about 20% people who cycle only on weekends enjoy cycling as a fun activity.

Reason to cycle	Everyday	Two-three days a week	Once a week, on a week day	Only on weekends	Less than once a week
Affordable mode of commute	1410	941	54	97	43
Environment conscious	471	527	119	248	94
It is faster	271	198	12	26	17
Its fun to cycle	405	475	85	221	87
Travel flexibility and convenience	1370	867	25	65	22
Travel reliability	211	180	15	26	14
Health benefits/ exercise	1662	1328	189	399	183
Other	11	7	2	2	2



### 3. Time of cycling

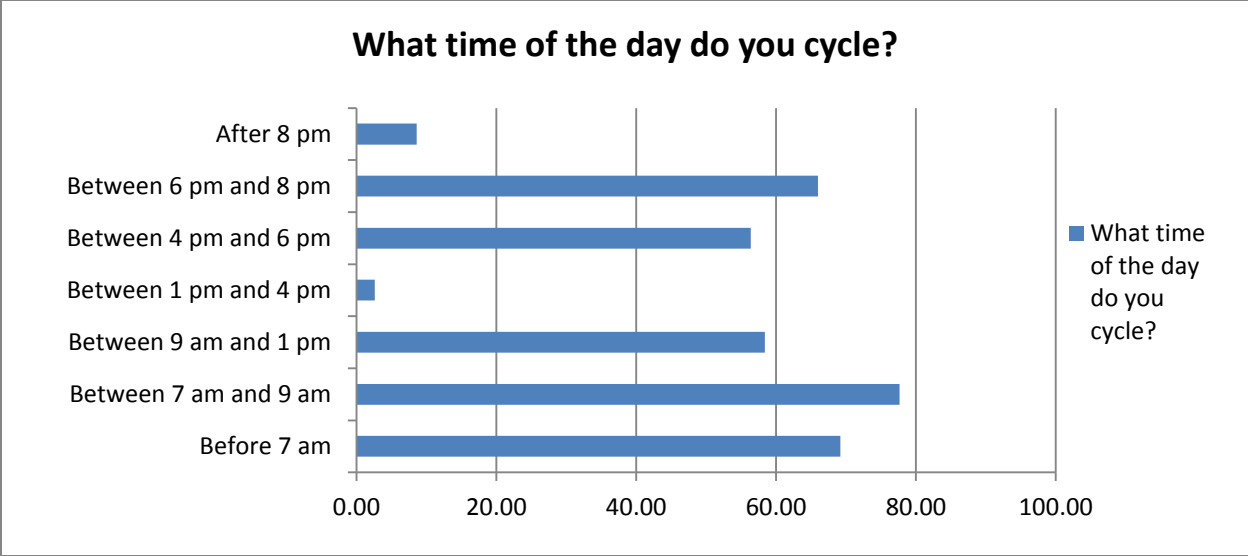
- **Overall**

Afternoon 1 to 4 is the time which is not a preferred time of the day to cycle for most of the cyclists, as only 2.6% cycle at this time of the day, also time after 8 in the evening is also second least preferred time, as only 8.6% cycle at this time of the day.

For respondents who cycle, morning 7 to 9 (77.7%) and before 7 in the morning (69.2%) are the most preferred time to cycle, but considerable people (more than 55%) also cycle during 9 am to 1 pm, 4 pm to 6 pm and 6 pm to 8 pm.

Time of cycling	Total	Percentages
Before 7 am	2714	69.20
Between 7 am and 9 am	3046	77.66
Between 9 am and 1 pm	2290	58.39
Between 1 pm and 4 pm	103	2.63
Between 4 pm and 6 pm	2212	56.40
Between 6 pm and 8 pm	2588	65.99
After 8 pm	338	8.62
Total Respondents	3922	100

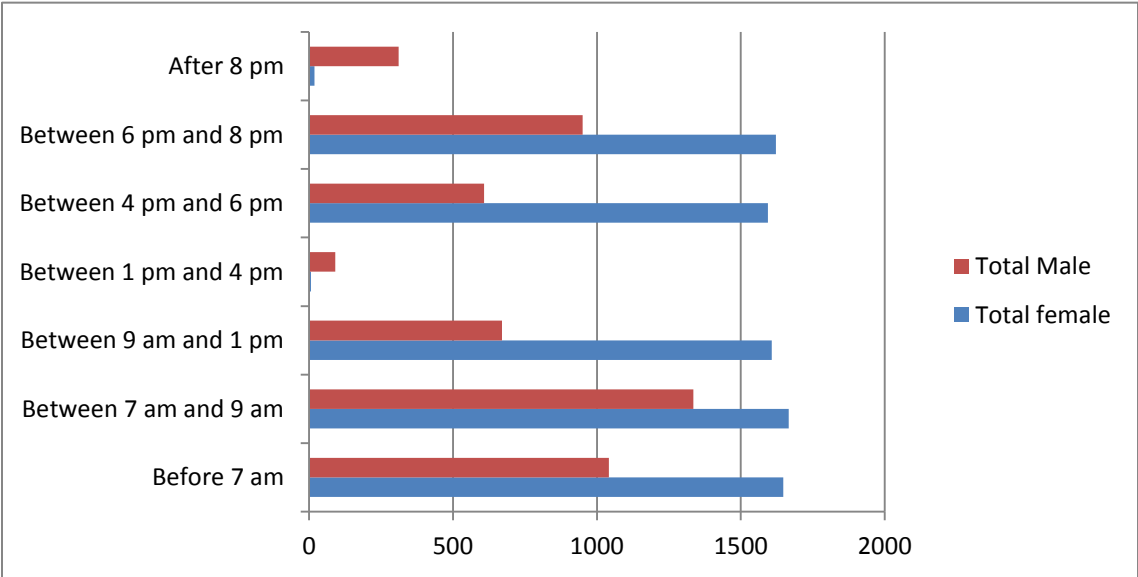




- Time of cycling by gender**

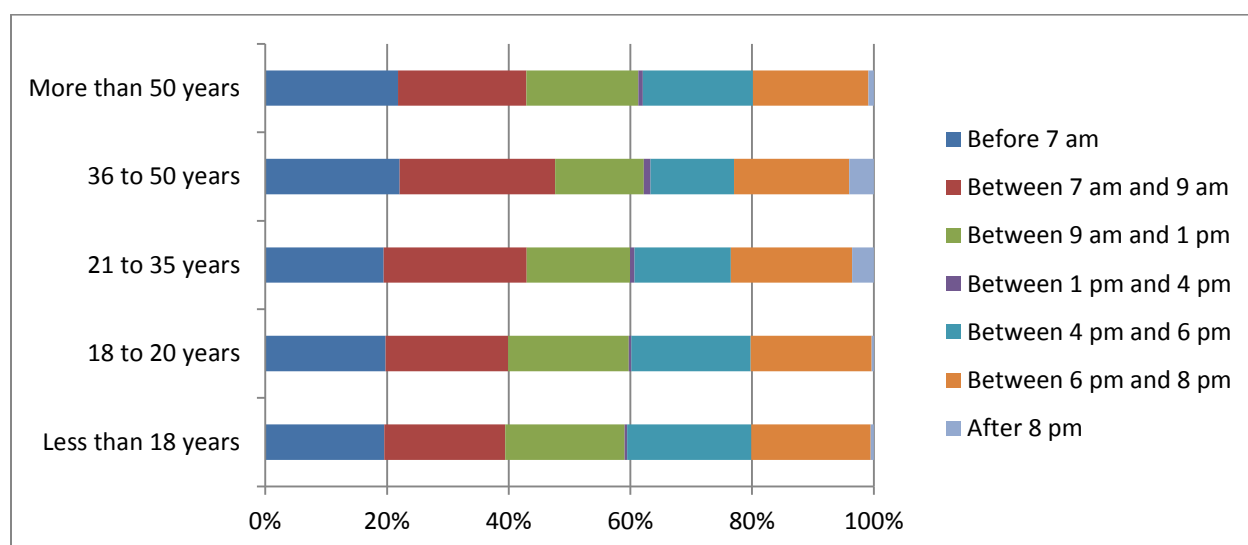
For female cyclists afternoon 1 to 4 and evening after 8 are the time in the day when hardly any respondent cycle, while most of them cycle during other time in a day. For male respondents who cycle, morning time (before 7 and between 7 to 9) and evening (6 to 8) are the time in a day when they cycle.

Row Labels	Total female	Total Male
Before 7 am	1648	1042
Between 7 am and 9 am	1666	1335
Between 9 am and 1 pm	1607	670
Between 1 pm and 4 pm	6	91
Between 4 pm and 6 pm	1594	608
Between 6 pm and 8 pm	1622	950
After 8 pm	19	311



- **Time of cycling by age**

Time of cycling	Less than 18 years	18 to 20 years	21 to 35 years	36 to 50 years	More than 50 years
Before 7 am	302	341	958	670	422
Between 7 am and 9 am	307	348	1161	777	409
Between 9 am and 1 pm	303	342	836	442	357
Between 1 pm and 4 pm	7	7	37	34	14
Between 4 pm and 6 pm	315	339	781	418	350
Between 6 pm and 8 pm	303	343	982	574	368
After 8 pm	8	6	176	123	17
<b>Total</b>	<b>1545</b>	<b>1726</b>	<b>4931</b>	<b>3038</b>	<b>1937</b>

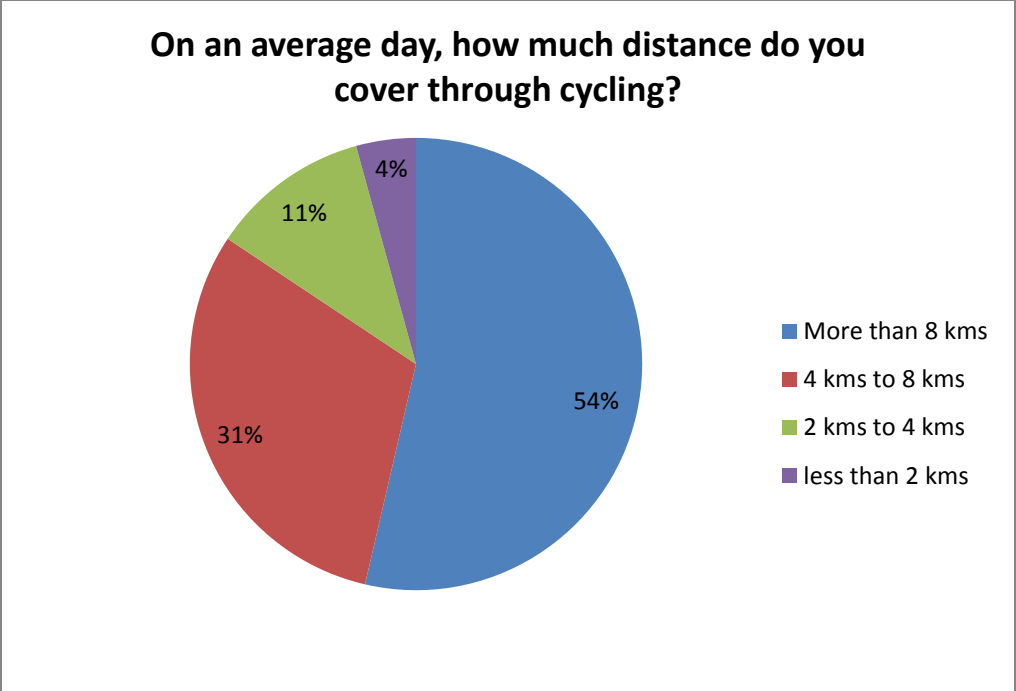


#### 4. Distribution of distance covered by people

- **Overall**

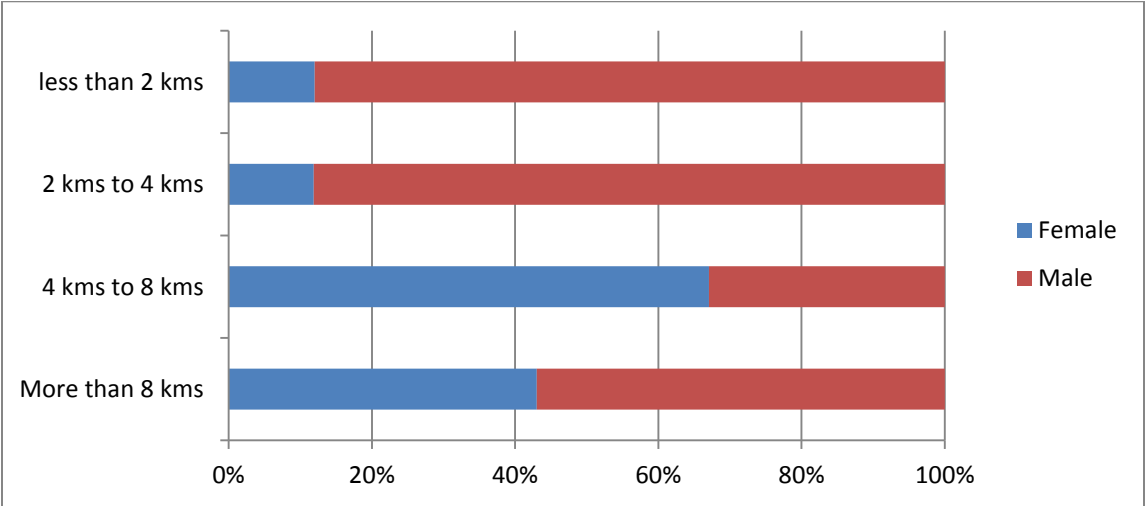
For majority of the people (54%), distance they cycle on an average day is more than 8 km. The similar trend can be seen for the gender and age wise distribution of the respondents.

On an average day, how much distance do you cover through cycling?	Count
More than 8 kms	2096
4 kms to 8 kms	1201
2 kms to 4 kms	445
less than 2 kms	167



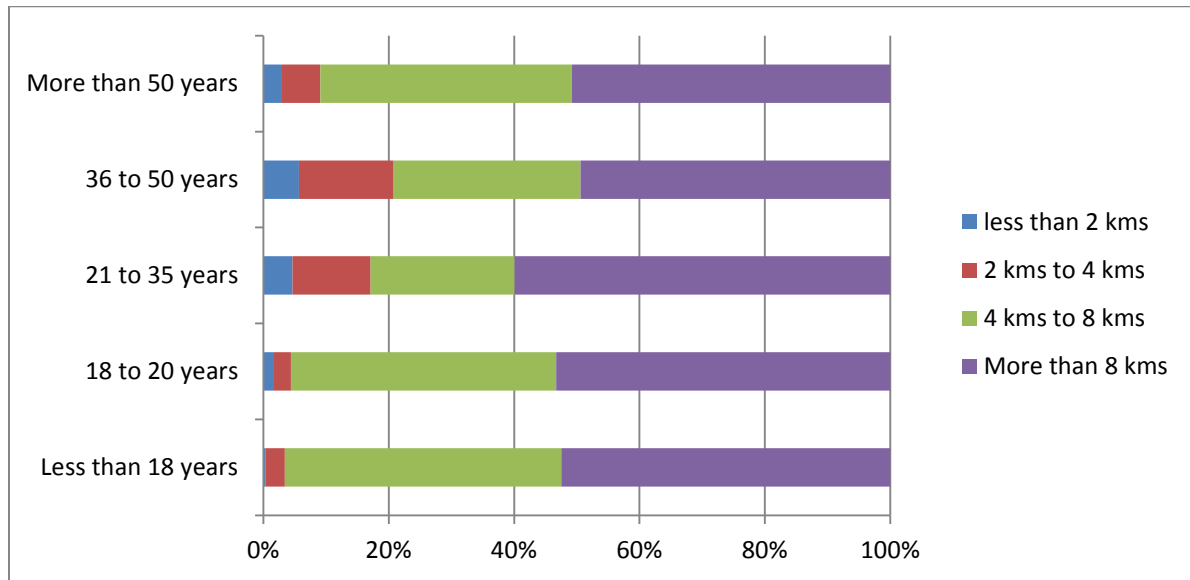
- Distribution of distance travelled by gender**

On an average day, how much distance do you cover through cycling?	Female	Male
More than 8 kms	895	1186
4 kms to 8 kms	793	389
2 kms to 4 kms	49	364
less than 2 kms	19	139



- **Distribution of distance travelled by age**

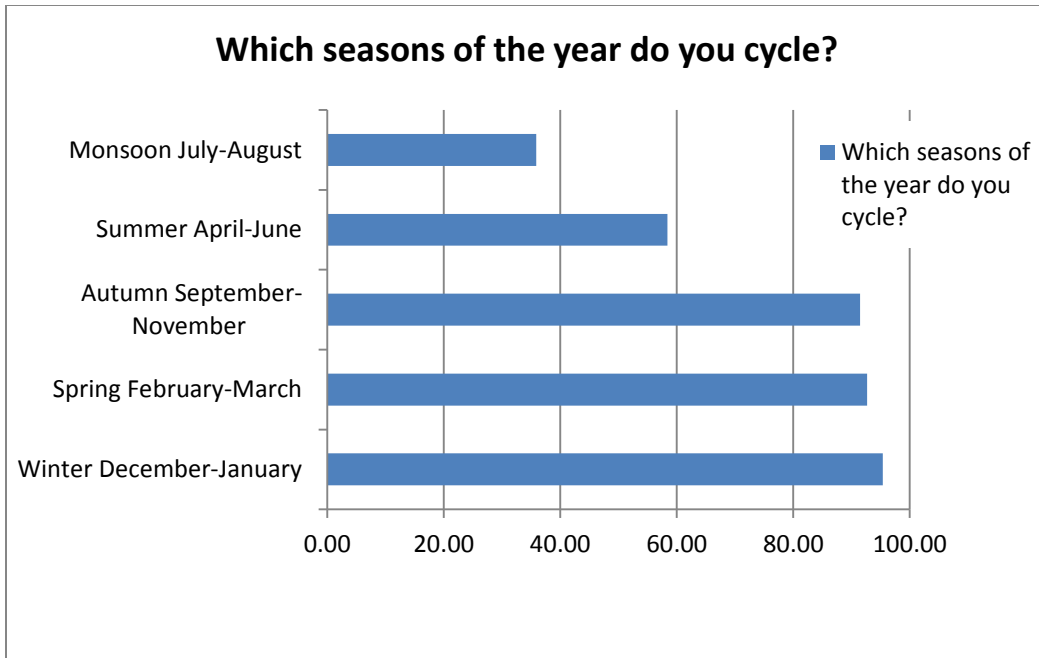
On an average day, how much distance do you cover through cycling?	Less than 18 years	18 to 20 years	21 to 35 years	36 to 50 years	More than 50 years
less than 2 kms	1	6	69	65	15
2 kms to 4 kms	10	10	185	175	31
4 kms to 8 kms	142	154	342	344	203
More than 8 kms	169	194	891	571	257



##### 5. Distribution of seasons respondents cycle:

From the below table, summer and monsoon are the most non-preferred seasons in the years to cycle, but still about 58% and 36% respectively cycle during this season, while period from September to March is the most preferred period in the year to cycle, when more than 90% of respondent cycle.

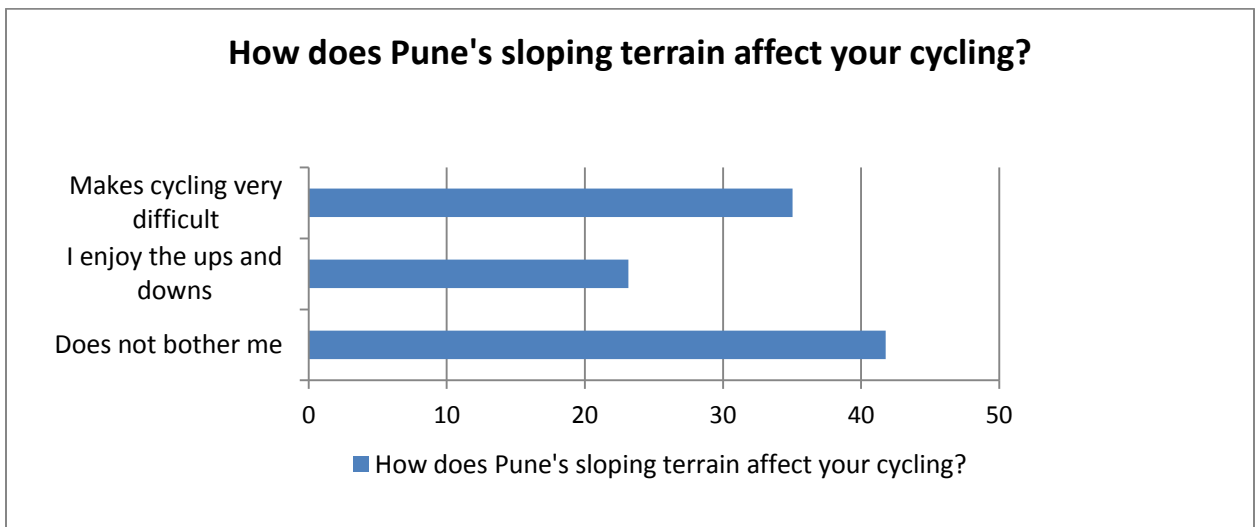
Seasons	Count	Percentages
Winter December-January	3740	95.36
Spring February-March	3635	92.68
Autumn September-November	3588	91.48
Summer April-June	2291	58.41
Monsoon July-August	1407	35.87
<b>Total respondents</b>	<b>3922</b>	<b>100.00</b>



#### 6. Distribution about if sloping terrain affects?

Though sloping terrain is generally seen as difficult to cycle, 65% people either enjoy the ups and downs or sloping terrain do not bother them while cycling.

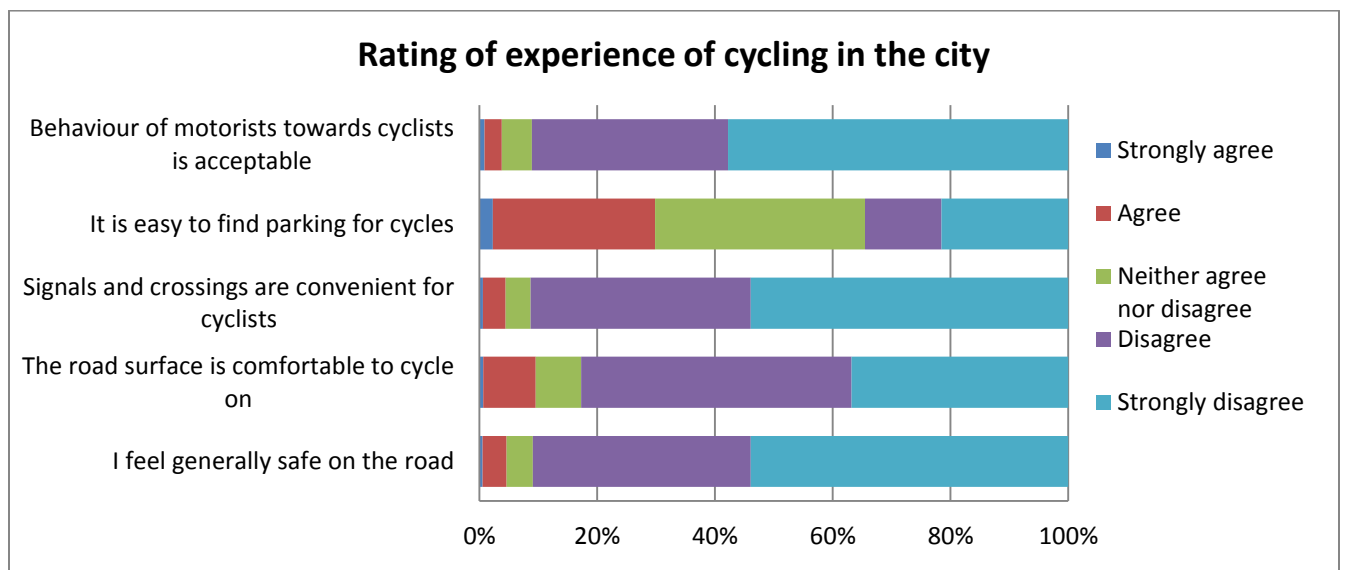
How does Pune's sloping terrain affect your cycling?	Count
Does not bother me	1631
I enjoy the ups and downs	904
Makes cycling very difficult	1368
Grand Total	3903



## 7. Rating of cycling experience:

It can be said from the below table and graph that, 'Behavior of motorists towards cyclists' is not acceptable for majority of the cyclists, also majority cyclists feel that signals and crossings are not convenient and also roads are not safe for cyclists.

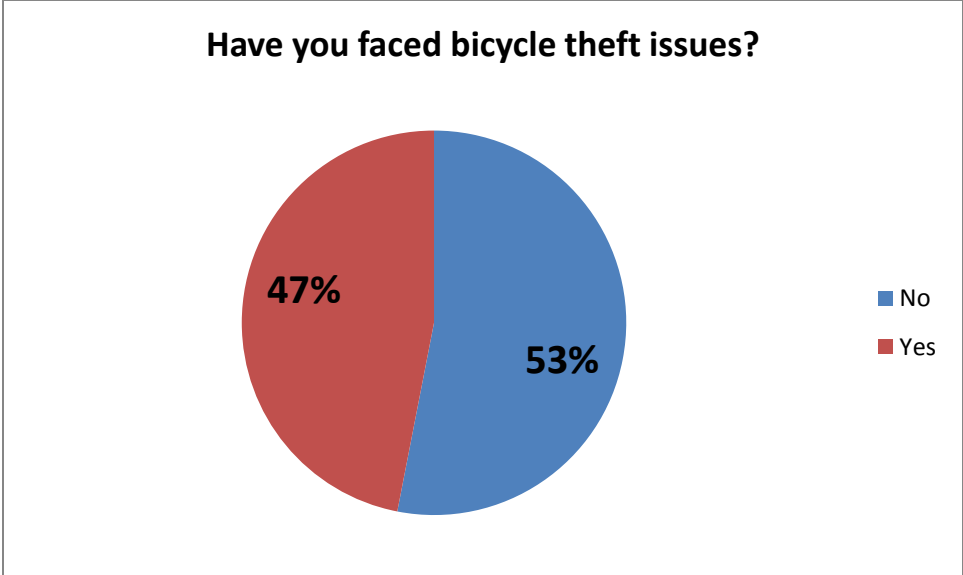
Rating of experience of cycling in the city	I feel generally safe on the road	The road surface is comfortable to cycle on	Signals and crossings are convenient for cyclists	It is easy to find parking for cycles	Behaviour of motorists towards cyclists is acceptable
Strongly agree	21	25	23	88	33
Agree	157	342	147	1055	112
Neither agree nor disagree	172	296	164	1367	198
Disagree	1427	1764	1437	498	1280
Strongly disagree	2079	1412	2073	826	2223
Grand Total	3856	3839	3844	3834	3846



## 8. Bicycle theft:

From the below data, it can be said that bicycle theft is a serious issue in the city, as 47% of the respondents reported that- they have faced bicycle theft issue.

Have you faced bicycle theft issues?	Count
No	2020
Yes	1787
<b>Grand Total</b>	<b>3807</b>



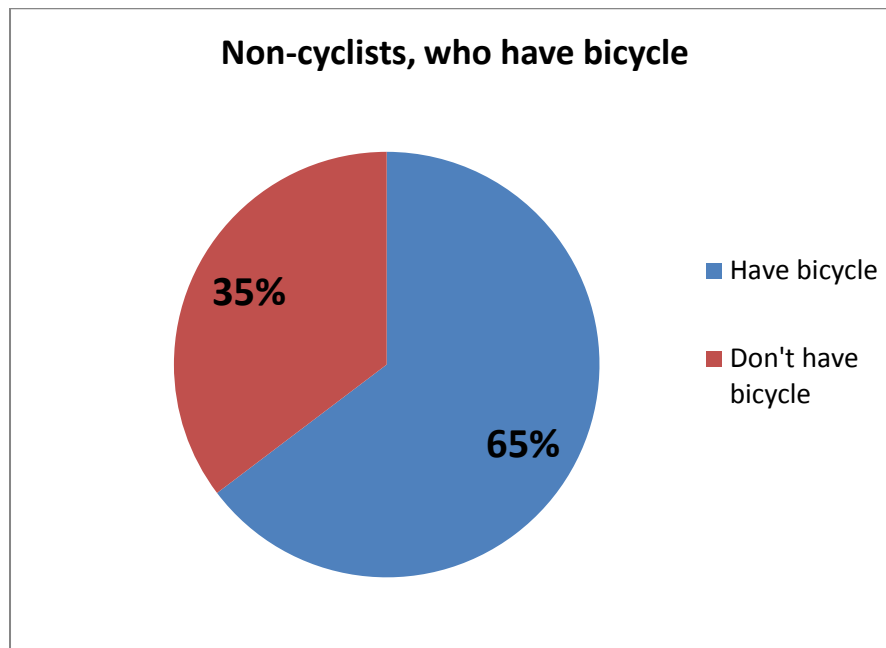
## Views of non-cyclists

Out of total 5705 respondents, 1782 or 31% are non-cyclists

### 1. Ownership of cycle (Non-cyclists having cycle)

Out of 1782 non-cyclists who responded to questionnaire, 1134 (or 65%) have bicycle.

Ownership of cycle	Count
Have bicycle	1134
Don't have bicycle	619

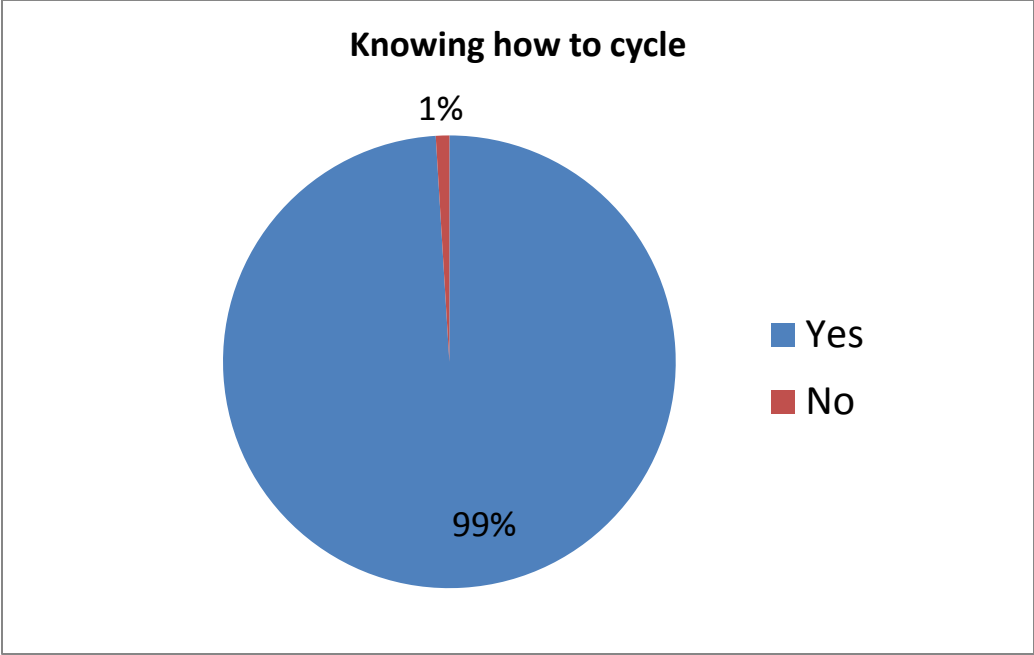


### 2. Knowing how to cycle

Also, almost all the non-cyclists (99%) who responded to questionnaire know cycling.

Knowing how to cycle	Count
Yes	1753
No	17
Grand Total	1770

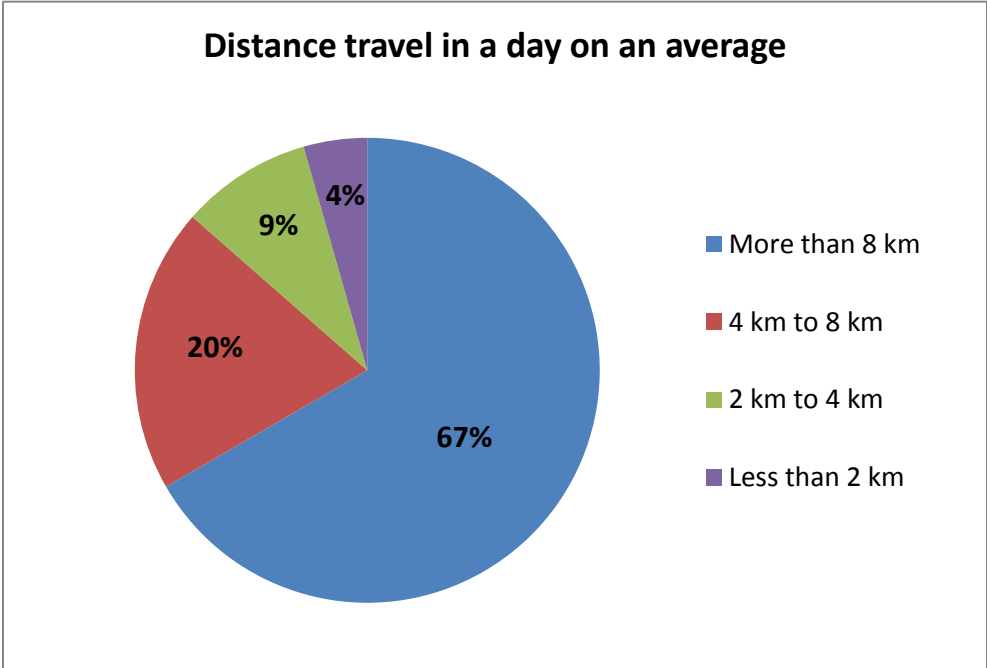




**3. Distance travelled on an average day**

Out of total non-cyclists respondents 67% (1177 people) travel more than 8 km on an average day.

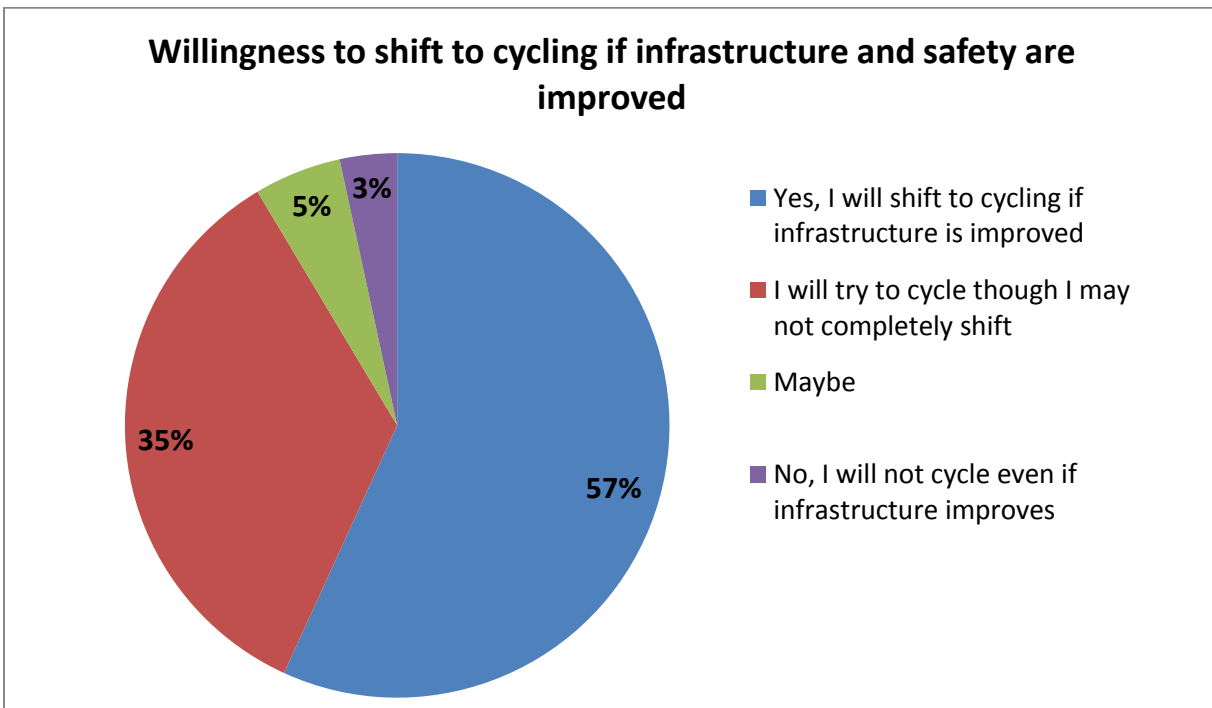
Distance travel in a day on an average	Count
More than 8 km	1177
4 km to 8 km	350
2 km to 4 km	161
Less than 2 km	78



#### 4. Willingness to shift to cycle, if infrastructure and safety are improved

Overall, 92% of the respondents have said that either they will shift to cycling if infrastructure and safety are improved (57%) or they will try to cycle though they will not completely shift (35%).

Willingness to shift to cycling if infrastructure and safety are improved	Count
Yes, I will shift to cycling if infrastructure is improved	987
I will try to cycle though I may not completely shift	601
Maybe	90
No, I will not cycle even if infrastructure improves	59

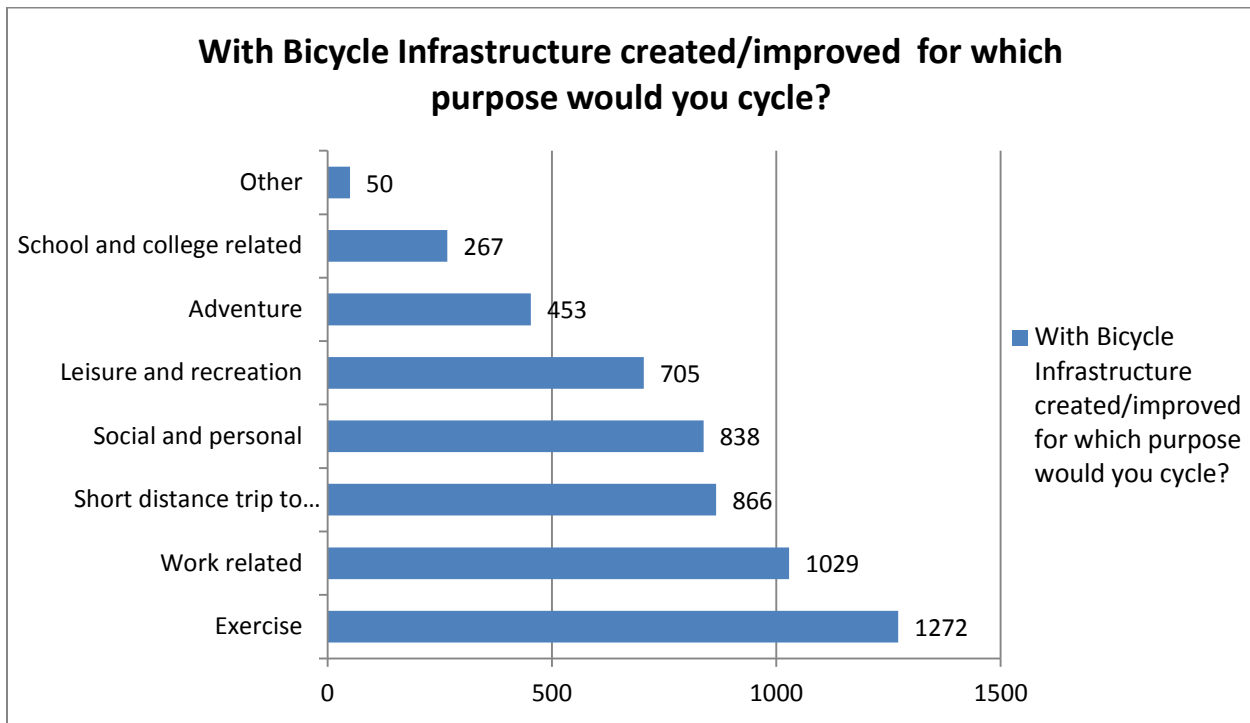


#### 5. Purpose to cycle if shifted to cycle in the future

From the below table, the most preferred purpose to cycle in the future for the non-cyclists could be 'Exercise' as about 74% people reported so. Other main purpose to cycle could be 'Work related' trips (60%).

Also, about 50% people have said that they will use cycle for short distance trip to public transport.

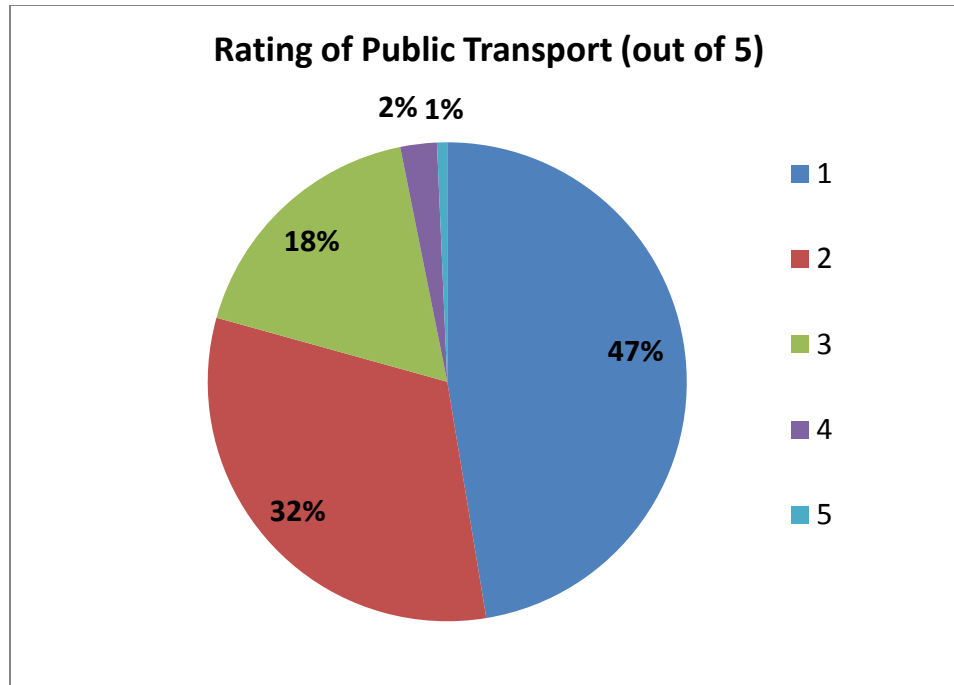
With Bicycle Infrastructure created/improved for which purpose would you cycle?	Count	Percentages
Exercise	1272	74.17
Work related	1029	60.00
Short distance trip to public transport(bus stop etc)	866	50.50
Social and personal	838	48.86
Leisure and recreation	705	41.11
Adventure	453	26.41
School and college related	267	15.57
Other	50	2.92
Total respondents	1715	100



## 6. Rating of Public Transport (Out of 5)

When the respondents were asked to rate the public transport system in the city (out of 5), 79% people have given rating of less than 50% (i.e. less than 2.5 out of 5). Very few (3%) have rated it more than 3 out of 5.

Rating of Public Transport (out of 5)	Count
1	827
2	557
3	306
4	43
5	12

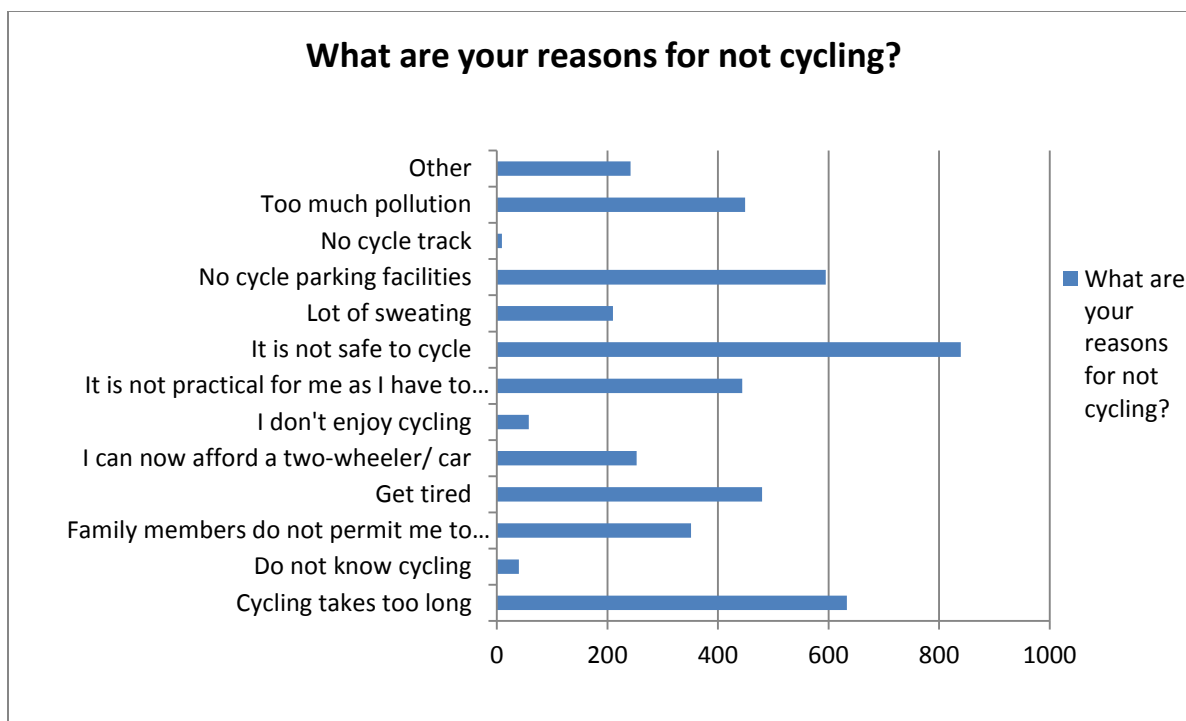


## 7. Reasons for non-cycling

### • Overall

From the below data, 'Lack of Safety' is the major reason because of which respondents do not cycle. Apart from safety, other major reasons are- 'Lack of parking facilities', 'Cycling takes too long', 'Pollution in the city', 'Long commuting distances.'

What are your reasons for not cycling?	Count
Cycling takes too long	633
Do not know cycling	40
Family members do not permit me to cycle	351
Get tired	480
I can now afford a two-wheeler/ car	253
I don't enjoy cycling	58
It is not practical for me as I have to travel long distances	444
It is not safe to cycle	839
Lot of sweating	210
No cycle parking facilities	595
No cycle track	9
Too much pollution	449
Other	242
Total respondents	1758

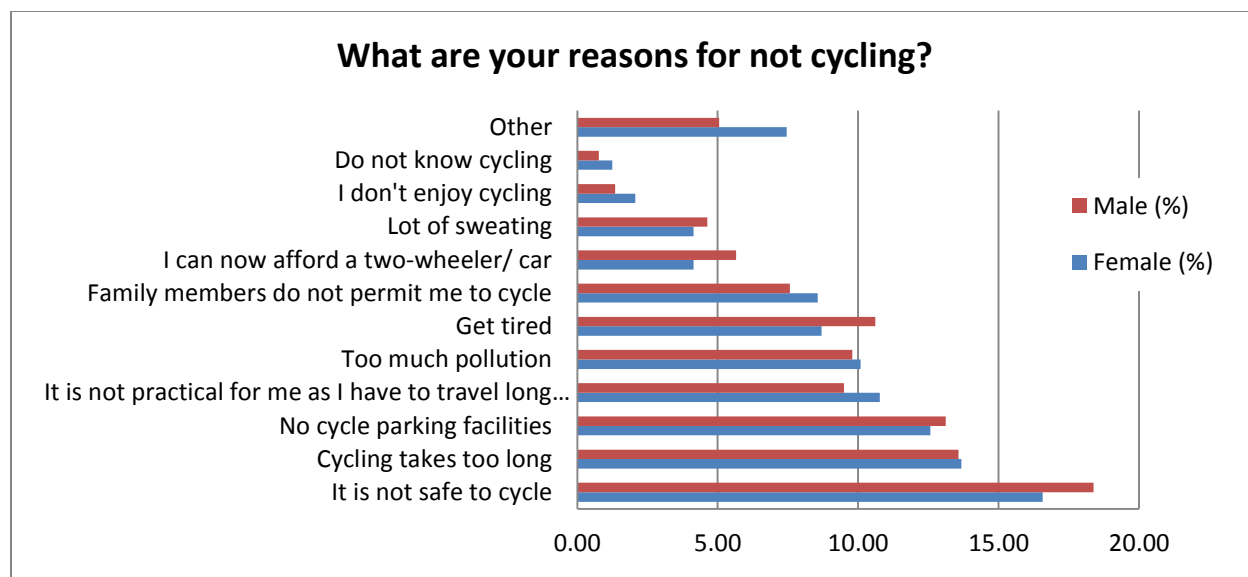


- **By gender**

For female respondents also 'Lack of safety on road' is the major reason for not to cycle. Apart from that major reasons for them are- 'Lack of parking facilities', 'Cycling takes too long', 'Long commuting distances', 'Pollution' etc.

For male respondents also the major reasons for not to cycle are similar.

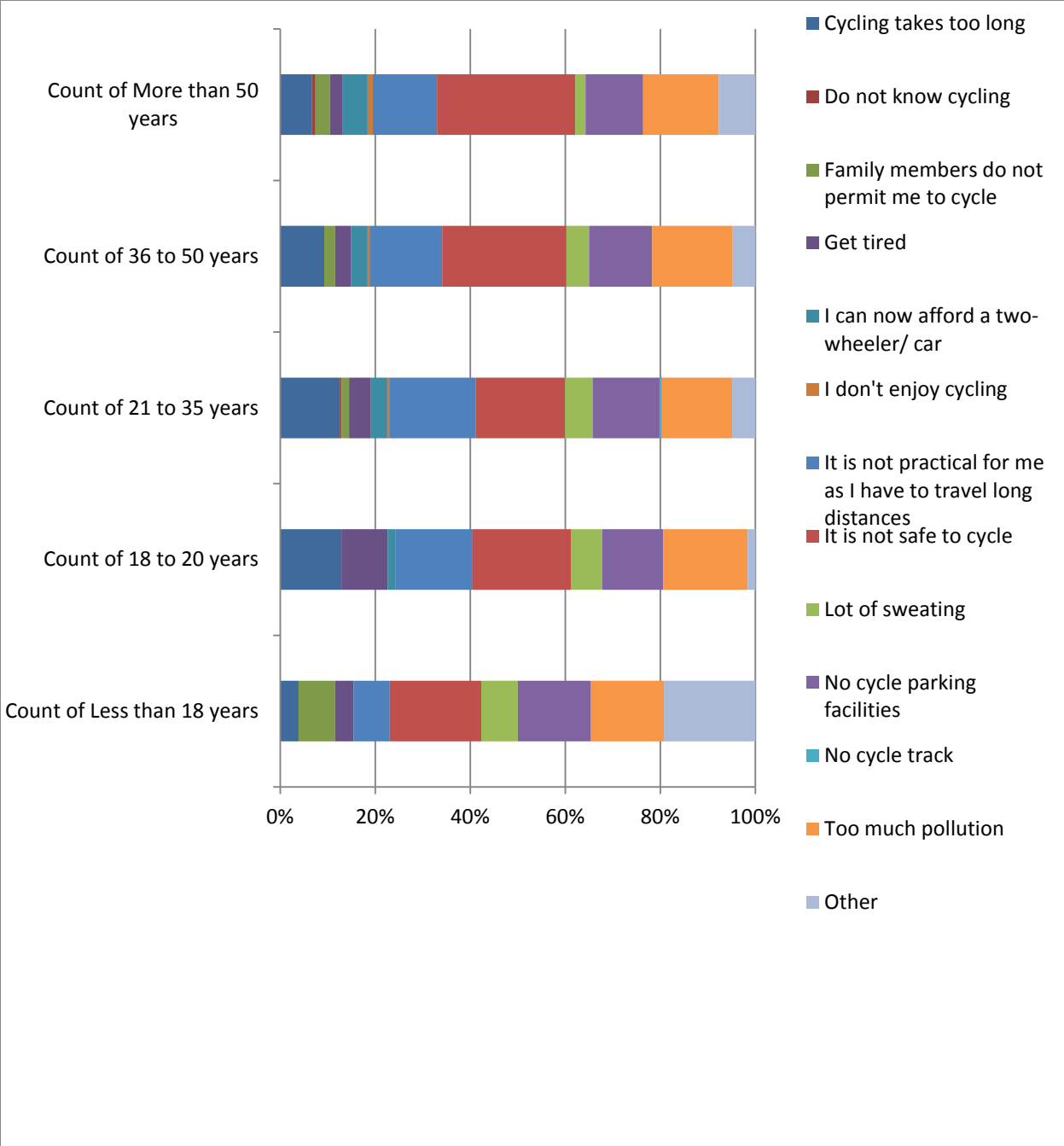
What are your reasons for not cycling?	Female	Male	Female (%)	Male (%)
It is not safe to cycle	120	695	16.57	18.39
Cycling takes too long	99	513	13.67	13.57
No cycle parking facilities	91	496	12.57	13.12
It is not practical for me as I have to travel long distances	78	359	10.77	9.50
Too much pollution	73	370	10.08	9.79
Get tired	63	401	8.70	10.61
Family members do not permit me to cycle	62	286	8.56	7.57
I can now afford a two-wheeler/ car	30	214	4.14	5.66
Lot of sweating	30	175	4.14	4.63
I don't enjoy cycling	15	51	2.07	1.35
Do not know cycling	9	29	1.24	0.77
Other	54	191	7.46	5.05
Total	724	3780	100.00	100.00



- **By age**

For the different age groups also the major reasons for not cycling are similar- 'Lack of safety on road', 'Lack of parking facilities', 'Cycling takes too long', 'Long commuting distances', 'Pollution' etc.

Reasons for not cycling	Count of Less than 18 years	Count of 18 to 20 years	Count of 21 to 35 years	Count of 36 to 50 years	Count of More than 50 years
Cycling takes too long	1	8	283	166	24
Do not know cycling			10		3
Family members do not permit me to cycle	2		35	41	11
Get tired	1	6	103	61	10
I can now afford a two-wheeler/ car		1	79	62	19
I don't enjoy cycling			9	7	4
It is not practical for me as I have to travel long distances	2	10	410	274	49
It is not safe to cycle	5	13	427	470	106
Lot of sweating	2	4	131	85	8
No cycle parking facilities	4	8	318	239	44
No cycle track			9		
Too much pollution	4	11	337	304	58
Other	5	1	110	85	28
Total respondents	12	22	870	670	166



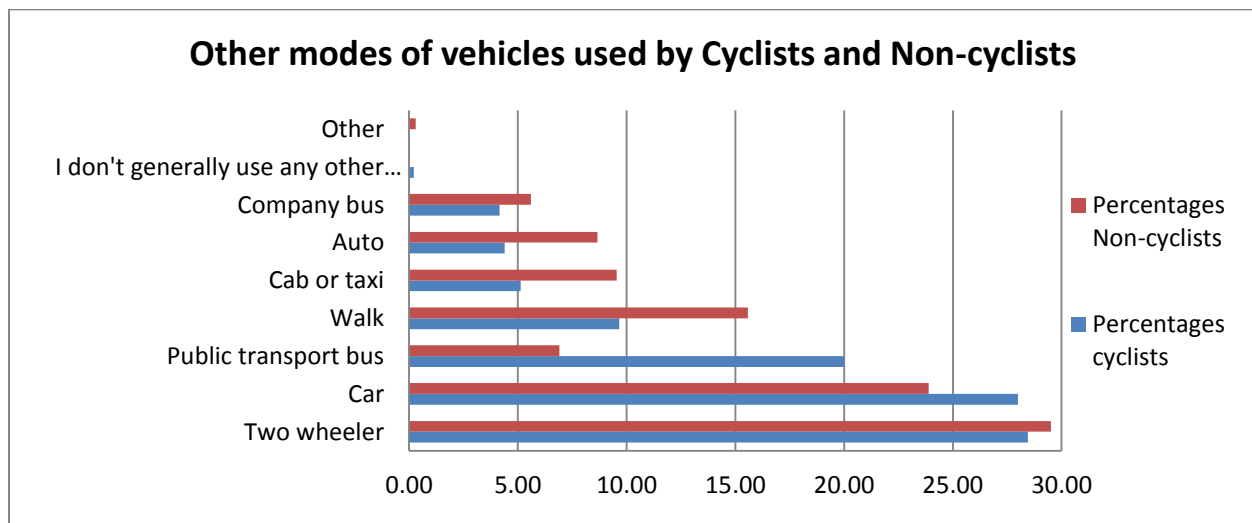
## Aggregate Views, cyclists and non-cyclists

### 1. Different modes of travel used by the cyclists and non-cyclists

The major other modes of travel, preferred by respondents are Two-wheeler and Car. Besides that walking is other important mode of travel.

But for cyclists, Public Transport is also significant other mode of travel, as about 20% prefer it.

Other mode or vehicles used	Count (Cyclist)	Count (Non-cyclist)	Percentages cyclists	Percentages Non-cyclists
Two wheeler	3276	1264	28.45	29.51
Car	3223	1023	27.99	23.89
Public transport bus	2304	296	20.01	6.91
Walk	1112	667	9.66	15.57
Cab or taxi	591	409	5.13	9.55
Auto	506	371	4.39	8.66
Company bus	479	240	4.16	5.60
I don't generally use any other vehicle	25	0	0.22	0.00
Other	0	13	0.00	0.30
Total	11516	4283	100.00	100.00

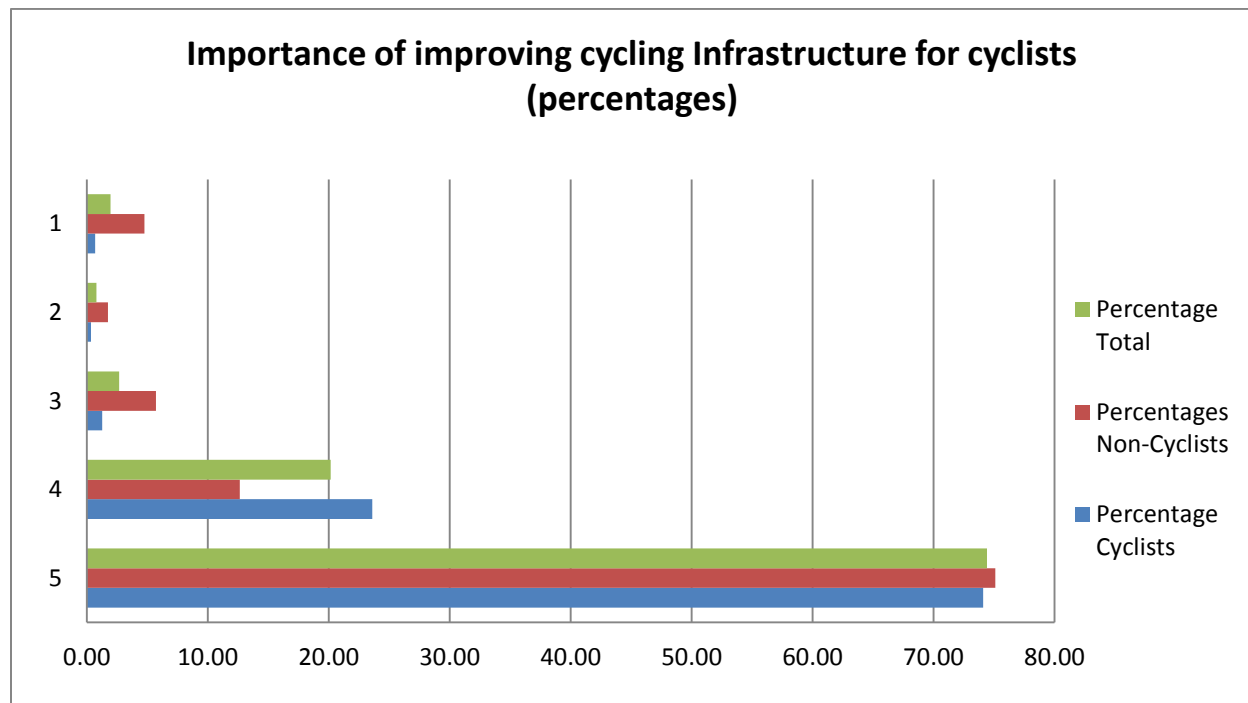


### 2. Importance of improving cycling infrastructure

About 95% of the respondents think that improving cycling infrastructure has high importance (rating 4 & 5). But, 5% of the non-cyclists also think that improving cycling infrastructure is not important (rating 1).



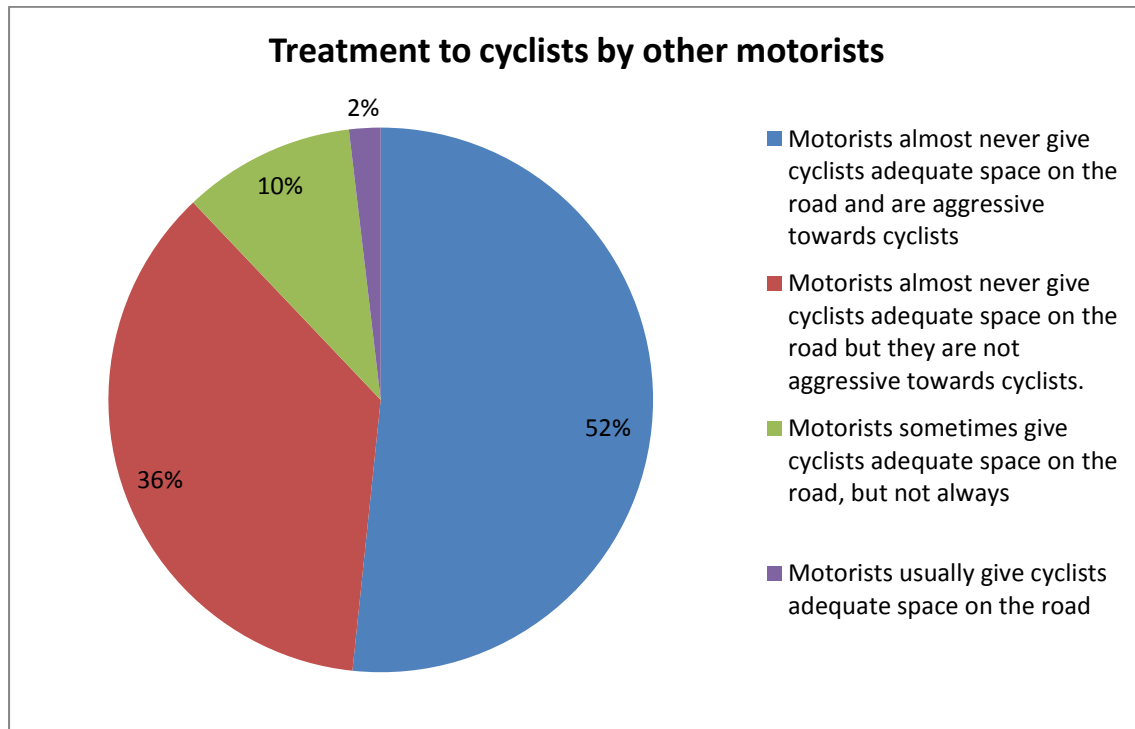
Importance of improving infrastructure (out of 5)	Cyclists	Non-cyclists	Percentage Cyclists	Percentages Non-Cyclists	Total	Percentage Total
5	2874	1326	74.11	75.13	4200	74.43
4	915	223	23.59	12.63	1138	20.17
3	49	101	1.26	5.72	150	2.66
2	13	31	0.34	1.76	44	0.78
1	27	84	0.70	4.76	111	1.97
Grand Total	3878	1765	100	100	5643	100.00



### 3. Treatment by other motorists to cyclists

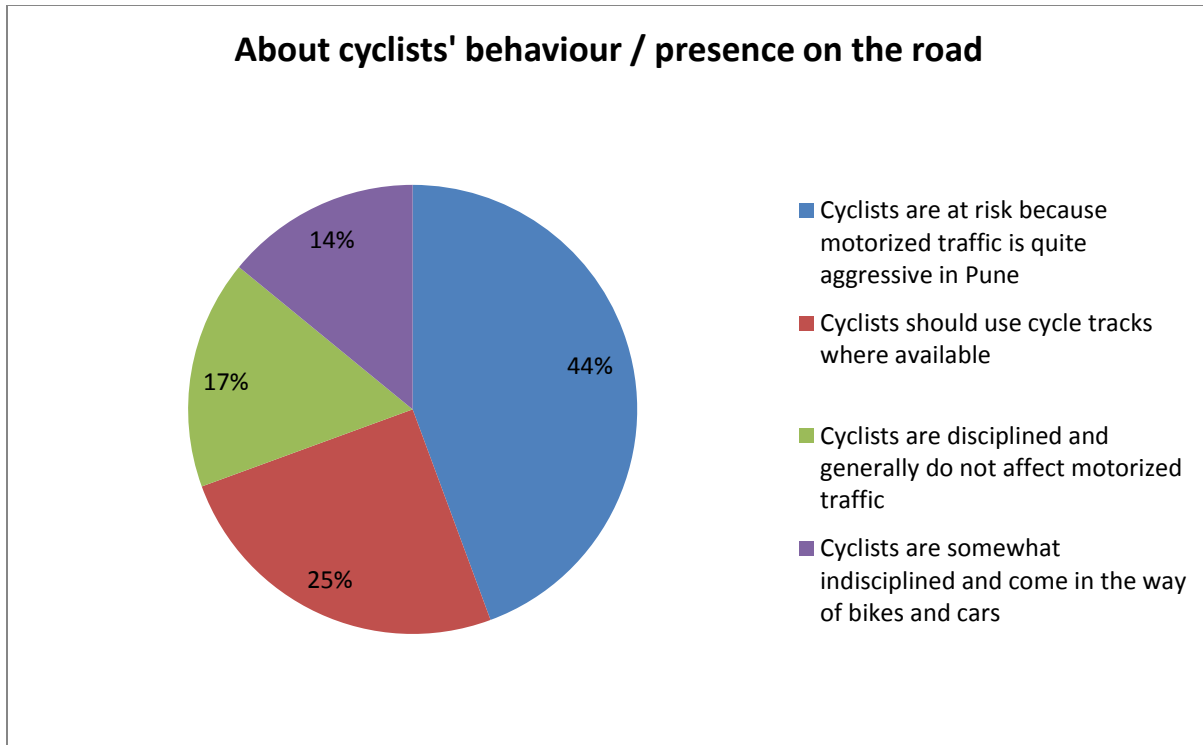
More than 50% cyclists feel that motorists usually never give them space on the road and they are aggressive towards cyclists. Another 36% cyclists feel that motorists usually never give them space on the road but they are not that aggressive towards them.

How do other motorists treat cyclists on the road (perception of cyclists)	Count
Motorists almost never give cyclists adequate space on the road and are aggressive towards cyclists	1965
Motorists almost never give cyclists adequate space on the road but they are not aggressive towards cyclists.	1379
Motorists sometimes give cyclists adequate space on the road, but not always	389
Motorists usually give cyclists adequate space on the road	71
Grand Total	3804



About 44% non-cyclists also think that the cyclists are at risk on the road and motorized traffic is aggressive towards them. Also, 17% say that cyclists are disciplined on the road and generally do not affect the motorized traffic.

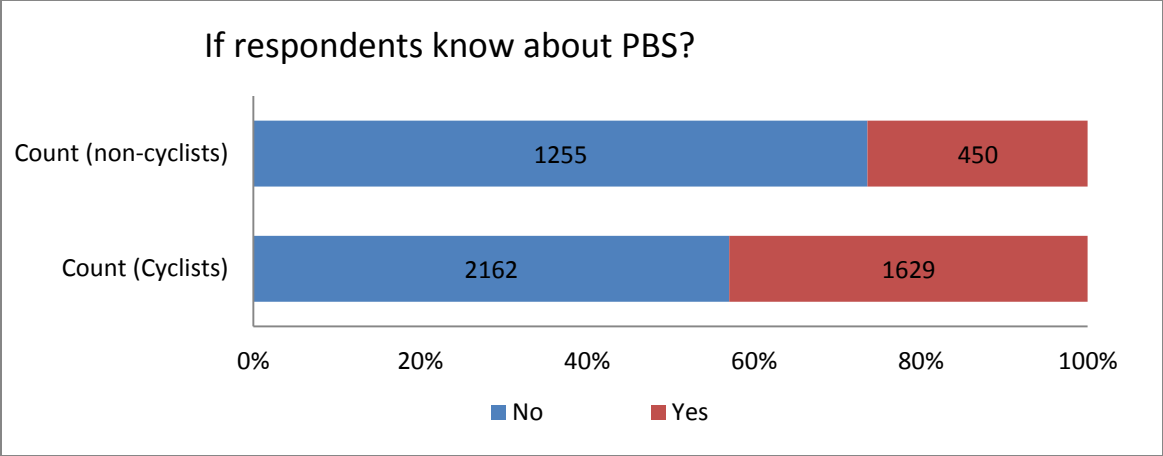
About cyclists' behavior / presence on the road (perception of non-cyclists)	Count
Cyclists are at risk because motorized traffic is quite aggressive in Pune	1368
Cyclists should use cycle tracks where available	773
Cyclists are disciplined and generally do not affect motorized traffic	509
Cyclists are somewhat undisciplined and come in the way of bikes and cars	434
Grand Total	3084



#### 4. If respondents know about Public Bicycle Share (PBS) System?

The below table shows that, about 62% of the respondents do not know about Public Bicycle Sharing (PBS) System. As compared to cyclists (about 58%), such percentage is higher in non-cyclists (about 75%) who do not know about PBS.

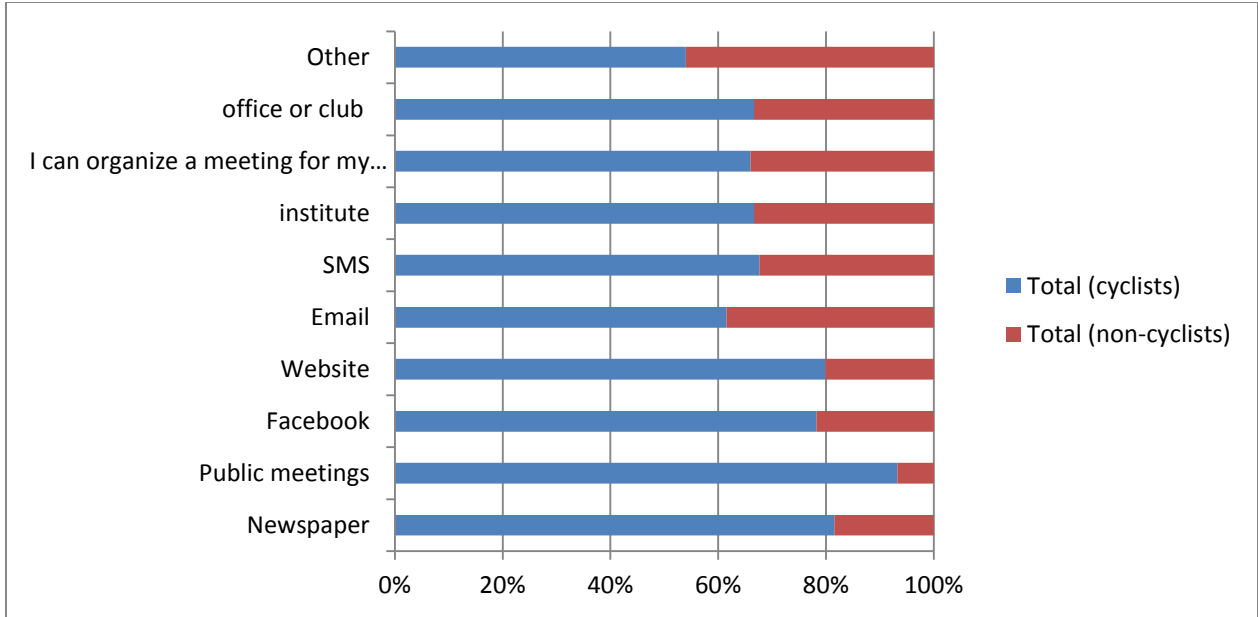
Are you aware of Public Bicycle Share systems?	Count (Cyclists)	Count (non-cyclists)	Total
No	2162	1255	3417
Yes	1629	450	2079
Grand Total	3791	1705	5496



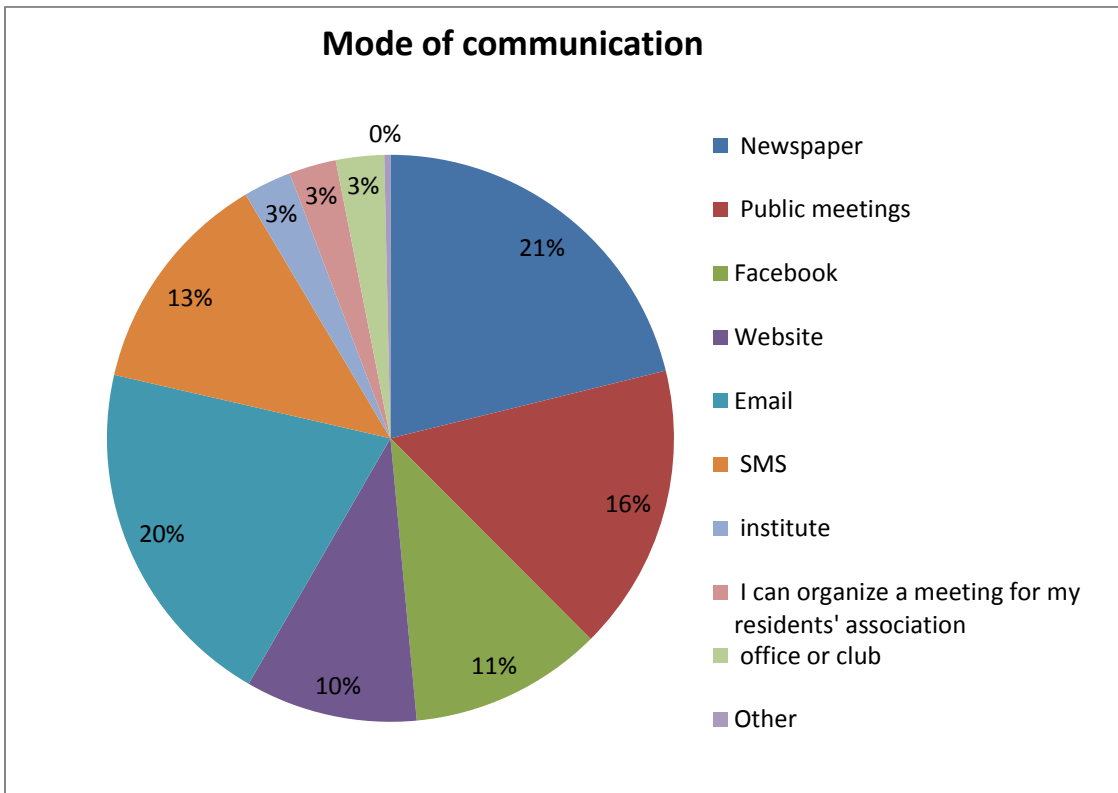
**5. How people will like the information to be received**

Newspaper (21%) and e-mail (20%) are the most preferred ways through which respondents would like to get information about Cycle Plan, besides that 16% people would like that public meetings be arranged about it.

Mode of communication	Total (cyclists)	Total (non-cyclists)	Grand Total
Newspaper	2468	559	3027
Public meetings	2182	158	2340
Facebook	1231	343	1574
Website	1122	282	1404
Email	1783	1115	2898
SMS	1246	595	1841
institute	262	131	393
I can organize a meeting for my residents' association	254	131	385
office or club	262	131	393
Other	27	23	50
Total	10837	3468	14305



If cyclists and non-cyclists preferred mode of communication are

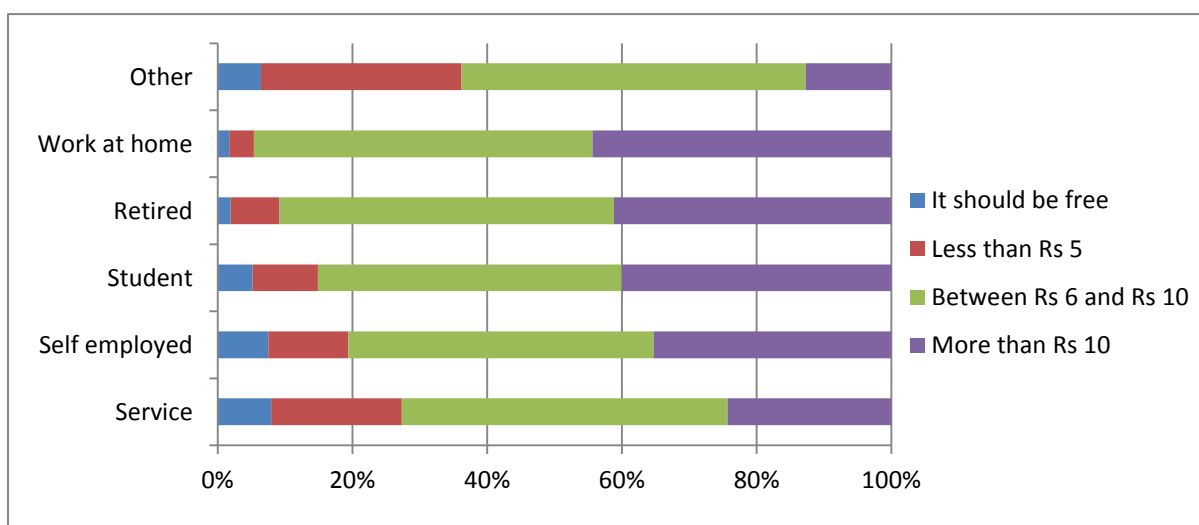


## 6. Willingness to pay for PBS

- If responses of cyclists and non-cyclists are combined and compared against the occupation:

It shows that people from various occupation say that they could pay 'Rs. 6 to 10' for PBS.

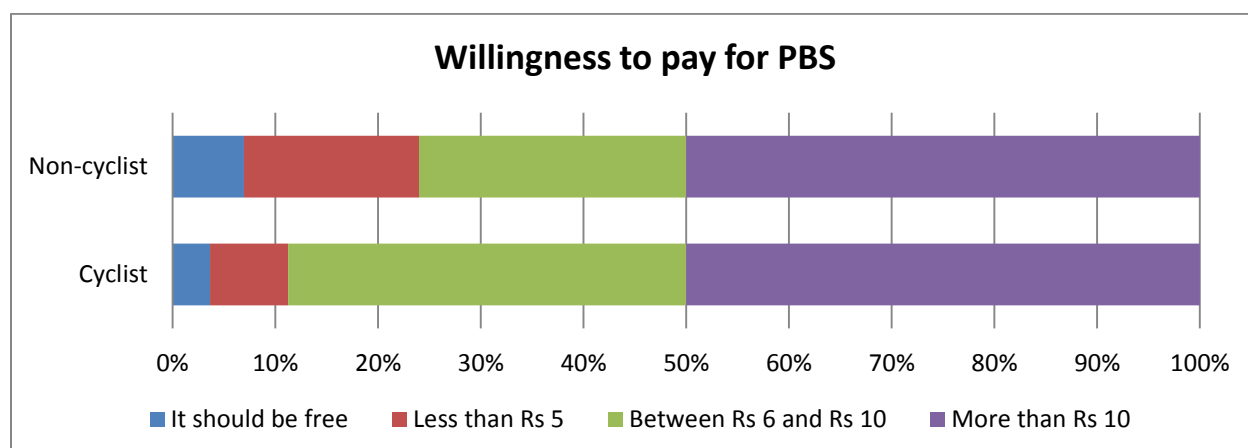
Occupation	It should be free	Less than Rs 5	Between Rs 6 and Rs 10	More than Rs 10	Total
Service	249	612	1523	767	3151
Self employed	75	119	454	354	1002
Student	26	49	227	202	504
Retired	8	31	211	175	425
Work at home	6	13	179	158	356
Other	3	14	24	6	47
Total	367	838	2618	1662	5485



- Willingness of cyclists and non-cyclists to pay for PBS

Regardless of their occupation status, almost 50% of cyclists and non-cyclists could pay more than Rs. 10 for PBS.

Charges for PBS	Cyclist	Non-cyclist
It should be free	179	188
Less than Rs 5	376	462
Between Rs 6 and Rs 10	1913	705
More than Rs 10	2468	1355
Total	4936	2710



## 7. Importance of cycle related features

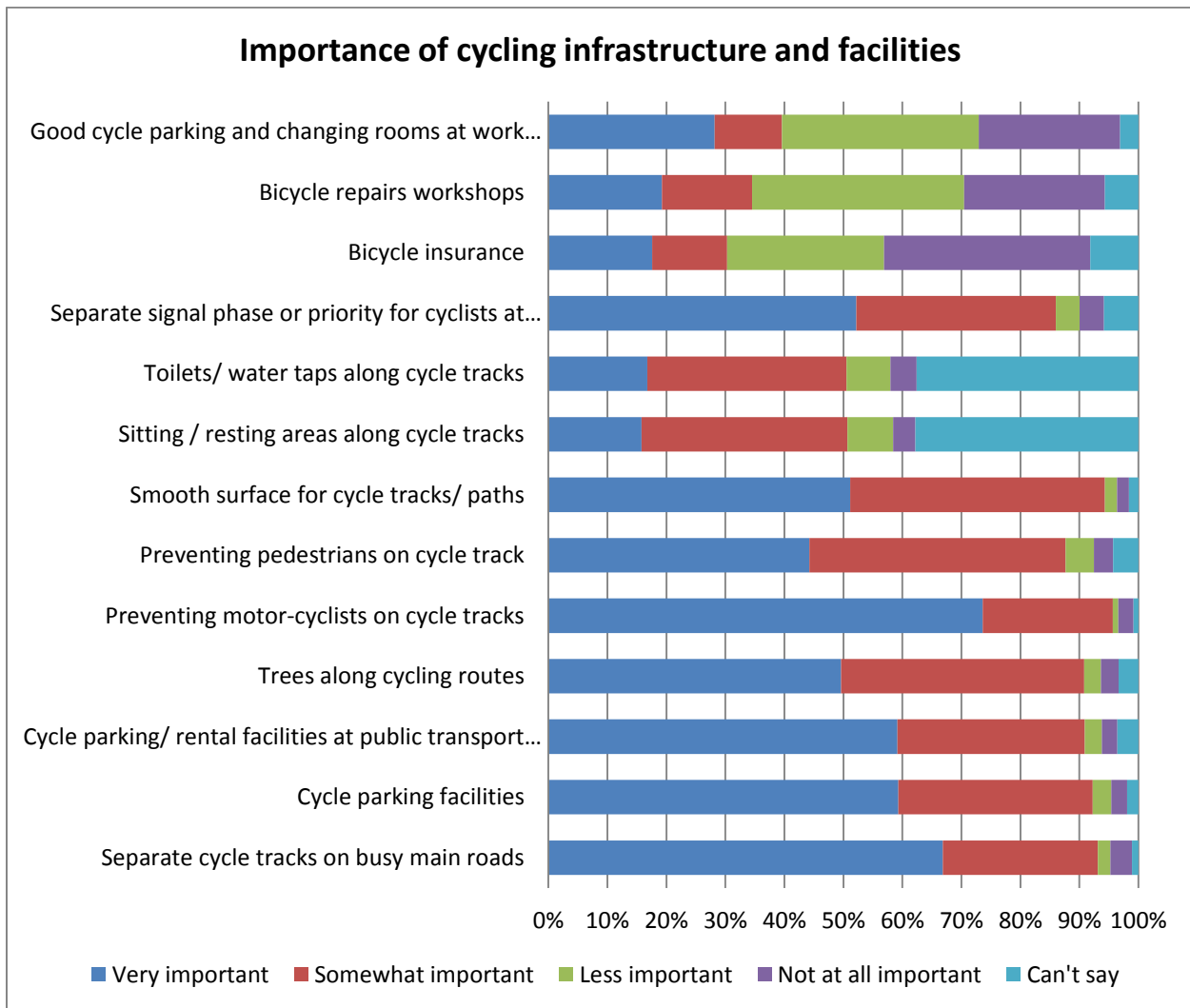
### • Cyclists

'Preventing motorcyclists on the cycle tracks', 'Separate cycle tracks on busy main roads', 'Cycle parking facilities' and 'Cycle parking/ rental facilities at public transport stops' are the features which cyclists feel are most important features for cycling.

Also they feel that, 'Bicycle insurance', 'Bicycle repairs workshops' and 'Good cycle parking and changing rooms at work places' are not that important features.

Importance of cycling infrastructure and facilities	Very important	Somewhat important	Less important	Not at all important	Can't say	Grand Total
Separate cycle tracks on busy main roads	2562	1008	82	140	42	3834
Cycle parking facilities	2257	1254	120	102	73	3806
Cycle parking/ rental facilities at public transport stops	2241	1204	108	100	136	3789
Trees along cycling routes	1877	1558	108	112	128	3783
Preventing motorcyclists on cycle tracks	2788	835	35	98	32	3788
Preventing pedestrians on cycle track	1661	1633	180	121	162	3757
Smooth surface for cycle tracks/ paths	1930	1630	77	76	61	3774

Sitting / resting areas along cycle tracks	592	1307	291	141	1416	3747
Toilets/ water taps along cycle tracks	631	1270	279	168	1414	3762
Separate signal phase or priority for cyclists at junctions/ signals	1961	1270	152	155	220	3758
Bicycle insurance	658	475	995	1308	305	3741
Bicycle repairs workshops	718	571	1342	891	212	3734
Good cycle parking and changing rooms at work places	1059	428	1254	899	117	3757



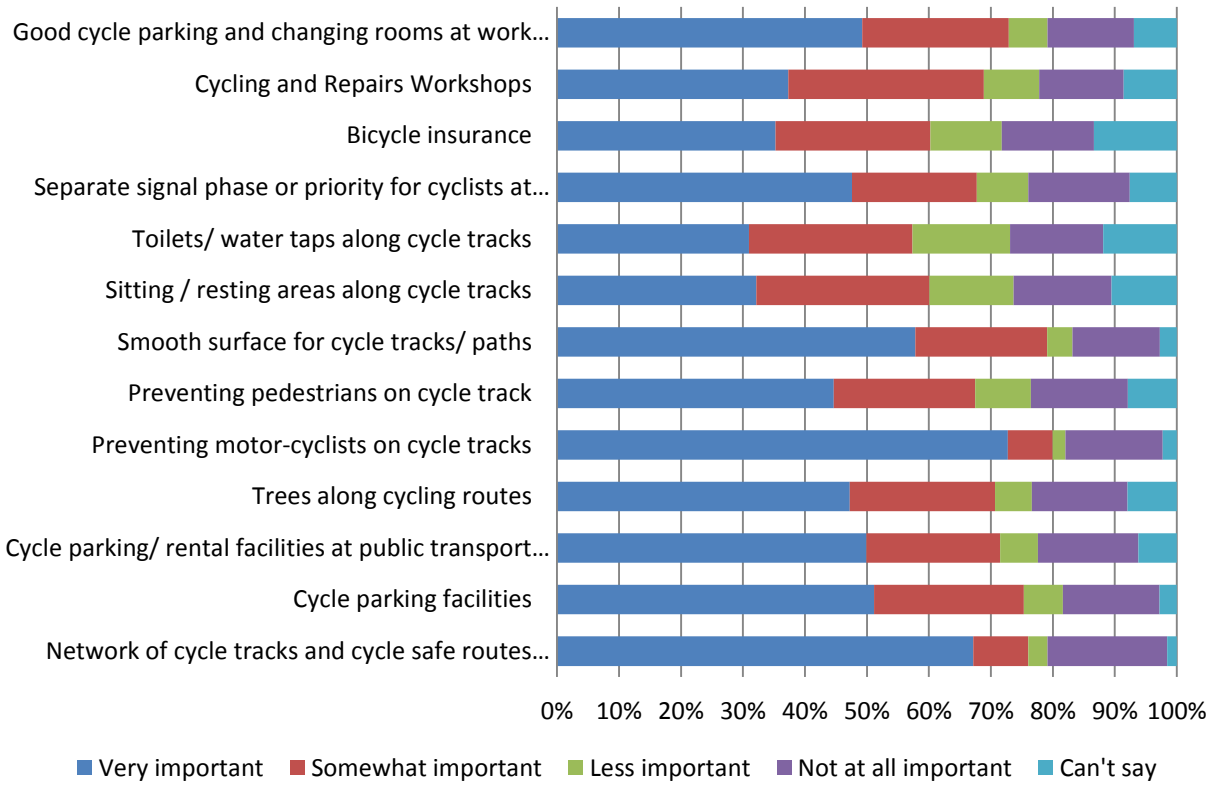


- **Non-cyclists**

For non-cyclists- 'Preventing motor-cyclists on cycle tracks', 'Network of cycle tracks and cycle safe routes across the city', 'Smooth surface for cycle tracks/ paths' and 'Cycle parking facilities' are the most important features required for cycling.

Importance of cycling infrastructure and facilities	Very important	Somewhat important	Less important	Not at all important	Can't say
Network of cycle tracks and cycle safe routes across the city	1092	144	51	314	25
Cycle parking facilities	784	370	96	239	43
Cycle parking/ rental facilities at public transport stops	754	326	92	245	94
Trees along cycling routes	702	349	88	230	118
Preventing motor-cyclists on cycle tracks	1127	112	32	244	35
Preventing pedestrians on cycle track	656	336	132	230	116
Smooth surface for cycle tracks/ paths	862	317	61	210	41
Sitting / resting areas along cycle tracks	463	402	196	227	152
Toilets/ water taps along cycle tracks	440	374	224	213	169
Separate signal phase or priority for cyclists at junctions/ signals	695	294	121	239	111
Bicycle insurance	489	347	160	206	186
Cycling and Repairs Workshops	532	450	127	195	122
Good cycle parking and changing rooms at work places	712	342	90	202	100

### Importance of cycling infrastructure and facilities



# पुणे सायकल आराखड्यासाठी आपल्या ऑनलाइन सुचना

पुणे सायकल आराखडा विकसित करण्यासाठी आपण आपल्या मौलिक सुचना हा ऑनलाईन फॉर्म द्वारे देऊ शकता. यासाठी केवळ १५ मिनिटे वेळ लागेल.

Please provide your valuable inputs for preparation of the Pune Cycle Plan. It will take about 15 minutes.

**\* Required**

**आपण Are you a \***

- सायकलस्वार आहात (नियमित/ क्वचित सायकल चालविता ) Cyclist (cycle everyday or occasionally)
- सायकलस्वार नाही (कधीही सायकल चालवीत नाहीत /आधी चालवत होते आता चालवत नाही) Non-cyclist (don't cycle at all, or used to cycle but don't cycle any more)

## पुणे सायकल आराखड्यासाठी आपल्या ऑनलाइन सुचना

**\* Required**

**Your Experience of Cycling in Pune**

**1) How often do you use a cycle? \***

- Every day
- Two-three days a week
- Once a week, on a week day
- Only on weekends
- Less than once a week
- Other:

**2) What time of the day do you cycle?**

(tick all that apply)

- Before 7 am
- Between 7 am and 9 am
- Between 9 am and 1 pm
- Between 1 pm and 4 pm
- Between 4 pm and 6 pm
- Between 6 pm and 8 pm

- After 8 pm

**3) On an average day, how much distance do you cover through cycling?**

- less than 2 kms
- 2 kms to 4 kms
- 4 kms to 8 kms
- More than 8 kms

**4) Please tick any other mode or vehicles you use**

(tick all that apply)

- Walk
- Public transport bus
- Company bus
- Auto
- Two wheeler
- Car
- Cab or taxi
- I don't generally use any other vehicle

**5) What are various types of trips you make on cycle?**

(tick all that apply)

- Work related
- School and college related
- Exercise
- Social and personal
- Adventure cycling/ mountain cycling
- Other:

**6) What are your reasons for choosing to cycle?**

(tick all that apply)

- Health benefits/ exercise
- Affordable mode of commute
- Environment conscious
- Its fun to cycle
- Travel reliability
- Travel flexibility and convenience
- It is faster
- Other:

**7) Which seasons of the year do you cycle ? Tick all that apply.**

- Spring February-March
- Summer April-June
- Monsoon July-August
- Autumn September-November
- Winter December-January

**8) How does Pune's sloping terrain affect your cycling?**

- Makes cycling very difficult
- Does not bother me
- I enjoy the ups and downs

**9) How do you rate your current experience of cycling in Pune**

	Strongly disagree	Disagree	Neither agree nor disagree	Agree	Strongly agree
I feel generally safe on the road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The road surface is comfortable to cycle on	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signals and crossings are convenient for cyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
It is easy to find parking for cycles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Behaviour of motorists towards cyclists is acceptable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**10) In your view how important is it that PMC should improve infrastructure for cyclists**

1 2 3 4 5

Not important      Very important

**11) How important are these features for promoting cycling in Pune**

	Not at all important	Less important	Can't say	Somewhat important	Very important
Separate cycle tracks on busy main roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle parking facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle parking/ rental facilities at public transport stops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trees along cycling routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preventing motor-cyclists on cycle tracks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preventing pedestrians on cycle track	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Smooth surface for cycle tracks/ paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Not at all important	Less important	Can't say	Somewhat important	Very important
Sitting / resting areas along cycle tracks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Toilets/ water taps along cycle tracks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Separate signal phase or priority for cyclists at junctions/ signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle insurance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle repairs workshops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Good cycle parking and changing rooms at work places	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**12) Please describe any new 'cycle only' routes or paths you would like to suggest. Please explain the start and end points and describe the route (It would be helpful if you provide a phone number or email contact at the end of the form in case more details are needed).**

**13) Please list areas (road segments, chowks or junctions) in Pune that you feel are risky or difficult to cycle and hence need infrastructure improvement. Also list down locations where you may have encountered with an accident.**

**14) Have you faced bicycle theft issues?**

- Yes
- No

**15) How do drivers of two-wheelers, cars, trucks etc treat cyclists on the road**

- Motorists usually give cyclists adequate space on the road
- Motorists sometimes give cyclists adequate space on the road, but not always
- Motorists almost never give cyclists adequate space on the road and are aggressive towards cyclists
- Motorists almost never give cyclists adequate space on the road but they are not aggressive towards cyclists.

**16) Are you aware of Public Bicycle Share systems?**

if not you can have a quick look at <https://punecycleplan.wordpress.com/public-bicycle-share-system/>

- Yes
- No

**17) How much are you willing to pay (hourly) for a rented bicycle?**

- It should be free
- Less than Rs 5
- Between Rs 6 and Rs 10
- More than Rs 10

**18) Do you have any suggestions for the Pune Cycle Plan to enhance your experience of cycling**



**19) Gender?**

- Female
- Male
- Other

**20) Age group?**

- Less than 18 years
- 18 to 20 years
- 21 to 35 years
- 36 to 50 years
- More than 50 years

**21) Occupation?**

- Student
- Service
- Self employed
- Retired
- Work at home
- Other:

**22) How would you like to receive information about the upcoming Pune Cycle plan?**

(tick all that apply)

- Email
- SMS
- Facebook
- Website
- Newspaper
- Public meetings
- I can organize a meeting (where Cycle Plan organizers can make a presentation) for my residents' association, institute, office or club (please provide your contact information at the end of the form)

Other:

**23) Please provide your email id (contact details provided here to PMC may be used for communications on civic issues)**

**24) Please provide your cell phone number (contact details provided here to PMC may be used for communications on civic issues)**

For additional comments/ suggestions/ information about Pune Cycle Plan you may contact Ms Sangita Desadla, Traffic Dept, Pune Municipal Corporation, 3rd Floor, Veer Savarkar Bhawan, Shivaji Nagar, Pune 411005 Email: [punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)



## पुणे सायकल आराखड्यासाठी आपल्या ऑनलाइन सुचना

### Perceptions About Cycling (non-cyclists)

1) Do you have a bicycle?

- Yes
- No

2) Which are the modes of commute you use?

(tick all that apply for daily travel)

- Walk
- Two-wheeler
- Public transport bus
- Company Bus
- Auto
- Car
- Cab or taxi
- Other:

3) Do you know cycling?

- Yes
- No

4) Have you shifted to motorized mode of commute recently from cycling? If yes, why?

5) What is the distance you travel in a day on an average?

- Less than 2 km
- 2 km to 4 km
- 4 km to 8 km
- More than 8 km

6) What are your reasons for not cycling?

(You may tick more than one option)

- Do not know cycling
- I can now afford a two-wheeler/ car
- Family members do not permit me to cycle
- Cycling takes too long
- It is not practical for me as I have to travel long distances
- Get tired
- Lot of sweating
- Too much pollution
- It is not safe to cycle
- I don't enjoy cycling
- No cycle parking facilities
- Other:

**7) How do you rate the current infrastructure of Pune for cycling?**

- Very poor
- poor
- Moderate
- Good
- Very good

**8) What do you think about cyclists' behaviour / presence on the road**

- Cyclists are disciplined and generally do not affect motorized traffic
- Cyclists are somewhat indisciplined and come in the way of bikes and cars
- Cyclists are at risk because motorized traffic is quite aggressive in Pune
- Cyclists should use cycle tracks where available

**9) In your view how important is it that PMC should improve infrastructure for cyclists**

1    2    3    4    5

Not important      Very important

**10) In your view, how important are these features for you to shift to cycling**

Not at all important    Less important    Can't say    Somewhat important    Very important

Network of cycle tracks and cycle safe routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
---	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------

	Not at all important	Less important	Can't say	Somewhat important	Very important
across the city					
Cycle parking facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle parking/ rental facilities at public transport stops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trees along cycling routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preventing motor-cyclists on cycle tracks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Preventing pedestrians on cycle track	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Smooth surface for cycle tracks/ paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sitting / resting areas along cycle tracks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Toilets/ water taps along cycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	Not at all important	Less important	Can't say	Somewhat important	Very important
<b>tracks</b>					
Separate signal phase or priority for cyclists at junctions/ signals	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Bicycle insurance</b>					
Bicycle insurance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycling and Repairs Workshops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>Good cycle parking and changing rooms at work places</b>					
Good cycle parking and changing rooms at work places	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**11) Are you aware of Public Bicycle Share systems?**

if not you can have a quick look at <https://punecycleplan.wordpress.com/public-bicycle-share-system/>

- Yes
- No

**12) How much are you willing to pay (hourly) for a rented bicycle?**

- It should be free
- Less than Rs 5
- Between Rs 6 and Rs 10
- More than Rs 10

**13) Will you be willing to shift to cycling if infrastructure and safety are improved?**

- Yes, I will shift to cycling if infrastructure is improved
- I will try to cycle though I may not completely shift
- Maybe
- No, I will not cycle even if infrastructure improves

**14) How do you rate the public transport system of Pune?**

1 2 3 4 5

Very bad      Excellent

15) With Bicycle Infrastructure created, which routes would you potentially use?

16) With Bicycle Infrastructure created/improved, for which purpose would you cycle?

(You may tick more than one option)

- Work related
- School and college related
- Exercise
- Short distance trip to public transport(bus stop etc)
- Social and personal
- Leisure and recreation
- Adventure
- Other:

17) Please provide any suggestions for the Pune Cycle Plan which will enable you or others to shift to cycling; or help to make Pune more cycle-friendly

18) How would you like to receive information about the upcoming Pune Cycle Plan?

(You may tick more than one option)

- E mail
- SMS
- Facebook
- Website
- Newspaper
- Public meetings



- I can organize a meeting (where Cycle Plan organizers can make a presentation) for my residents' association, institute, office or club (please provide your contact details at the end of the form)

- Other:

**19) Gender?**

- Female
- Male
- Other

**20) Age group?**

- 18 to 20 years
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Email: [punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)





AUGUST 2017

## PUNE MUNICIPAL CORPORATION SURVEY: INFRASTRUCTURE AUDIT SURVEY



**PDA** Prasanna  
Desai  
P U N E Architects

**CEE**  
Centre for Environment Education

## Cycle Infrastructure Audit

A Road Infrastructure Audit for Cycles was conducted by PDA, for Pune Cycle Plan.

The audit was conducted in the months of March & April 2017.

The Audit focused on evaluating the existing conditions of Cycle Tracks as well as studying the actual extent of the network with reference to the existing cycle network.

### Methodology

A study was done by Parisar<sup>1</sup> in 2011 of stretches where 'cycle tracks' exist as per information supplied by the PMC against an RTI application made by Parisar<sup>2</sup>. This information was used to create a base map of 'existing cycle tracks' for the present study. As per the RTI and study by Parisar information, approximately, a total of 132 km of Cycle Network exists in the city, considering both sides of the road as separate entities.

The map below (Figure 1) indicates the road stretches where cycle tracks have been created over the past few years as per the information in the Parisar report, based on the RTI. The list of roads audited by PDA is as follows:

1. Shankarsheth Road
2. Solapur Road
3. Indira Chowk Road
4. Satara Road
5. Swami Vivekananda Road
6. Sinhgad Road
7. Paud Road
8. Maharshi Karve Road
9. Old Canal Road
10. Law College Road
11. Baner Road
12. Sahastrabuddhe Road
13. Ganeshkhind Road
14. Aundh Road
15. Vadgaon Road
16. Vishrantwadi Road
17. Sangamwadi Road
18. Deccan College Road
19. Dr. Ambedkar Path Road
20. Nagar Road
21. Airport Road

For the audit, each road was divided into segments, as per variations observed on the street. For example, if a continuous stretch of Cycle Track is observed for a significant length of around 50 – 100 metres, after which it discontinues, the above stretch may be considered as one segment, recorded

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<sup>1</sup> Parisar is a non-governmental organization active on sustainable mobility issues, see [www.parisar.org](http://www.parisar.org)

<sup>2</sup> Gadgil, R and Abhimanyu Singh (2011), *Comprehensive Assessment of Cycle Tracks in Pune*. Parisar. Available at <https://app.box.com/s/9kptvitg8xtnslt6gnc>

by its respective start and end GPS Co-ordinates. Also, here the LHS and RHS of the road are considered as separate entities.

Each stretch was travelled upon by foot, and observations were recorded. The observations were registered digitally in a spreadsheet, which may be used to determine the cost estimate for retrofitting the infrastructure. Figures 2, 3, 4 & 5 are the forms used for the audit. As can be seen from the form, all distinguishable factors have been taken into account for the audit. The list below presents the broad categorization of these factors:

1. Presence of Cycle Track
2. Existing Width
3. Surface type and condition
4. Obstructions / Encroachment
5. Type of Surface
6. Surface Level

Although some factors may seem negligible or unimportant, they go a long way in creating a positive experience for the cyclist, in turn inviting more people to cycle, while retaining existing cyclists.

Figure 1: Map showing stretches where Cycle Tracks are stated to have been developed over the past few years. Based on Gadgil R and Abhimanyu Singh (2011), Comprehensive Assessment of Cycle Tracks in Pune. Parisar



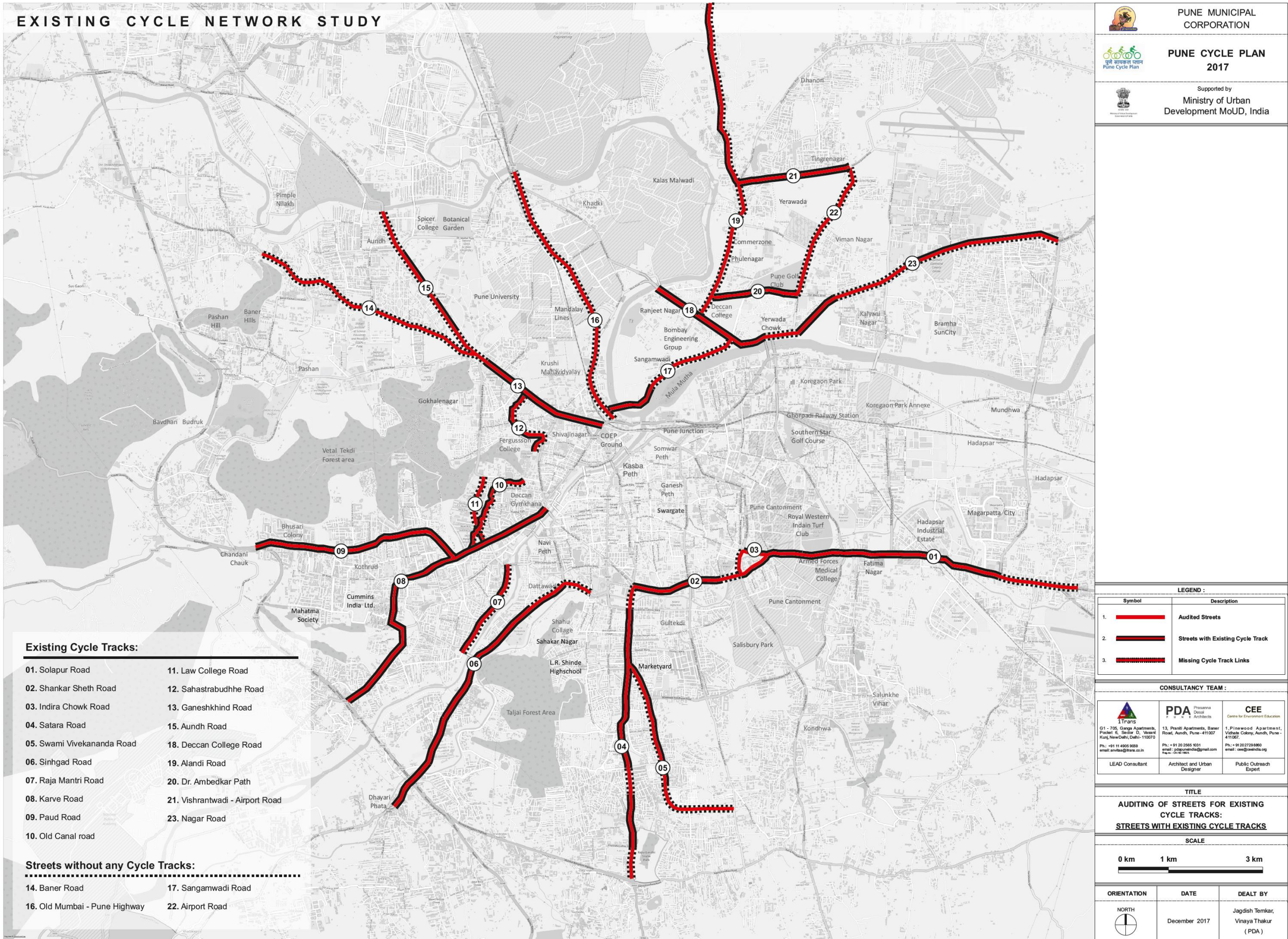


Figure 2: Existing Cycle Tracks found as per audit conducted between April 2016 to July 2016



Cycle Plan Infrastructure Audit														
Zone Name & No.										Surveyed by:				
UID	Side of Road		Start Location	End Location	( A )									
					Width of Footpath / Cycle									
	Footpath				Cycle Track									
	1.1	1.2			2	3.1	3.2	3.3	4.1	4.2	4.3	4.4	5	
< 2M	Equal / > 2M	Encroachment	Encroached by Debris	Encroach by Shop/ Property	Encroached by Parking	<1.8 m	1.8 m	2 m	2.5 m	Proposed width according to UCDG				

Figure 2: Form for Cycle Plan Infrastructure Audit – Part 1 / 4

Cycle Plan Infrastructure Audit											Page 1
					Time:				Date:		
Parameters for Infrastructure Audit											
( B )					( C )						
Surface of Cycle Track					Levels of Cycle Track						
6	7	8	9	10	11.1	11.2	11.3	12.1	12.2	12.3	
Unlevelled Surface	Paver Block Surface	Tar Surface	Concrete Surface	Water/ Rainwater Slopes not Considering	Footpath and Cycle Track ( < 100mm )	Footpath and Cycle Track ( = 100mm )	Footpath and Cycle Track ( 100mm > )	Cycle Track and MV Lane ( < 150mm )	Cycle Track and MV Lane ( =1 50mm )	Cycle Track and MV Lane ( 150mm > )	

Figure 3: Form for Cycle Plan Infrastructure Audit – Part 2 / 4




	<b>Cycle Plan Infrastructure Audit</b>							<b>Cycle Plan Infrastructure</b>		
Zone Name & No.								Surveyed by:		
Parameters for Infrastructure Audit							Parameters for Infra			
( D )		( E )						( F )		
Buffers		Discontinuation of Cycle Track						Signages	Prescribed Bollards	
13.1	13.2	14	15	16	17	18	19	20	21	22
Cycle Track & MV Lanes/Parking	Cycle Track & Parking	Discontinued at Property Entrances	Discontinued at T-Junction	Discontinued at Cross - Junction	Compromised Cycle Track at Bus stop	Compromised Cycle Track at Trees	Cycle Track marged with Footpath ( < 15M )	Cycle Track marged with MV Lane ( < 15M )	Developed along Cycle Track	Anti 2wheeler Bollards

Figure 4: Form for Cycle Plan Infrastructure Audit – Part 3 / 4

<b>Cycle Plan Infrastructure Audit</b>											
Parameters for Infrastructure Audit										Page 2	
Time:					Date:						
Infrastructure Audit											
( G )	( H )				( I )				( J )	Description	
Man holes	Shifting of Services				Dismantling of Material				Absence of Cycle Track		
23	24	25	26	27	28	29	30	31			
Unlevelled Manholes/ Covers	Light poles within 0.3m	Storm Water inlets Present	MSEB Boxes	Electrical poles and Transformer within 0.3m	Hurdling, Railing. Etc	Bollards	Trafiice Signages	Other Signages			

Figure 5: Form for Cycle Plan Infrastructure Audit – Part 4 / 4

## Observations

Considering RHS and LHS as separate entities, a total of almost 180 km length of roads / streets were audited by PDA, of which approximately 92.5 km of Cycle Tracks were found to exist on ground. Of this, about 54 km is in a condition to be retrofitted, though only a few minor stretches could be considered as appropriate for cycling, (although not ideal). The remaining stretches are in such a condition that a new cycle track would have to be created.

These existing cycle track stretches are plagued with issues like, poor surface, discontinuity, lack of maintenance, etc., among several other reasons. In order to revive the existing infrastructure, it needs to be retrofitted, with appropriate solutions like widening, resurfacing, clearing obstructions and moreover filling the missing links and completing the existing network.

Encroachment has been found to be a major issue. The cycle tracks are crowded with toilets, bus stops, temples / shrines, hawkers, as well as presence of trees, which requires design intervention to address these issues. Vehicles are another major nuisance on the cycle tracks, with especially 2 wheelers driving on the cycle tracks near Junctions, sometimes in opposite directions or parking on the cycle track itself.

In addition to above observations, it has also been observed that the width of the footpath is also critical to the proper functioning of the cycle track.; adequate width of footpath ensures that the cycle track is not encroached upon by pedestrians.

**Cycle Tracks:** The audit of the design of the current cycle tracks in Pune reveals the lack of a systematic approach of street design, leading to improper infrastructure. For example Figure 3 shows an ill-designed cycle lane having bollards in the start, Figure 7 shows an ill-designed bus stop that hinders the continuity of the cycle lane, Figure 9 shows how street services are developed without giving any consideration to the cycle or pedestrian infrastructure and lack of dedicated space to street hawkers also leads to encroachments as shown in Figure 8.

**Encroachment on Cycle Infrastructure and Enforcement:** A lack of awareness among commuters and violation of cycle tracks by motorized vehicles have also been observed. Figure 4 and Figure 5 shows how motorized vehicle users either park or ride on the cycle lanes and how lack of maintenance of NMT lanes (in Figure 6) forces cyclists and pedestrians to use the main carriage way.



Figure 3: Ill designed cycle lane with bollards breaking the continuity



Figure 4: Vehicles parked on footpath and cycle lanes force NMT users onto carriageways



Figure 5: Lack of awareness among motor vehicle users about importance & rights of NMT





Figure 6: Cyclists and pedestrians forced to use carriage way due to lack of maintenance of cycle tracks and footpaths



Figure 7: Ill-designed Bus stops creating blockage for pedestrian and cycle movement



Figure 8: Encroachment of the NMT lane by hawkers due to absence of dedicated space for them



Figure 9: Cyclists being forced to use the carriage way because of unplanned services in the NMT lanes (like public toilets)



Cycle infrastructure audit and observational surveys were carried out in the city to know the condition of existing cycle infrastructure i.e. cycle tracks, parking facilities and repair shops information. The analysis for the same has been done from four different aspects based on cycling inclusive street design guidelines. This includes safety of cyclists, comfort of cyclists, coherence and directness for cyclists and the attractiveness of cycling tracks for cyclists. The analysis of the condition of cycle tracks and the maps representing the analysis are provided in survey report. The key findings are presented graphically in Figure 10. The assessment shows:

**Cycle tracks are highly encroached** A very large proportion (little over 90%) of the existing cycle tracks is encroached. Encroachment by vehicles is relatively smaller, at 33% (by vehicle + by both), while that by activity is very high at 89% (by activity + by both). However, encroachment by moving motor vehicles is dangerous, and parked vehicles often occupy almost the entire track width.

**Large number of barriers within cycle tracks** Almost half the lengths of cycle tracks have various types of barriers

**Design issues** Buffer zone, signage, traffic calming, marking for continuity and treatment at junctions all require attention and retrofitting

**Lack of Shade** Almost 95% of the existing cycle track length lacks shade.

**Adequate Width, Height** Much of the cycle track length is of adequate width and height; this is a valuable asset.

**Attractive Land-use** Active surrounding land use and other activities alongside make cycling safer and more attractive.

*The management of cycle tracks will be the main challenge to eliminate all types of encroachments and barriers. The structural attributes, especially allocation of adequate width, are largely in place, except for buffer zones. Attention to detail for traffic calming, ramps, markings, signage, is needed for making the cycle tracks safer, comfortable and usable. Planting trees will make the tracks more attractive and comfortable.*

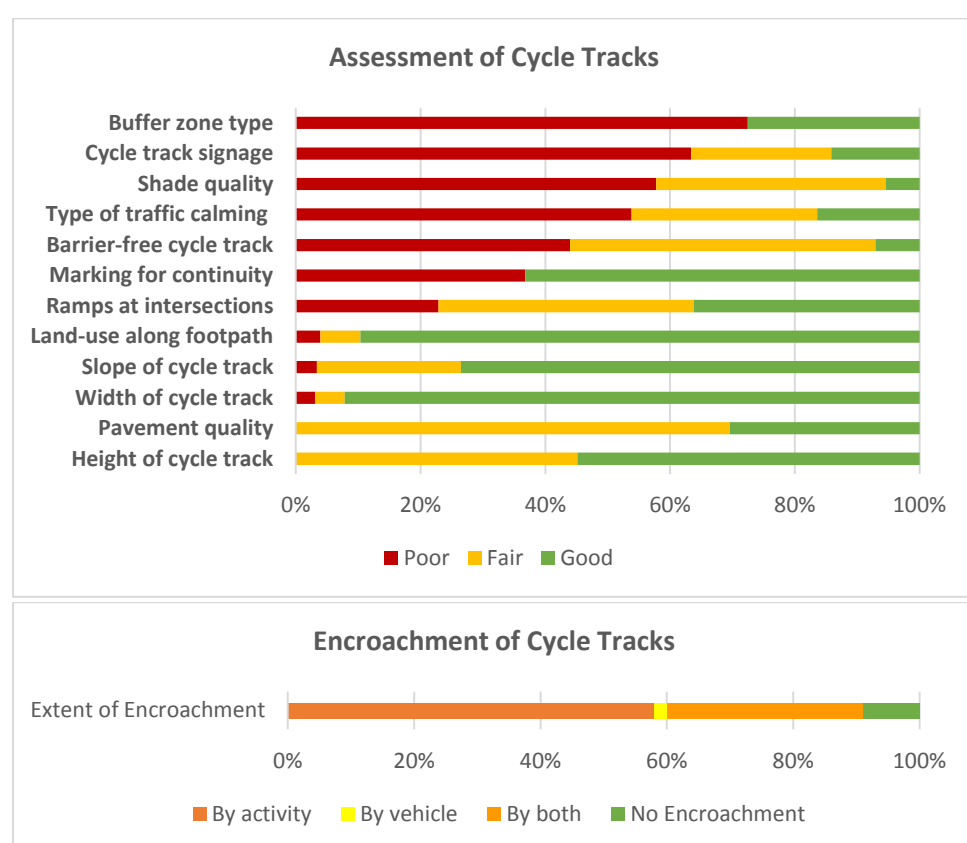


Figure 10 Assessment of Existing Cycle Tracks

Extent of existing cycle tracks with desired attributes					
Attribute	Poor	Fair	Good		
Height of cycle track	0%	45%	55%		
Pavement quality	0%	70%	30%		
Width of cycle track	3%	5%	92%		
Slope of cycle track	3%	23%	74%		
Land-use along footpath	4%	6%	90%		
Ramps at intersections	23%	41%	36%		
Marking for continuity	37%	0%	63%		
Barrier-free cycle track	44%	49%	7%		
Type of traffic calming	54%	30%	16%		
Shade quality	58%	37%	5%		
Cycle track signage	63%	22%	14%		
Buffer zone type	72%	0%	28%		
Encroachment of cycle lane	No Encroachment	By activity	By vehicle	By both	Total
	9%	58%	2%	31%	100%

### Cycle Parking and other Facilities

The study conducted throughout the city included assessment of cycle parking facilities and an inventory of cycle repair and retail shops in the city (refer Figure 13). Cycle parking at public locations was absent except for a few locations such as railway station (refer Figure 11) and institutional areas like schools and colleges (refer Figure 12). However, cycle parking is not present in all the institutes.



Figure 11: Range Hill Road



Figure 12: Garware college



Figure 13: Solapur Road



**RED – ORANGE – GREEN Analysis:**

To Rate the condition of existing cycle tracks, as given in the Parisar document. The R-O-G Analysis helps understand the condition of existing cycle tracks. Red represents stretches of Cycle Track which are non – cycle and needs the cycle track to be completely relaid. Orange represents stretches of cycle track which are in need of maintenance and could be made cyclable after repair or retrofitting and few design changes. Green represents stretches of cycle track which are already in good condition and are cyclable.

**RED: NON - CYCLABLE**



Figure 16: RED : Non - Cyclable Cycle Tracks

**ORANGE: NON - CYCLABLE**



Figure 14: ORANGE : Can be made Cyclable

**GREEN: CYCLABLE**



Figure 15: GREEN : Cyclable Cycle Tracks

Below are the R-O-G tables for Existing Cycle Tracks, prepared as per audit of Cycle Tracks, done in year 2016.

Composed Compiled by Jagdish Temkar, Ashwini S. Wasnik

PDA  
December 2017

01. SOLAPUR ZONE			STREET NAME	START POINT NAME	CONTINUITY			SEGREGATION	SURFACE	SHADE	SIGNAGES	MISCELLANEOUS	LHS MEAN	CONTINUITY			SEGREGATION	SURFACE	SHADE	SIGNAGES	MISCELLANEOUS	RHS MEAN	
ZONE NO.	STREET NO.	SEGMENT			PRESENCE	OBSTACLES	REGULARITY							PRESENCE	OBSTACLES	REGULARITY							
					LEFT HAND SIDE								RIGHT HAND SIDE										
1	2	1	SOLAPUR ROAD	Mamadevi chowk - Indian Oil Petrol	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■	
1	2	2		Indian Oil Petrol - Inox, Magarpatta Road	●	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■
1	1	1	SHANKAR SHETH ROAD	Swargate - Azam Campus	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■	
1	1	3		Mamadevi Chowk - Poolgate	●	●	●	●	●	●	●	●	-	■	-	-	-	-	-	-	-	-	-
1	6	1	INDIRA CHOWK ROAD	Indira Chowk - Indian Oil Petrol Pump	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■	
02. SATARA ZONE			STREET NAME	START POINT NAME	CONTINUITY			SEGREGATION	SURFACE	SHADE	SIGNAGES	MISCELLANEOUS	LHS MEAN	CONTINUITY			SEGREGATION	SURFACE	SHADE	SIGNAGES	MISCELLANEOUS	RHS MEAN	
ZONE NO.	STREET NO.	SEGMENT			PRESENCE	OBSTACLES	REGULARITY							PRESENCE	OBSTACLES	REGULARITY							
					LEFT HAND SIDE								RIGHT HAND SIDE										
2	1	2	SATARA ROAD	Lakshmi Narayan	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■	
2	1	4		Bridge starts	●	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■
2	1	5		Bridge Ends	●	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■
2	3	1	SWAMI VIVEKANANDA ROAD	Aranyeshwar	-	-	-	-	-	-	-	-	-	●	●	●	●	●	●	●	-	■	
2	3	2		Bibwewadi Road Junction	-	-	-	-	-	-	-	-	-	●	●	●	●	●	●	●	-	■	
03. SIHAGAD ZONE			STREET NAME	START POINT NAME	CONTINUITY			SEGREGATION	SURFACE	SHADE	SIGNAGES	MISCELLANEOUS	LHS MEAN	CONTINUITY			SEGREGATION	SURFACE	SHADE	SIGNAGES	MISCELLANEOUS	RHS MEAN	
ZONE NO.	STREET NO.	SEGMENT			PRESENCE	OBSTACLES	REGULARITY							PRESENCE	OBSTACLES	REGULARITY							
					LEFT HAND SIDE								RIGHT HAND SIDE										
3	1	1	SIHAGAD ROAD	Dandekar Bridge	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■	
3	1	2		Parvati Water Works	●	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■
3	1	3		Ranka Jewellers	●	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■
3	1	4		Bramha Restaurant	●	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■
3	1	5		Ganga - Bhagyoday	●	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■
3	1	6		Pune - Bangalore Highway	●	●	●	●	●	●	●	●	-	■	●	●	●	●	●	●	●	-	■

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PDA  
December 2017

04. KARVE NAGAR			STREET NAME	START POINT NAME	CONTINUITY					LHS MEAN	CONTINUITY					RHS MEAN					
ZONE NO.	STREET NO.	SEGMENT			PRESENCE	OBSTACLES	REGULARITY	SEGREGATION	SURFACE		SHADE	SIGNAGES	MISCELLANEOUS	PRESENCE	OBSTACLES		REGULARITY	SEGREGATION	SURFACE	SHADE	SIGNAGES
					LEFT HAND SIDE					RIGHT HAND SIDE											
4	1	4	KARVE ROAD	Dashabhuj	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	1	5		Karve Putala	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●
4	1	6		Konkan Express	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●
4	1	7		Synerzip	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●
4	1	8		Karve Nagar Chowk	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●
4	1	9		Kakade City	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●
4	1	10		HDFC Bank ( Warje )	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●
4	5	1	OLD CANAL ROAD	SNDT to Prabhat Road	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	5	2		Prabhat Road to Khandekar	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	6	1	PAUD ROAD	Dashabhuj Mandir - MIT	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	6	2		New Poona Bakery - CNG Station	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	6	3		CNG Station - McDonalds	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	6	4		McDonalds to CCD	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	7	1	RAJAMANTRI ROAD	Khandekar - Amchi	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	7	2		Amchi - Rajaram Bridge	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
4	10	2	LAW CLG. RD.	Canel Road - Nal Stop	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



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PDA  
December 2017

06. UNIVERSITY ZONE			STREET NAME	START POINT NAME	CONTINUITY					LHS MEAN	CONTINUITY					RHS MEAN				
ZONE NO.	STREET NO.	SEGMENT			PRESENCE	OBSTACLES	REGULARITY	SEGREGATION	SURFACE		SHADE	SIGNAGES	MISCELLANEOUS	PRESENCE	OBSTACLES		REGULARITY	SEGREGATION	SURFACE	SHADE
					LEFT HAND SIDE					RIGHT HAND SIDE										
6	1	3	AUNDH ROAD	Bremen Chowk	●	●	●	●	●	●	●	-	-	-	-	-	-	-	-	-
6	1	4		Kendriya Vidyalaya	●	●	●	●	●	●	●	-	●	●	●	●	●	●	-	-
6	2	1	GANESHKHAND ROAD	University Circle	●	●	●	●	●	●	-	●	●	●	●	●	●	●	-	-
6	2	2		E - Square	●	●	●	●	●	●	●	-	●	●	●	●	●	●	-	-
6	2	3		Pune Central	●	●	●	●	●	●	●	-	●	●	●	●	●	●	-	-
6	2	3		Agricultural College	●	●	●	●	●	●	●	-	●	●	●	●	●	●	-	-
6	15	1	SAHASTRABUDDHE ROAD	Central Mall	●	●	●	●	●	●	-	-	-	-	-	-	-	-	-	-
6	15	2		Pride Paradise	●	●	●	●	●	●	●	-	-	-	-	-	-	-	-	-
6	15	3		Rugved Apts	●	●	●	●	●	●	●	-	-	-	-	-	-	-	-	-
6	15	4		Dyaneshwar Paduka Chowk	●	●	●	●	●	●	●	-	-	-	-	-	-	-	-	-
08. ALANDI ZONE			STREET NAME	START POINT NAME	CONTINUITY					LHS MEAN	CONTINUITY					RHS MEAN				
ZONE NO.	STREET NO.	SEGMENT			PRESENCE	OBSTACLES	REGULARITY	SEGREGATION	SURFACE		SHADE	SIGNAGES	MISCELLANEOUS	PRESENCE	OBSTACLES		REGULARITY	SEGREGATION	SURFACE	SHADE
					LEFT HAND SIDE					RIGHT HAND SIDE										
8	1	6	VADGAON ROAD	MGM School	●	●	●	●	●	●	-	●	●	●	●	●	●	●	-	●
8	1	7		Gref Centre	●	●	●	●	●	●	●	-	●	●	●	●	●	●	-	●
8	1	8		Sapper Vihar	●	●	●	●	●	●	●	-	●	●	●	●	●	●	-	●
8	2	2	WISHRANT WADI ROAD	Indian Oil Petrol Pump	●	●	●	●	●	●	-	●	●	●	●	●	●	●	-	●
8	5	1	AMBEDKAR PATH ROAD	Overhead Watertank	●	●	●	●	●	●	-	●	●	●	●	●	●	●	-	●
8	5	2		Ambedkar Road Junction	●	●	●	●	●	●	●	-	●	●	●	●	●	●	-	●
8	5	3		Water Tank	●	●	●	●	●	●	●	-	●	●	●	●	●	●	-	●
8	6	1	DECCAN COLLEGE ROAD	Kendriya Vidyalaya	●	●	●	●	●	●	-	●	●	●	●	●	●	-	●	

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December 2017

09. NAGAR ROAD			STREET NAME	START POINT NAME	CONTINUITY					LHS MEAN	CONTINUITY					RHS MEAN					
ZONE NO.	STREET NO.	SEGMENT			PRESENCE	OBSTACLES	REGULARITY	SEGREGATION	SURFACE		SHADE	SIGNAGES	MISCELLANEOUS	PRESENCE	OBSTACLES		REGULARITY	SEGREGATION	SURFACE	SHADE	SIGNAGES
			LEFT HAND SIDE										RIGHT HAND SIDE								
9	1	1	NAGAR ROAD	Kendriya Vidyalaya	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●	
9	1	3		Gunjan Chowk	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	-	●
9	1	6		Hyatt Hotel	●	●	●	●	●	●	●	-	-	-	-	-	-	-	-	-	-
9	1	7		Phoenix City Mall	●	●	●	●	●	●	●	-	-	-	-	-	-	-	-	-	-
9	1	8		Tata Guard Room	●	●	●	●	●	●	●	-	-	-	-	-	-	-	-	-	-



AUGUST 2017

## SURVEY: TRAFFIC VOLUME COUNT



**PDA** Prasanna  
Desai  
P U N E Architects

**CEE**  
Centre for Environment Education

## Traffic Volume Counts

The Survey for Traffic Volume Count was conducted by - iTrans, PDA & CEE in Consortium, for Pune Cycle Plan.

The Traffic Volume Count survey helps us understand the Modal share of each vehicle type in the city. It is specifically designed to understand the share of Cycles on the road in the city.

The surveys were carried out from 20<sup>th</sup> May 2016 to 25<sup>th</sup> June 2016. Survey was conducted on 9 Arterial Roads in the city as well as, on the 4 major roads in the Core area of the City. At a given location, counts were taken for 4 hours, 2 times a day, from 7 a.m. to 11 a.m. in the morning and 5 p.m. to 9 p.m. in the evening.

The survey was conducted on both sides of the road simultaneously in the same time bracket, and as per the durations mentioned above. For the survey, multiple locations were selected for Arterial roads, which were longer and had a considerable change in the land use. (Refer Figure 2, for Survey form).

Following is the list of Streets, which were part of the survey:

[Refer Map (Figure 1) for the approximate locations of the survey]

1. Bajirao Road*	7. Satara Road	13. S. B. Road
2. Shivaji Road*	8. Sinhagad Road	14. Old Mumbai-Pune Highway
3. J. M. Road*	9. Karve Road	15. Alandi Road
4. F. C. Road*	10. Baner Road	16. Nagar Road
5. Shankarshet Road	11. Aundh Road	
6. Solapur Road	12. Ganeshkhind Road	

### Methodology

The survey was specifically designed to capture the peak hour of cyclists, thus enabling us to observe the actual number of cyclists on the streets, in contrast to the peak hours of motorized vehicles.

The form consists of 4 hours of counts at a given time (Morning / Evening), which is divided into 8 slots of 15 mins, with a buffer period of 15 mins, between 2 slots. The travel direction is marked by highlighting either of the option, 'To Core City' or 'From Core City', which means that the traffic is either travelling towards the Core of the City or away from it, giving a sense of direction.

A team of 10 persons conducted the survey at a given point; with them forming 2 sub-groups, who were then assigned their respective side of the road.

Following categories were considered for the survey, Pedestrians, Bicycles, 2-Wheelers, 4-Wheelers, Cars, Trucks, Buses and Auto-Rickshaws. Each person was assigned a Category, except where Truck / Bus and Auto – Rickshaw were grouped together. Refer Figure 3 for a sample filled form on-site.

## Observations

As can be observed from the survey data, the modal share for Bicycles is higher on Shivaji Road and Bajirao Road in Core City and Satara Road & Sinhagad Road as well, as compared to other roads in the city, which can be seen from the data below (Figure 4, 5, 10 & 11).

It has also been observed that the modal share for cyclists is higher in the early morning, suggesting the peak time for cycles lies between 7.00 a.m to 8.30 a.m., which is different as compared peak time for Motorized Vehicles, which lies between 9.00 a.m. to 11.00 a.m.

The overall data from the survey suggests that there are a significant number of cycles on the road and hence demands the need to create and provide proper infrastructure in order to ensure safety of cyclists.

### Traffic Volume Count Locations

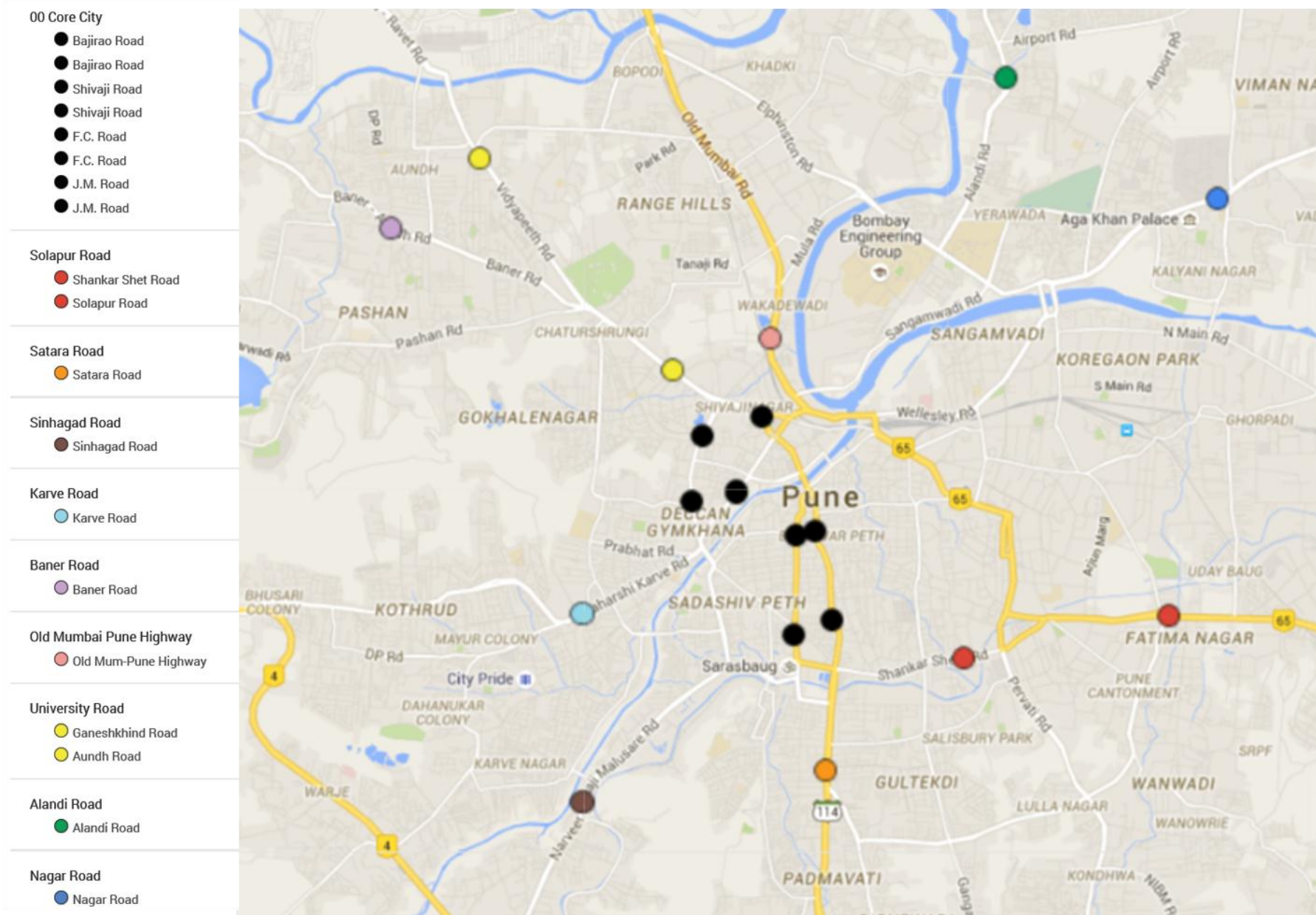


Figure 1: Locations for Traffic Volume Counts

 <b>PUNE MUNICIPAL CORPORATION</b> <b>PUNE BICYCLE PLAN</b>	
<p>TO CORE CITY → LOCATION ○ _____</p> <p>→ CORE CITY</p> <hr style="border-top: 1px dashed black;"/> <p>STREET NAME _____</p> <p>LOCATION ○ _____</p> <p>← FROM CORE CITY</p> <p>←</p>	<p><b>CATEGORIES</b></p> <p>                          1 2 3 4                 </p> <p>                         5                 </p>
<p><b>5:00 - 5:15</b></p>	<p><b>5:30 - 5:45</b></p>
<p><b>5:45 - 6:00</b></p>	<p><b>6:15 - 6:30</b></p>
<p><b>6:45 - 7:00</b></p>	<p><b>7:15 - 7:30</b></p>
<p><b>7:45 - 8:00</b></p>	<p><b>8:15 - 8:30</b></p>
<p>SURVEYOR NAME :</p>	<p>TEAM NAME:</p>
<p>EVENING ( 5:00 - 9:00 PM ) :</p>	<p>DATE OF SURVEY :</p>
<p><b>CEE</b> Centre for Environmental Education 11, Franks Apartments, Baner Road, Aundh, 411007. Ph. (900) 2505 1301, 2507 2072 E-mail: pda@punebicycleplan@gmail.com Website: www.pdaandpunebicycleplan.com</p>	
<p><b>PDA</b> PUNE Pune Design Architects</p>	

Figure 2: Survey form for Traffic Volume Count



**PUNE MUNICIPAL CORPORATION**  
**PUNE BICYCLE PLAN**

TO CORE CITY  
FROM CORE CITY

**CATEGORIES**

3 4

123456789101112131415161718192021222324252627282930313233343536373839404142434445464748495051525354555657585960616263646566676869707172737475767778798081828384858687888990919293949596979899100

*Mainai mata chowk*

<b>5:00 - 5:15</b> 1111 - 109 <b>957</b> <b>109</b>	<b>5:45 - 6:00</b> 1111 - 120 <b>120</b>
<b>6:00 - 6:15</b> 1111 - 150 <b>150</b>	<b>6:45 - 7:00</b> 1111 - 130 <b>130</b>
<b>7:00 - 7:15</b> 1111 - 120 <b>120</b>	<b>7:45 - 8:00</b> 1111 - 130 <b>130</b>
<b>8:15 - 8:30</b> 1111 - 93 <b>93</b>	<b>8:30 - 8:45</b> 1111 - 102 <b>102</b>

SURVEYOR NAME :  
EVENING ( 5:00 - 9:00 PM)

TEAM NO :  
DATE OF SURVEY :

**CEE**  
Center for Environmental Education  
11, Panch Apartments, Sagar Road, Karbh, 411007. Ph: (020) 2590 2360, 2597 7075  
E-mail: gpc@pccet.org

**PDA**  
Pune  
Presents  
Data  
Achieves  
www.pda.org

Figure 3: Sample filled form from Onsite Survey



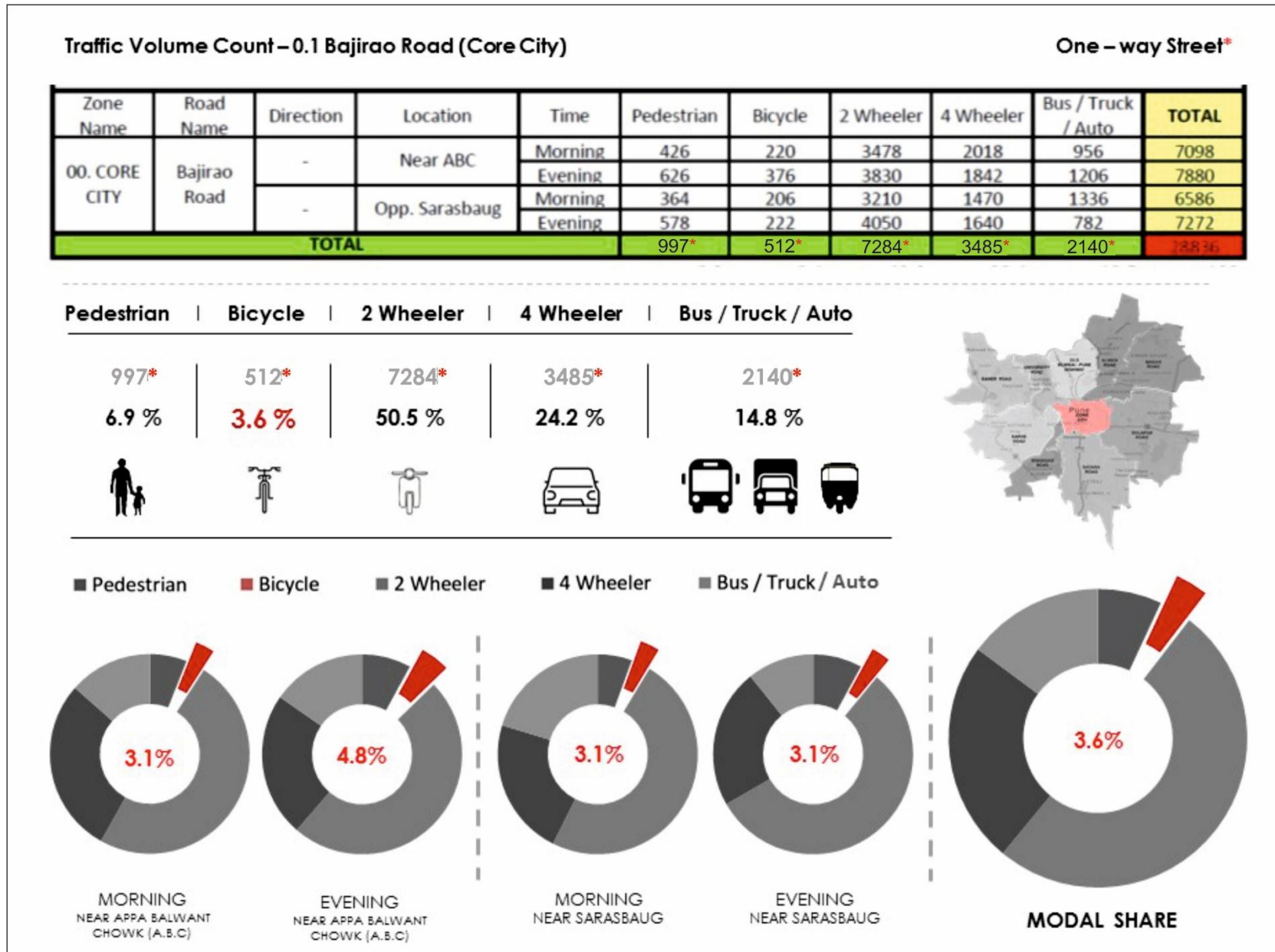


Figure 4: Traffic Volume Counts for Bajirao Road

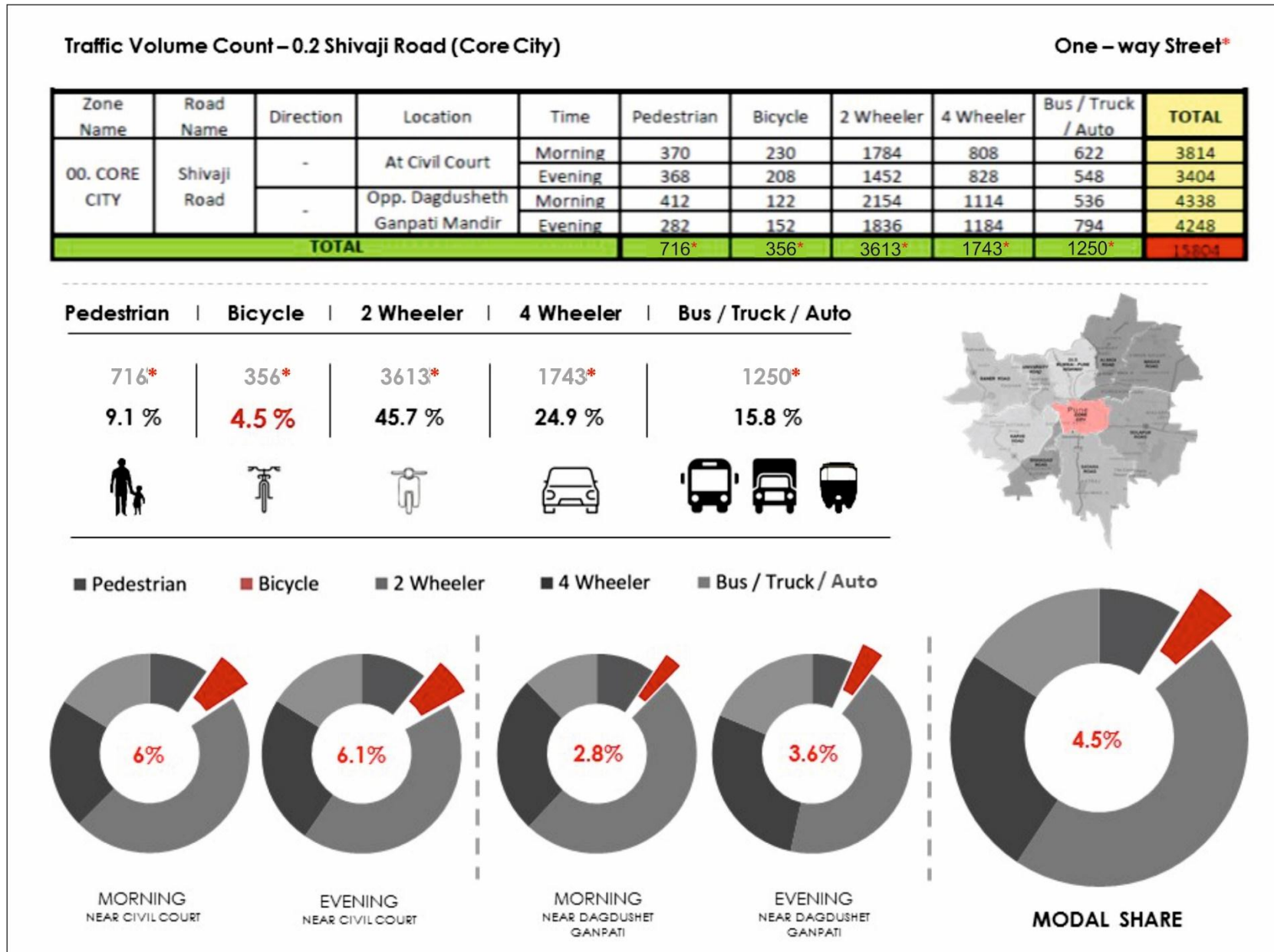


Figure 5: Traffic Volume Counts for Shivaji Road

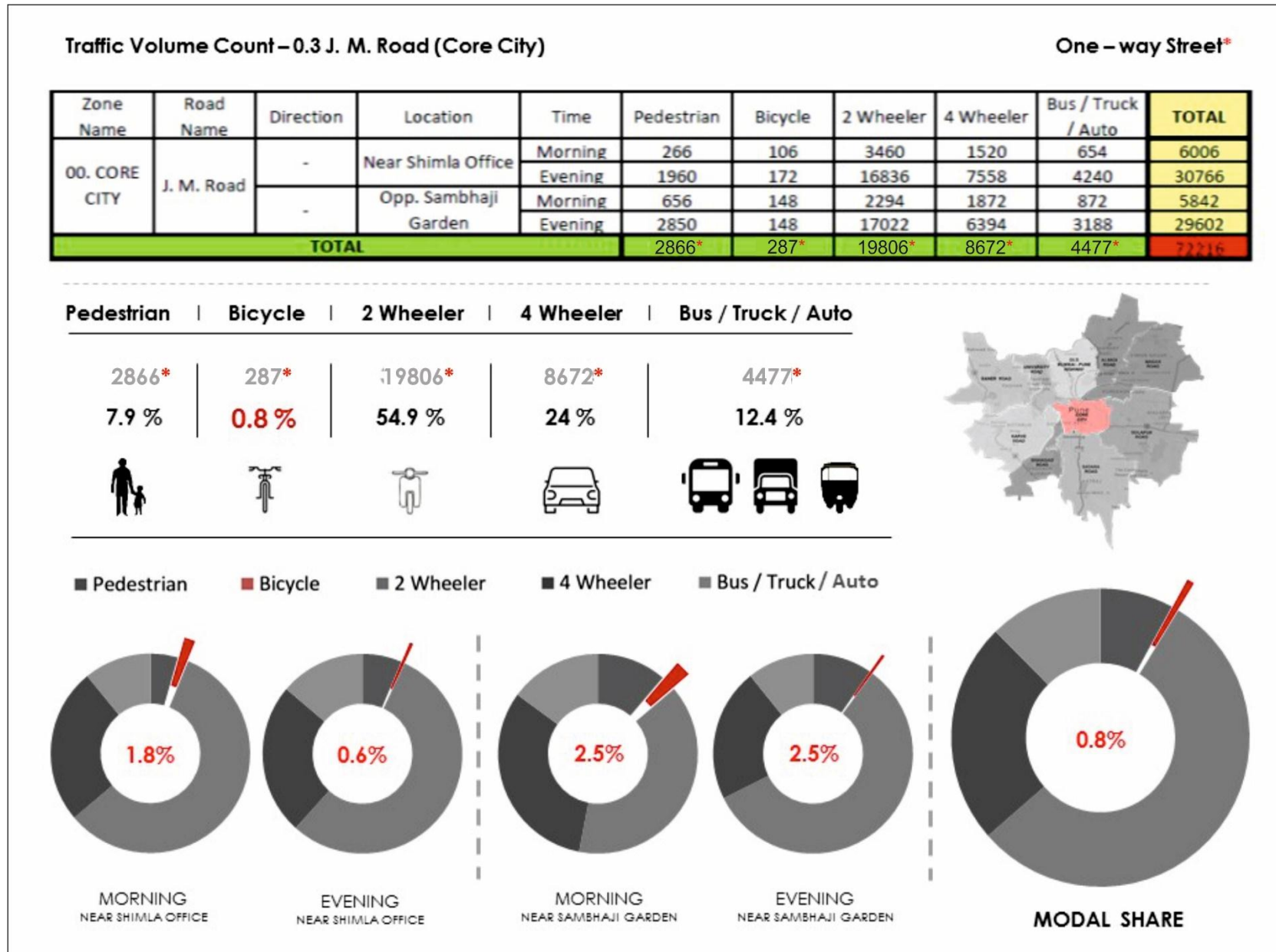


Figure 6: Traffic Volume Counts for J.M. Road

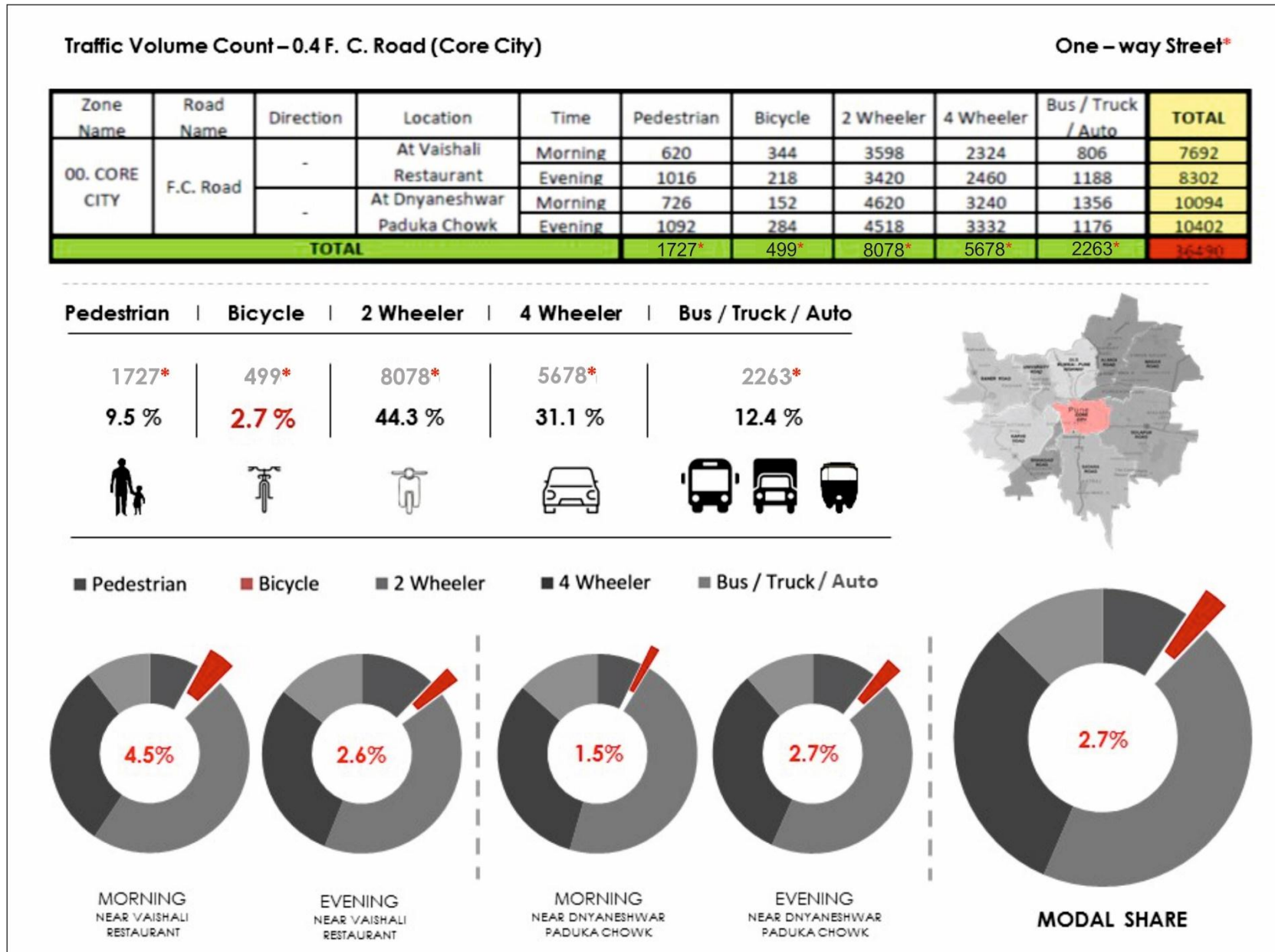


Figure 7: Traffic Volume Counts for F.C. Road



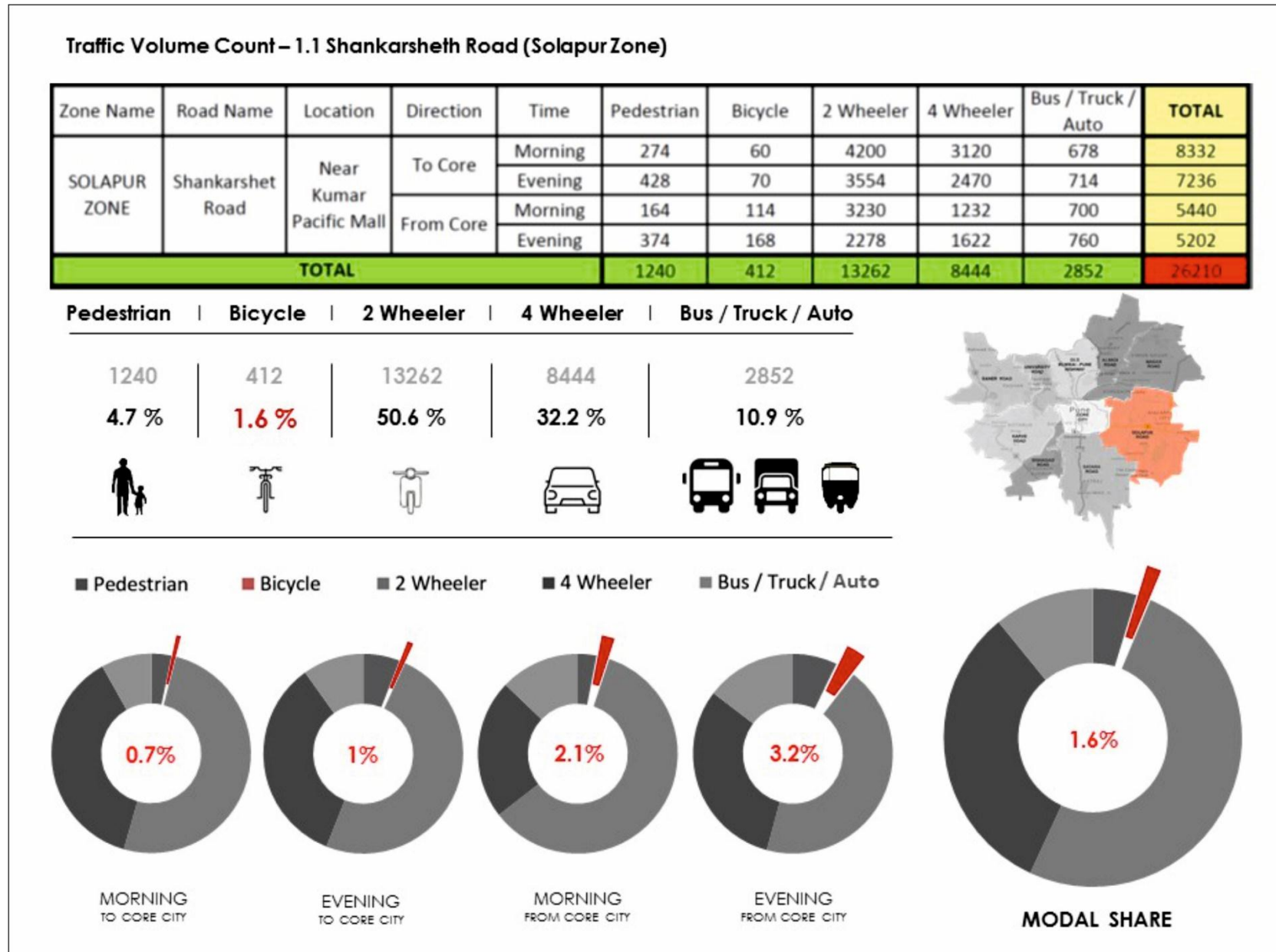


Figure 8: Traffic Volume Counts for Shankarsheth Road

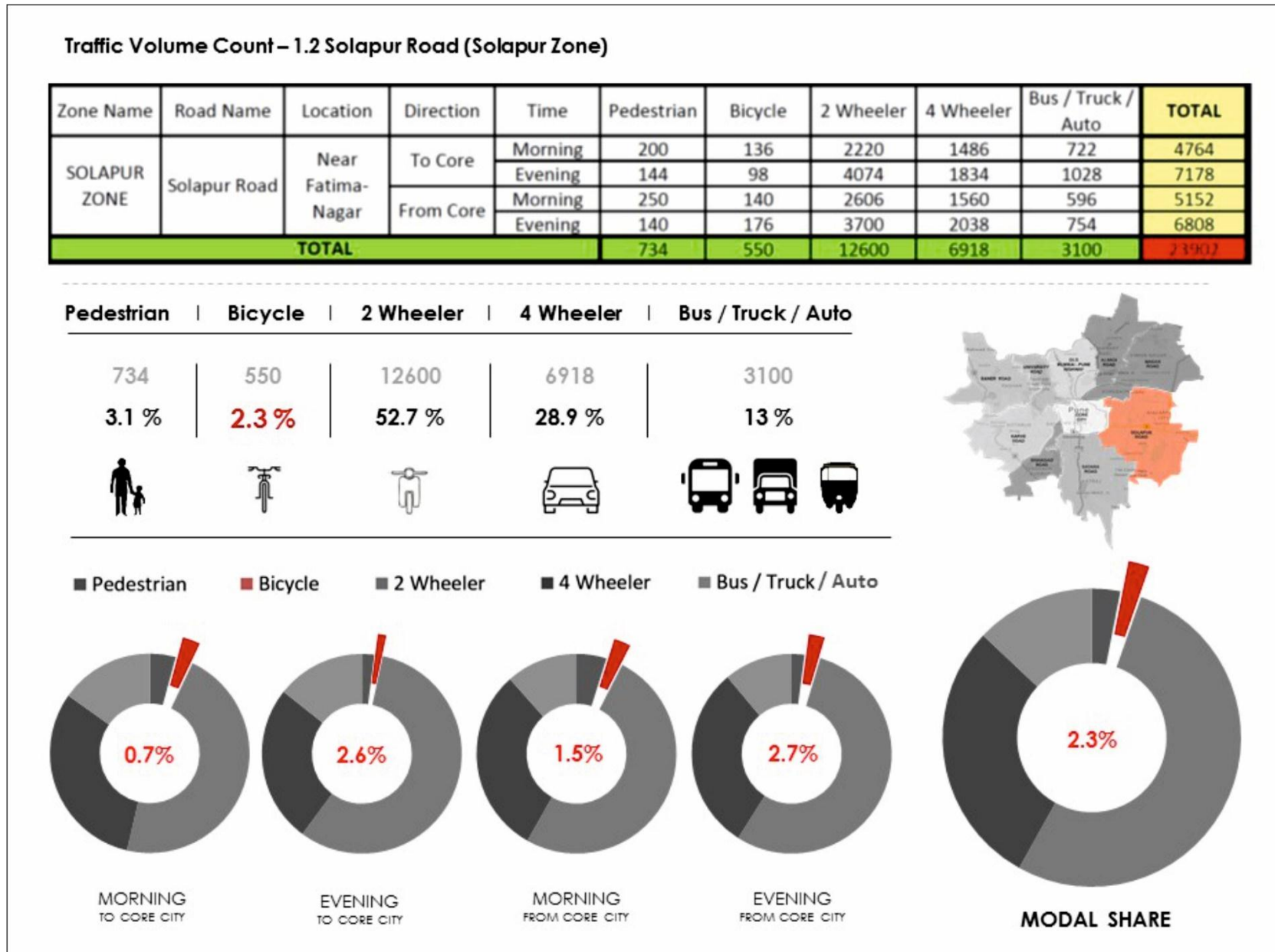


Figure 9: Traffic Volume Counts for Solapur Road

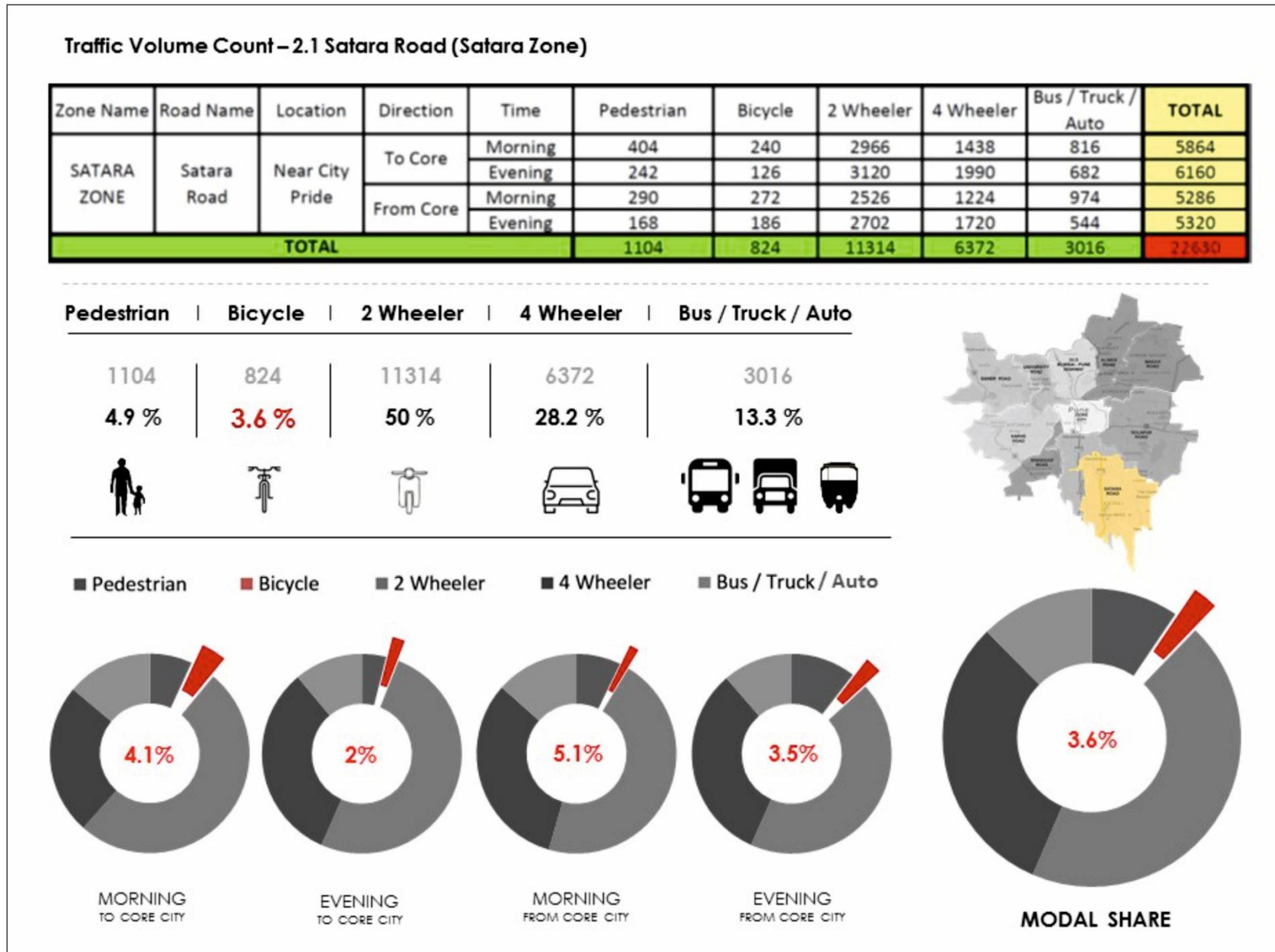


Figure 10: Traffic Volume Counts for Satara Road

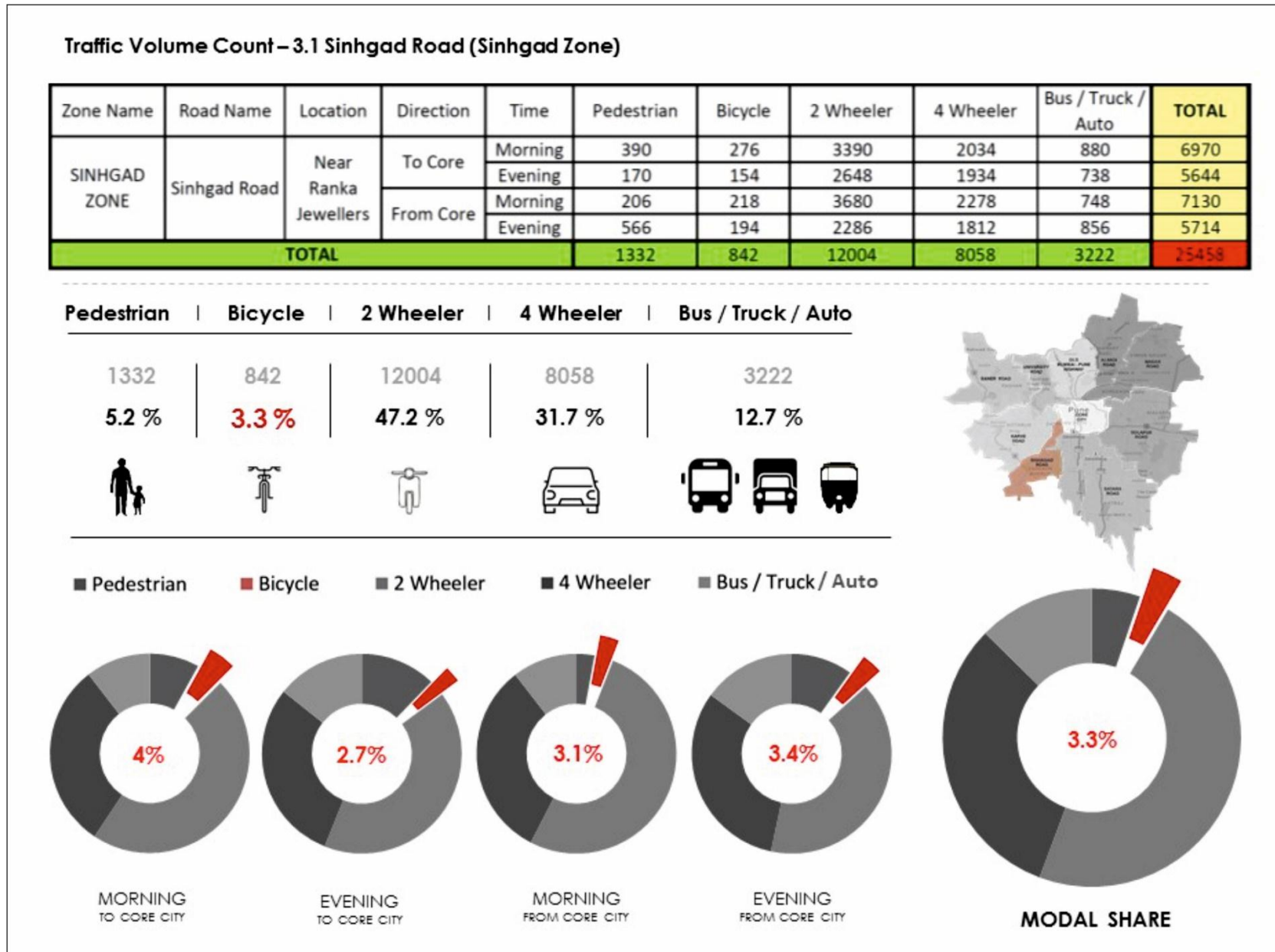


Figure 11: Traffic Volume Counts for Sinhgad Road



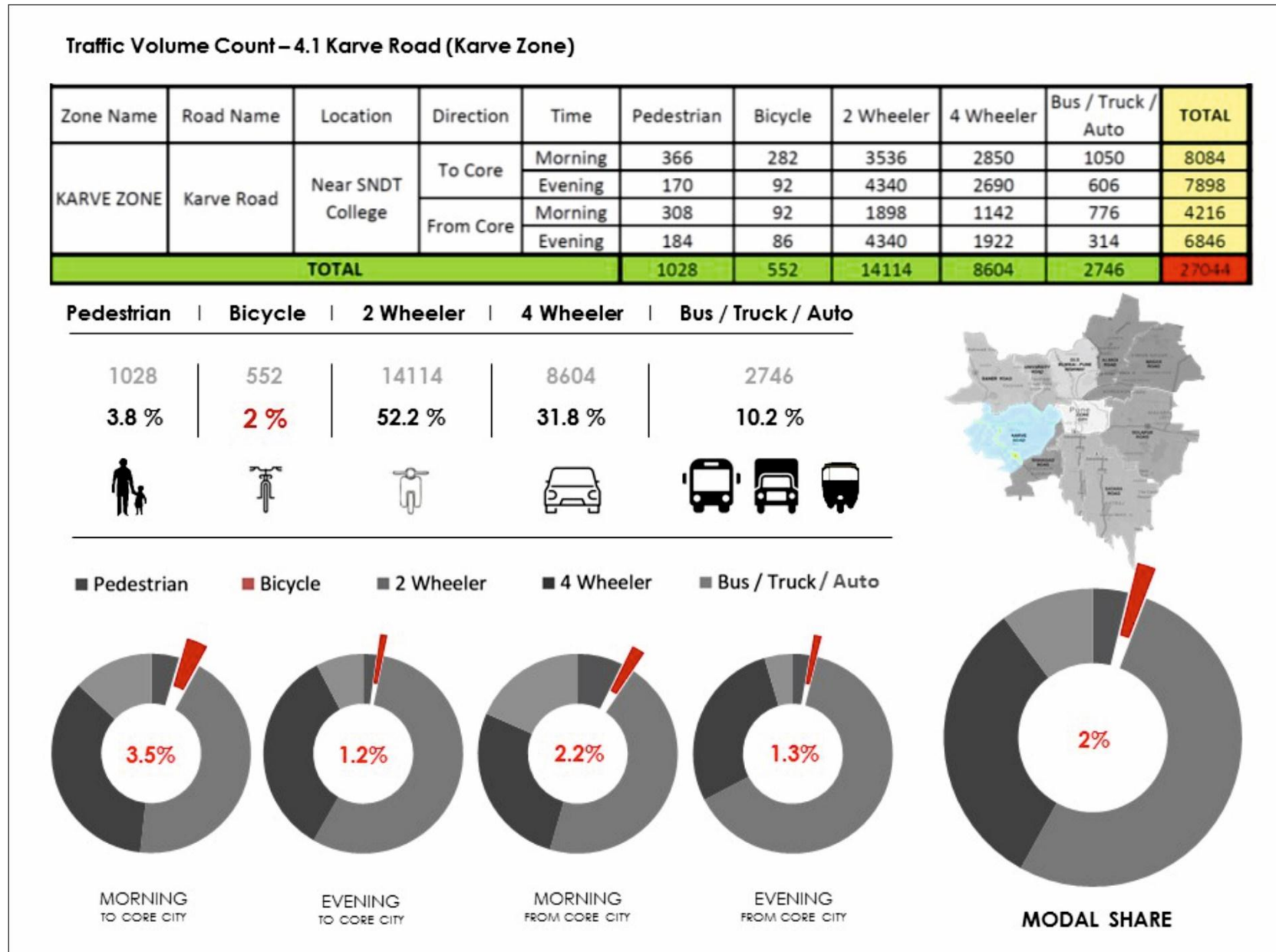


Figure 12: Traffic Volume Counts for Karve Road

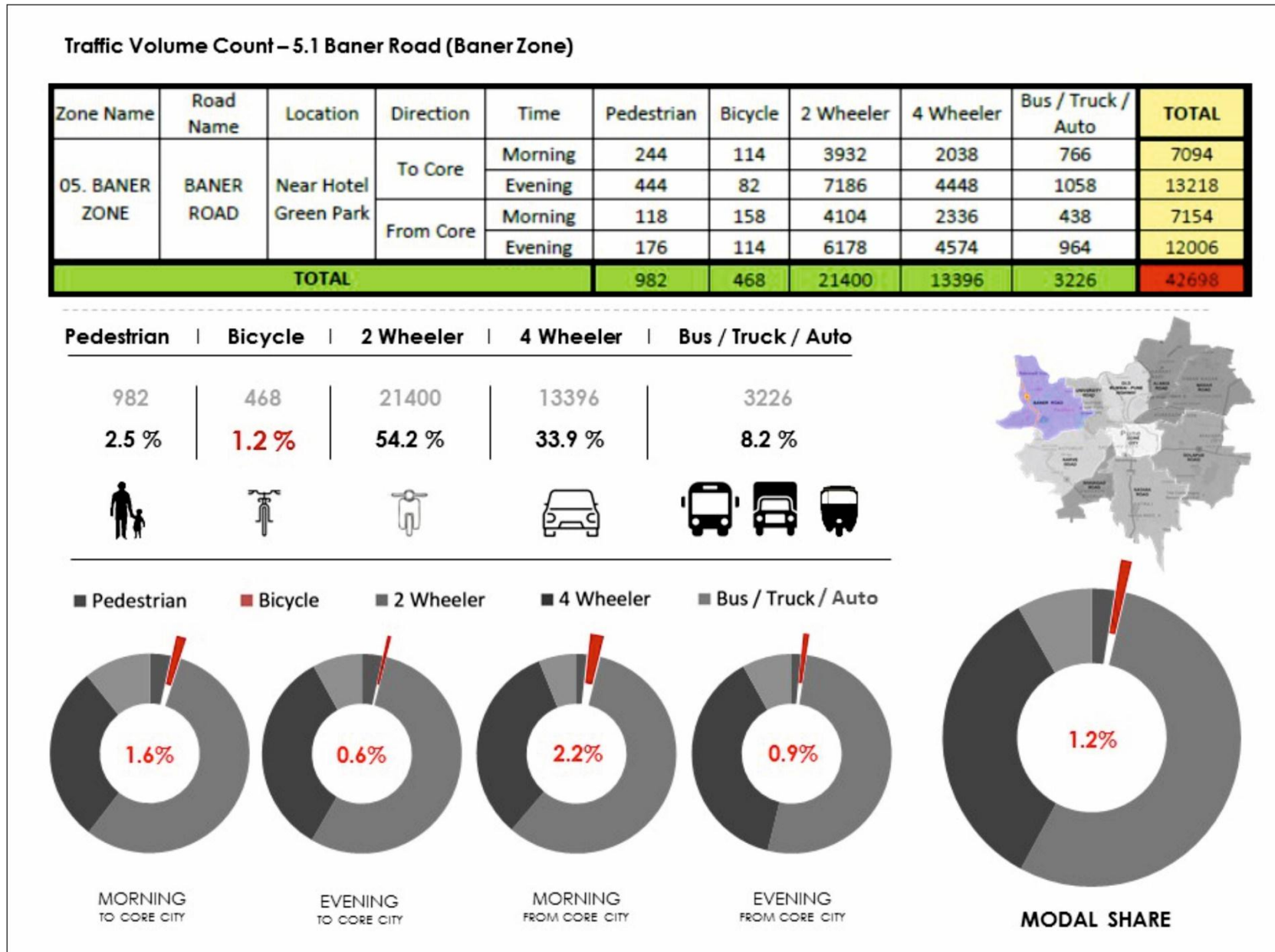


Figure 13: Traffic Volume Counts for Baner Road

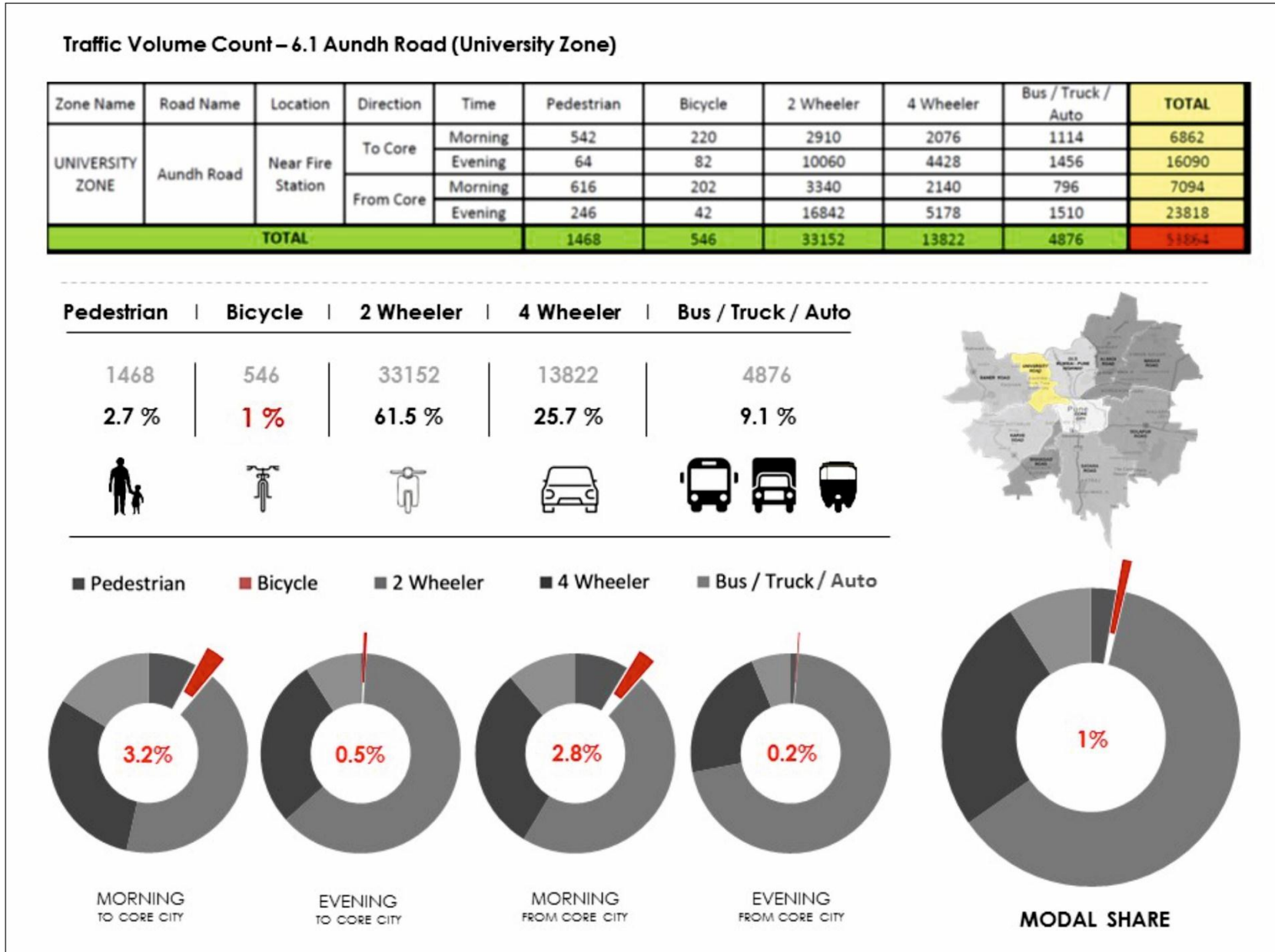


Figure 14: Traffic Volume Counts for Aundh Road

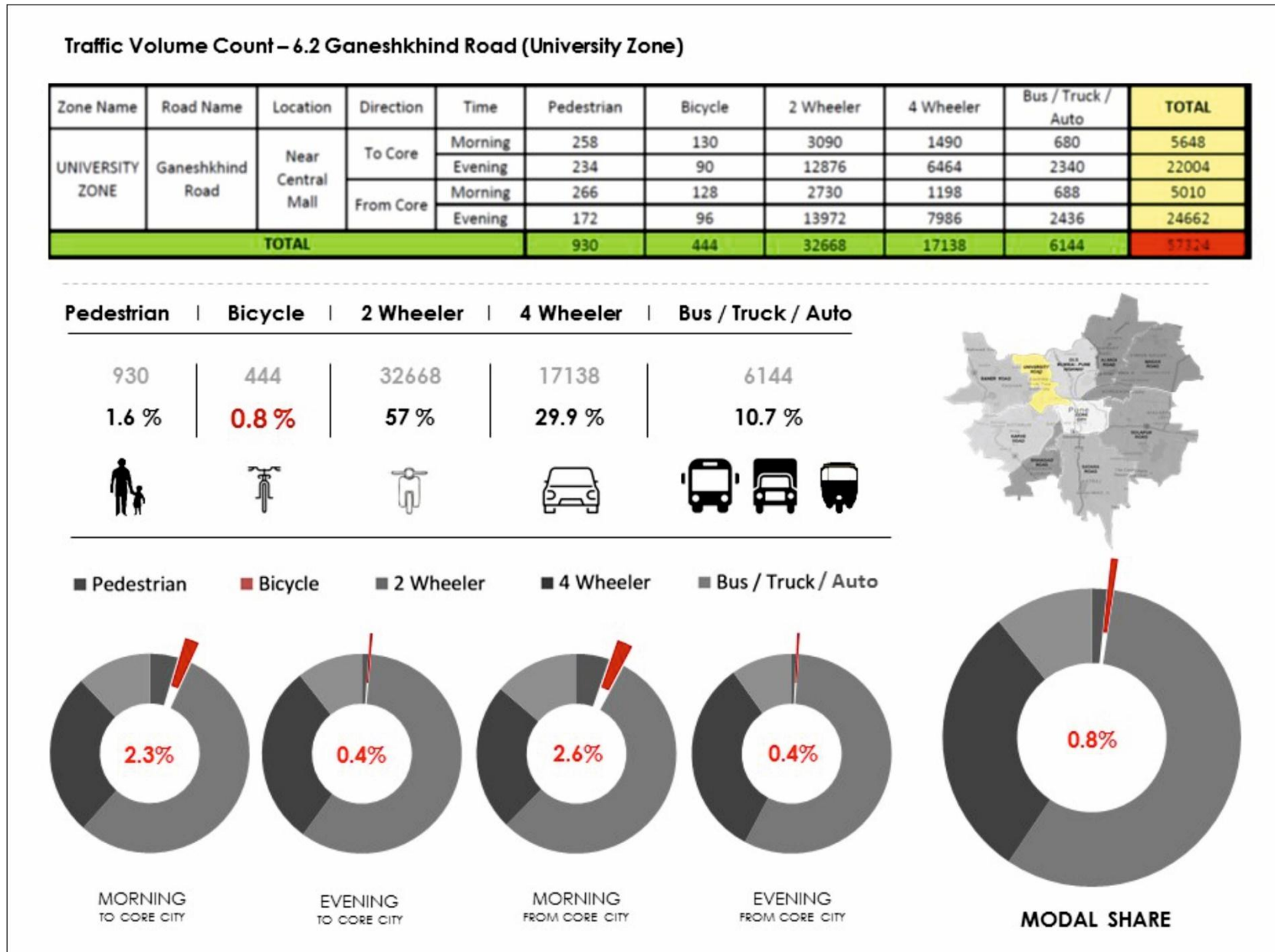


Figure 15: Traffic Volume Counts for Ganeshkhind Road



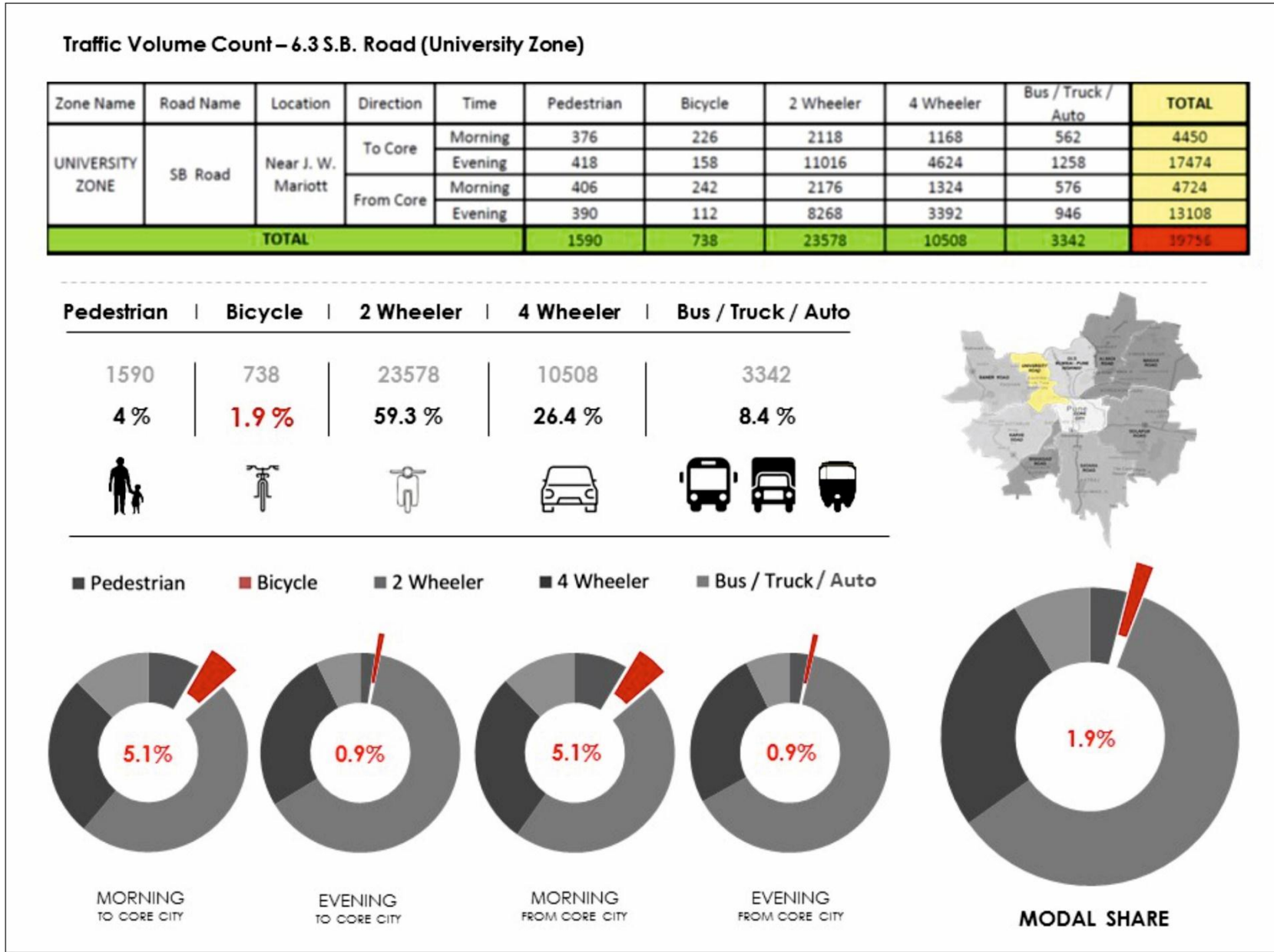


Figure 16: Traffic Volume Counts for S.B. Road

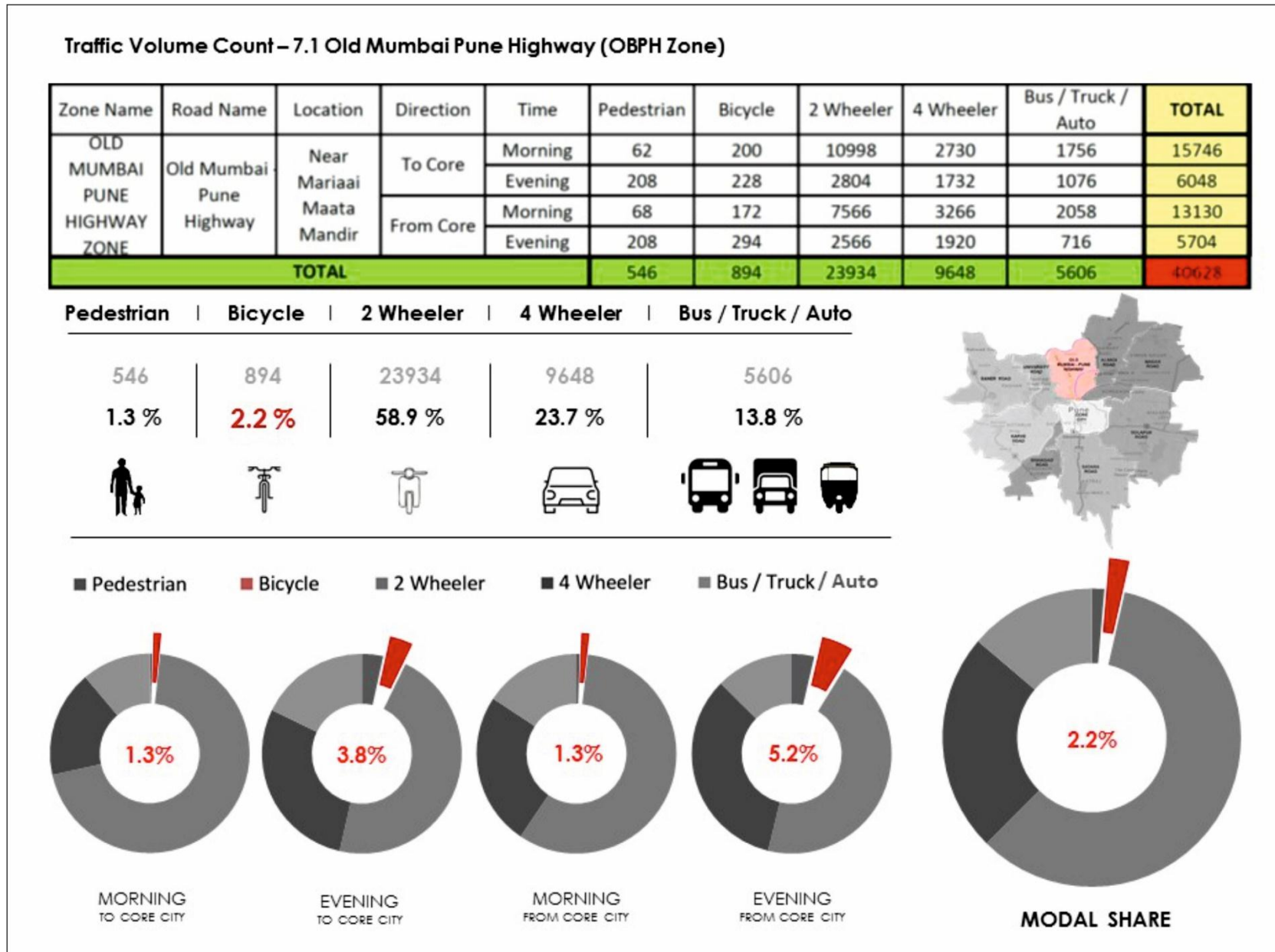


Figure 17: Traffic Volume Counts for Old Mumbai-Pune Highway

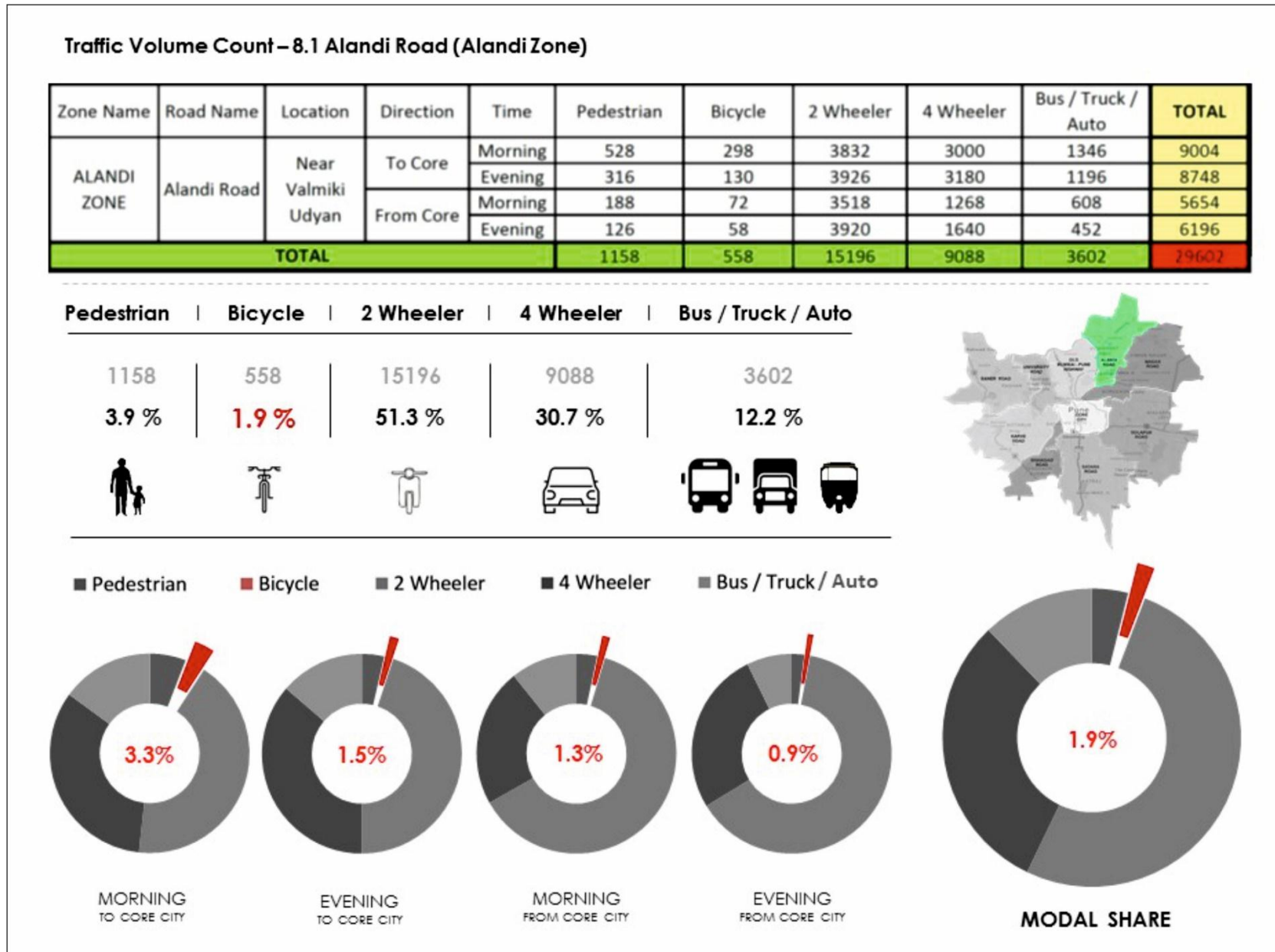


Figure 18: Traffic Volume Counts for Alandi Road

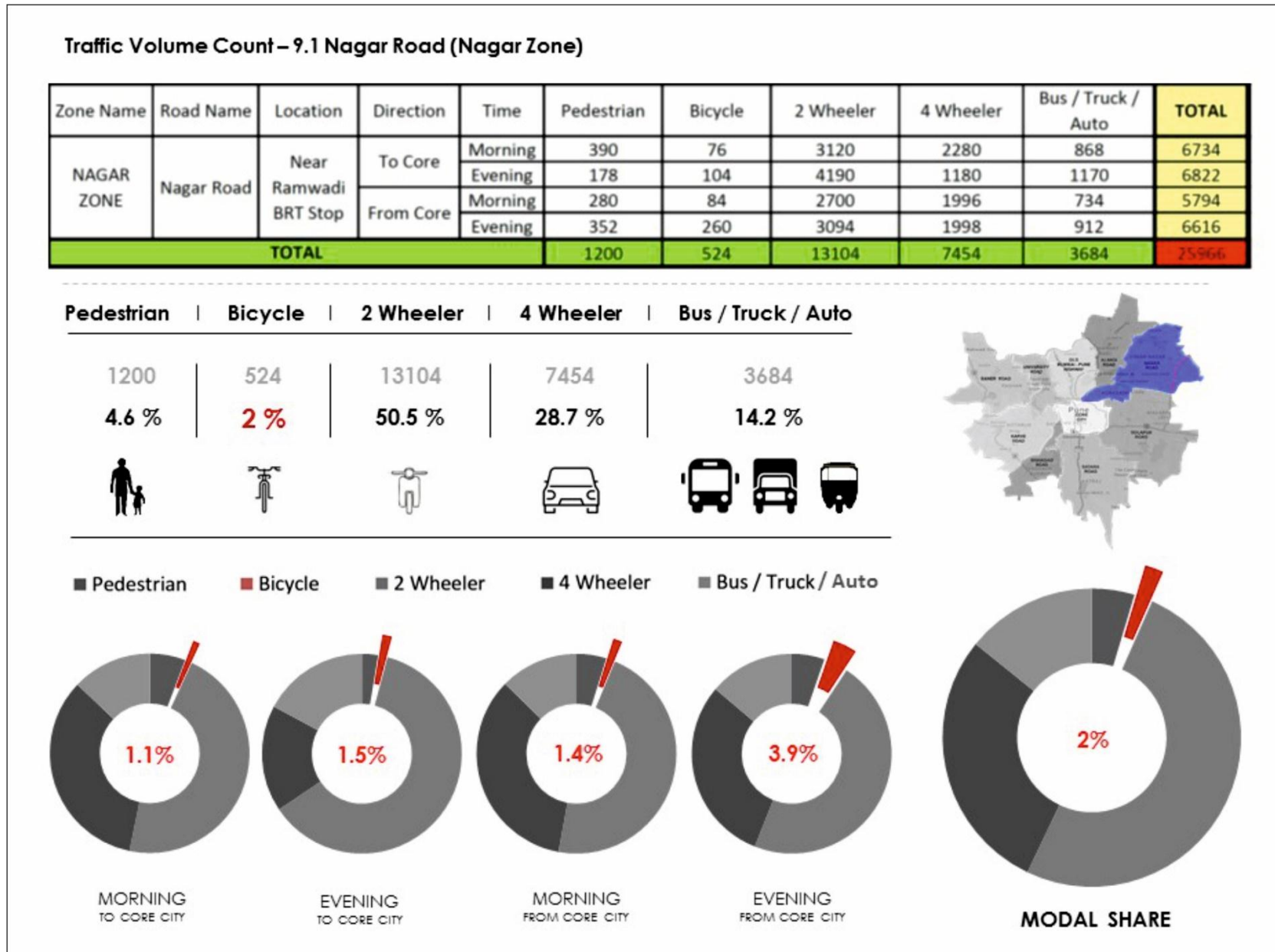


Figure 19: Traffic Volume Counts for Nagar Road



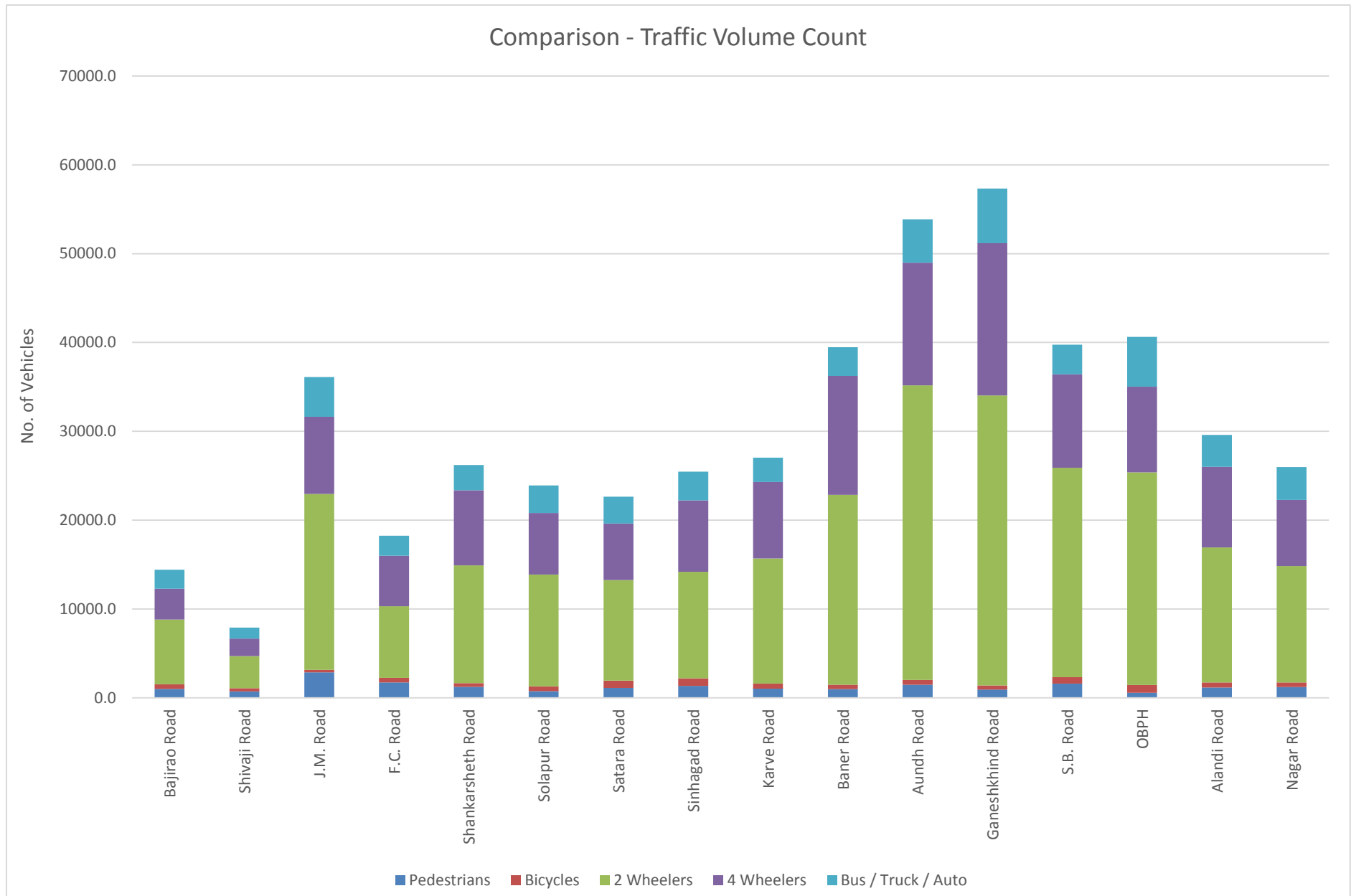


Figure 20: Chart - Comparison of Data



# Consultations for Public Inputs for Preparing the Draft Cycle Plan



## Summary of Inputs

### October 2016

The following consultation meetings were conducted by CEE team for various stake-holders for 'Pune Cycle Plan' - consultations at Municipal Ward Offices to get the inputs from elected representatives, citizens and administrative staff, at colleges to get the inputs from youth.

A brief presentation about Pune Cycle Plan was delivered to the attendees followed by discussion to get their inputs/feedback about the plan.

Sr. No.	Consultations/ Public Meetings/ Outreach Programs	Location	Date	Time
	Ward consultations			
1	Dhankawadi	Dhankawadi Ward Office	29-05-16	11 am to 1 pm
2	Dhole Patil	Dhole Patil Ward Office	06-06-16	11 am to 1 pm
3	Bibwewadi	Bibwewadi Ward Office	10-06-16	11 am to 1 pm
4	Sahakarnagar	Sahakarnagar Ward Office	10-06-16	11 am to 1 pm
5	Ghole Road	Nehru Art Gallery	15-06-16	12-1 pm
6	Hadapsar	Hadapsar Ward Office	15-06-16	11 am to 1 pm
7	Kondhwa-Wanawadi	Kondhwa Ward Office	17-06-16	3-5 pm
8	Tilak Road	Tilak Road Ward Office	17-06-16	11 am to 1 pm
9	Yerwada	Yerwada Ward Office	17-06-16	11 am to 1 pm
10	Kothrud	Kothrud Ward Office	18-06-16	3-5 pm
11	Warje-Karvenagar	Warje-Karvenagar Ward Office	18-06-16	11 am to 1 pm
12	Bhawani Peth	Bhawani Peth Ward Office	23-06-16	11 am to 1 pm
13	Aundh (Mohalla Samiti)	Aundh Ward Office	30-06-16	
14	Nagar Road	Nagar Road Ward Office	30-06-16	11 am to 1 pm
15	Kasba-Vishrambaugwada	Kasba Ward Office	14-07-16	11 am to 1 pm
	Meetings at Colleges			
16	Fergusson College	Fergusson College	29-07-16	12 to 1:30 pm
17	Sir Parshurambhau College	Sir Parshurambhau College	03-08-16	3 to 5 pm
18	College of Engineering Pune	College of Engineering Pune	04-08-16	10 am to 12pm
19	Garware College	Garware College	04-08-16	1 to 2 pm
20	Ambedkar College	Ambedkar College	09-08-16	11 am to 1 pm
21	St. Mira's College	St. Meera's College	23-08-16	11 am to 1 pm
22	Corporate Support meeting	PMC MC's office	11 Aug 16	11 am to 1 pm

## Summary of Inputs from Ward Meetings

The summary of the views/opinions expressed during the Ward Consultations are as follows:

### Infrastructure/ Cycle Tracks

(The major comments and questions were about the existing cycle tracks in the city)

1. The encroachments like parking, vendors and shop extensions on the tracks need to be removed. Along with this, encroachments on footpaths need to be removed, so that pedestrians will not use cycle track for walking.
2. Very few cyclists on the track are seen, but majority other vehicles using the tracks. There is a need for proper arrangement (like barricades), so that other vehicles cannot enter the cycle tracks.
3. Tracks do not have continuity in between.
4. Tracks are damaged at many points, hence can't be used.
5. The level of cycle tracks should be higher than the road, so that other vehicles will not be able to use them.

### Enforcement

1. Questions were also raised about, whether Municipal Corporation is capable to remove the encroachments?
2. There is a need for strict enforcement of the traffic rules in general and for the cycle tracks and cycle infrastructure in particular.
3. CCTVs can be installed at entry points to catch the encroachers on the track.

### Safety of cyclist and cycle

1. Safety of the cyclists on the road is the most important thing.
2. Due to lack of safety, parents don't allow children to use cycles to go to school.
3. Safety of cycle is important, as there are many cases of theft of cycles, especially high-end bicycles. Police are also often reluctant to register the complaints for cycle theft (which is not the case for motorized vehicles).
4. There is a need for overall behavior change of the citizens about following traffic rules and regulations.
5. Awareness and education is also required for school children about traffic rules and regulation, especially the rules to be followed while cycling on the road.
6. Cyclists also need to follow the rules strictly for their safety.
7. School areas need to be planned to be cycle friendly.
8. Bicycles should have insurance.
9. Safety gadgets like helmets, reflectors should be compulsory for the cyclists for their safety.

### Promotion of cyclists

1. Happy Street like events, Cycle rallies in the neighborhoods can be arranged to promote cycling.
2. Efforts should be made to regain the prestige of cycle and cycling in the society.
3. Some roads can be made only for cycles for certain time in a day.
4. CSR funds can also support various promotion and awareness activities for cycle plan.

### High interest in cycle plan & PBS

1. Overall the members present in the meetings appreciated the initiative and also underlined need of improving the cycle ridership in the city.
2. Also, many people present at the meetings, shown their interest in using the system like PBS as well.

### **Plan Implementation**

1. Some foreign models are copied in the city, but the city conditions need to be taken into account, before implementing these models.
2. Plans are good but how this is going to be implemented is not clear.
3. Pune Municipal Corporation is not competent of making the cycle plan work.
4. How the co-ordination between various departments of PMC will take place, during implementation and O & M?

### **Availability of cycle shops in the city**

1. Many old shops in the city have now closed down, because of lack of business. Therefore now cyclists can't easily find the cycle shop.
2. PMC's UCD department should provide the training to unemployed youth regarding the cycle repair and should also allocate space for them. Such spaces could be located at major road junctions, petrol pumps.

## **Summary of meetings with youth in colleges**

Youth are the major potential cyclists in the city. Therefore, meetings were conducted with them at various colleges in the city to understand their expectations from the plan.

The summary of the views/opinions expressed during the meetings are as follows:

### **Why people do not cycle?**

This question was posed by the facilitators of the youth consultations, and the replies by the youth are as follows:

1. Commuting distances are more
2. Cycle tracks are encroached, not in good conditions, two wheelers enter cycle tracks
3. Due to behavior/attitude of other vehicle drivers and due to heavy traffic, we do not feel safe on the roads
4. Some people do not have cycle
5. Few don't know cycling
6. Pollution of other vehicles affects cyclist
7. In summer season, it is difficult to cycle due to harsh weather conditions
8. Parking facilities are not good for cycle
9. Other vehicles do not give adequate space for cyclists
10. Youth have attraction of bikes

### **Expectations from the Pune Cycle Plan and Feedback on the presentation**

#### **About Policy and implementation of plan**

1. There should be role models (brand-ambassadors) who cycle and people will get inspiration from them.
2. Subsidy for people who want to purchase cycle
3. The implementation of plan should complete in the given time
4. Private motorized vehicles should be discouraged by heavy parking charges, reducing parking spaces on road, congestion charges
5. Enforcement of traffic rules should be done properly

**About PBS**

1. PBS rent: Rs. 5 to 10 per hour could be fine. Initially it can be free for promotion
2. The PBS should be user friendly, easy to register, accessible.
3. Quality of buses also needs to be improved then the connecting bus and cycle will work better

**About Infrastructure**

1. Good and safe roads and cycle tracks are needed
2. Cycle parking with proper locking systems are needed
3. Quality of buses also needs to be improved then the connecting bus and cycle will work better
4. Arrangement for cyclists at traffic signals should be made
5. Cycle repair shops at specific distance should be there
6. There should be cycle carrier on public transport buses
7. At bus stops cycle parking should be there
8. Safety equipment for cyclists - helmets, reflectors, knee guards - should be promoted

# Corporate Support for Pune Cycle Plan

Report of the meeting on potential corporate engagement to promote cycling in Pune

August 2016

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## Why a Cycle Plan for Pune

Transportation is one of the main civic issues identified by Pune's citizens. Over 500 motorized two-wheelers and cars are registered in Pune every day. The increase in motorized traffic is leading to air pollution, health impacts, accidents, congestion and more time wasted stuck in traffic. Widening roads or building flyovers are not long-term solutions.

The vision for future transportation planning as accepted in the Comprehensive Mobility Plan of Pune (CMP) is *"Moving people safely and economically by emphasizing public transport and non-motorized transport"*.

The CMP outlines various measures including improvement of footpaths and cycle infrastructure, investment in public transport, regulation of parking, education and outreach on transportation issues and improved enforcement of traffic regulations. Towards this end, Pune Municipal Corporation is preparing a comprehensive Pune Cycle Plan which will have recommendations for the following components:

- Physical infrastructure including cycle network, parking
- Phases of implementation based on identified priorities
- Financial estimates
- Implementation and enforcement mechanisms and staff structure at the Pune Municipal Corporation
- Strategy for promotion of cycling and public education

***The Pune Cycle Plan seeks to set an ambitious target of taking the share of work trips by cycle up from the current 9% to 25% in the coming years.***

More information on the Cycle Plan is at <https://punecycleplan.wordpress.com/>

## Promoting Cycling

One of the elements of the promotion strategy would be engagement of corporate groups.

The objectives of the meeting are:

1. Provide information and updates about the Pune Cycle Plan
2. Understand the range of existing initiatives by corporate groups to promote cycling
3. Present ideas for an organized and collaborative approach to corporate engagement for cycling promotion in Pune
4. Arrive at recommendations for a corporate engagement platform for cycling promotion

## Agenda

1. Introductions
2. Presentation about Pune Cycle Plan
3. Briefs about existing initiatives of corporate support
4. Overview of preliminary suggestions for an organized and collaborative approach to promotion of Cycling in Pune through Corporate Engagement
5. Group discussion on a platform for corporate engagement for cycling promotion

## Preliminary Questions for Discussion

1. Would these projects be of interest under the ambit of Employee Engagement and CSR in Pune?
2. What kind of reporting needs would companies have for CSR / sustainability reporting?
3. How best to get companies in Pune to sign up for such a programme - what should the Pune Municipal Corporation do to open up this as an area where corporate groups can safely place their CSR support in?
4. In what ways can industry associations help in outreach to businesses in Pune for cycle promotion?
5. What would be the expectations from a collaborative platform, which corporate groups could participate in (or sign up with), to manage such activities.

## Suggestions for Activities that may be Supported through Corporate Engagement

### 1. Workplace-based promotion

- provide good infrastructure for cycling such as sheltered secure cycle parking, showers, lockers within the workplace/ company premises
- incentives for cyclists such as recognition, cash, cycles, goodies
- cycle events and rallies, cycle club
- induction orientation about cycling

### 2. Adopt an Area to create or maintain cycle infrastructure in the city

### 3. Sponsorship for the Public Bicycle System

### 4. Fund public education and support programmes for cycling, such as

- sustainable transportation /road safety education programmes in schools/ colleges
- gift cycles
- support residents' groups / volunteer teams in local area planning through professional support
- support to maintain a website / portal and social media about the Pune Cycle network, including info about maps, events, apps, plan implementation

### 5. Livelihood support

- training cycle mechanics for maintenance of high-end cycles
- loans/ gifts of cycle maintenance kits to entrepreneurs
- branding support to small shops and getting them to be on the Cycle Shops Map



<b>Name</b>	<b>Organization</b>
1. Alan Rodrigues	Starkenn Sport Pvt. Ltd.
2. Chetan Sodaye	Prasanna Desai Architects
3. Dillip Mathur	Tech Mahindra Ltd.
4. Hema Iyer	Zensar Technologies, RPG Foundation
5. Jagdish Temkar	Prasanna Desai Architects
6. Jayant Mehta	Environmental Sustainability, Health & Safety, TCS
7. Kunal Kumar	Municipal Commissioner, PMC
8. M. K. Joshi	Environmental Sustainability, Health & Safety, TCS
9. N. Linthroi	Environmental Sustainability, Health & safety, TCS
10. Naina Rawat	PMC War Room
11. Prashant A. N.	Confederation of Indian Industry
12. Pravin V. Patil	MD & CEO, Starkenn Sport Pvt. Ltd.
13. Ranjit Gadgil	Parisar
14. Ruchi Mathur	Pune City Connect
15. Sanskriti Menon	CEE
16. Srinivas Bonala	Traffic Dept, PMC
17. Sunil O Patil	Sr. Police Inspector, Traffic Branch, Pune
18. Vinayak Suryawanshi	Security Officer, Tech Mahindra Ltd.





## SYNTHESIS OF INPUTS (EMAIL, WEBSITE, ONLINE SURVEY)

AUGUST 2017



**PDA** Prasanna  
Desai  
P U N E Architects

**CEE**  
Centre for Environment Education





## Summary of Inputs Received on Email, Website, and Online Survey

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Inputs from the public have been sought for the Pune Cycle Plan through public consultations, meetings, focus group discussions as well as through the Cycle Plan website, over email and in an online survey.

This document presents a summary of the suggestions and comments received over the website, email and in the online survey.

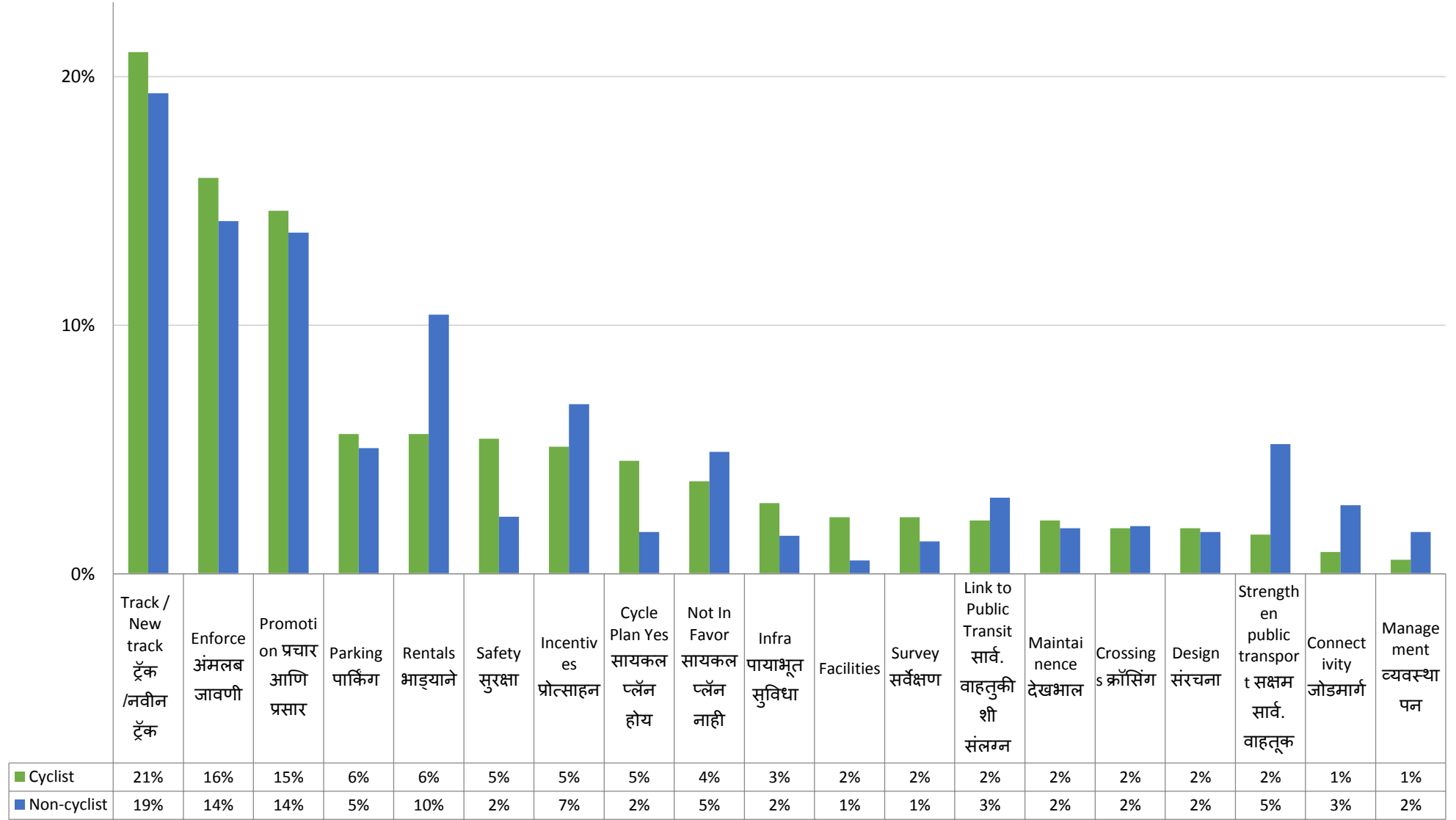
### Method of Summarization and Analysis

1. Each input received was tagged, and if more than one specific suggestion was made then these were disaggregated. The number of suggestions thus received is presented below:

Source	Total number of suggestions	Cyclists	Non-Cyclists
Website	250	(Mode not mentioned)	
Mail	651	602	49
Online Survey	2807	1330	1477
<b>Total</b>	<b>3708</b>	<b>1932</b>	<b>1526</b>

2. The suggestions were categorized as per the thematic tag, and the top themes are presented in the graph below.
3. When categorized as per theme, individual comments/ phrases that had similar wording have been conflated. The range of comments in each category is presented below.

## Top Suggestions



## **AWARENESS, EDUCATION, PROMOTION**

### **Promotions needed**

- Good promotional and motivational activities on all media.
- There has to be some promotions done by the govt to use bicycle effectively.
- It should be promoted as an alternative transport.
- Encourage Cycling for everyone in Pune. Get back to our traditions.
- E-cycle - Promote e-cycle, battery operated cycle

### **Outcomes of Awareness**

Safety, respect, people don't discourage others, more numbers get inspired to use

### **Measure**

Actual converts that own/rent and use this mode

### **Content**

- Know Benefits
- Know Good Road Behaviour – respect to cyclists, right of cyclist, cyclists help city by their choice of mode, all should know road rules
- Encourage to make the change – short distances, once a week
- Barriers – what prevents people from cycling
- Cycling Skill and Safety Awareness
- Know Cycles
- Pride and Awareness about Cycling Culture
- Extremely important for people to see the special provisions made for Cyclists.
- Need more awareness among people about the routes and available infrastructure.
- Honking needs to be curtailed, it is maddening to cycle if everyone is honking and using it as safety net
- Ill-effects of motorization - To encourage cycles, you need to discourage motorized personal vehicles.
- Self-discipline and encourage participation of all citizens in making our roads safe and well disciplined.
- Parents especially should be conscious of the example they set for their children with their driving behaviour.
- Cyclists should also be aware of and should obey traffic rules.

### **Audience**

- Motorists, Auto-drivers, Two-wheeler drivers, School bus drivers
- Poor families
- Traffic cops
- Young professionals, Corporates to promote the cycling and usage of the public transport
- 'Gen Y', Teenagers, youth population in the city is more and therefore suggest to conduct the campaigns in schools, colleges, classes

### **Awareness Education and Engagement Approaches**

- Implement Cycle Plan at ward level.
- Awareness and empathy from motorized vehicles to cyclists
- Schools and colleges - training for traffic safety should be part of curriculum, provide cycles to students Change the mind set of citizen specially college students and teen agers; Cycling for kids in school so that very early kids are getting used.

- Cycling needs to be made attractive and the trendy thing to do especially for young people, so campaigns in schools, colleges and offices is a must.
- Companies to encourage their employees. Provide cycles to move on campus, between buildings instead of using cars; Educate all companies to encourage their employees to use cycles for daily commute; Involvement of all IT and automobiles companies as mandate.
- Involve co-op. housing societies in these programs.
- Doctors and schools should educate each and every patient about the benefits of cycling as a physical activity.
- 'Share the Road' campaign for motorists and pedestrians to allow cyclists on the roads
- Add a section on driver behaviour towards cyclists in the 4 wheeler driving license exam to ensure car and truck drivers share the road with cyclists.
- A strong movement to change attitude of the motorists towards cyclists.
- Auto rickshaw driver must be educated and their leaders also.
- Education to motorists that cyclists have the same rights as motorists on road. We share the road.
- Create an area like "Traffic Park" in Nagpur where kids rent bicycles for 20 minute slot and ride around the park. Park has smooth roads woven around green areas, musical steps, eating zone, mini train station & play zone for children. Roads have junctions equipped with traffic signals which help in giving kids safety lessons on driving. Such areas should be created in every suburb with an entry ticket in order to provide safety to kids and help in the maintenance of the park.
- Train PMPML bus drivers on etiquettes.
- Awareness campaigns for safer and more considerate driving overall in Pune will go a long way towards making this both cycle and walking friendly as a city.
- Every cyclist or motor cyclist needs to have a proper written test and a driving test.
- For more than a year I am dreaming of hosting big bicycle exhibition where not only Indian bicycles but to exhibit imported bicycles with gears like helmets, hand gloves, riding jackets, shoes, speedometers, safety lights etc. The exhibition need to be similar like Sakal Utsav, Times Shopping festival etc. When a person sees such kind of enlightening things, he/she feel like going for it
- Pune Corporation should do small things like give flower to the people commuting on bicycles or clap in public to encourage people commuting on bicycles.
- We also need specific efforts to keep students cycling and capacity building to ensure that behavior shifts actually occur after due inputs are received by public at large. We need to make cycling more convenient and a looked upon mode of movement – a 'Ferrari of the future'. Need to think and create programs and mechanisms for individuals to feel proud of cycling,
- The Mayor and members of the Corporation should actively go to work using cycles to be role models for the rest of the city as well as the Management staff of Industries/small businesses.
- A marketing campaign on making cycling be seen as "cool" and the next in-thing" can be launched with the help of some good advertising agency.

#### **Motivational ideas**

- Publish few photos of cycle riders in newspaper
- Present cycling as a cool thing to do
- Get ambassador who can promote it.
- PMC should involve more social workers, actors, thinkers
- The campaign should involve leading lights from all the fields
- 'Pune - Cycle City' can be a new logo for PMC
- Present awards for daily cyclists.
- Provide cycles without rent initially



- Promote use of cycles with different cycle styles like child seat, stylish cycle helmet and accessories like basket etc.
- Organize cycle rides within the city
- Show success of cycling in European countries
- PMC should establish cycle points to create awareness
- Conduct mock drills in school, companies, colleges every 15 days so that it is imbibed in the mind of people how they should drive on road, what is zebra crossing and how to walk on road.
- Cycling clubs should be encouraged.

### **Organize Events**

- Rallies and Events
- Declare Cycle Days and Cycle to Work Days
- Cycle Day / Hours/ Areas/ Events
- सायकल प्रोत्साहन म्हणून महापालिकेतर्फे सायकल रॅलीचे आयोजन करण्यात यावे.

### **Bicycle Parks**

- Bicycle Park
- Being in the cycling industry, we are aware of many international cities having "Bike Park". This is a concept where a park is allocated for building cycling trails for training and enjoyment.

### **Partners / corporate support**

- Partners – NGOs, Corporates, Schools, Colleges, Coop Societies, Residential Groups, Cycle Shops
- Make cycling mandatory within college/university campuses, industries, large societies.
- Involve ngos, ganesh mandals, social workers, to initiate awareness among citizens.
- Cycling groups around the city have people from various organizations and they are the best medium to promote cycling. The confidence to bring cycles to work would motivate others at the work place.
- Get the Manufacturers and Large dealers to help spread awareness.
- Involve Corporate houses to fund few activities.
- Encouraging various NGOs and social workers to take part in the Pune Cycle Plan.
- Builders, corporates should distribute cycles.
- Involve Lions Cubs
- BJ Medical College & Sassoon General Hospitals, Pune, can partner with PMC to popularize Cycling.
- Involve Architecture Students and architects and arrange competition for designing Pune Cycle Track Plan.
- Students at Symbiosis Institute of Design can work on promotional campaigns for using cycling tracks, following traffic rules etc. they have already worked on a couple of projects on the same topics and can share their output.
- Collaborate with various stakeholders, corporate partnerships to give momentum to the project.
- Steering committee with various background people and experts to give a 360degree vision.
- Donors should be approached to fund part of such projects and rest could be taken up by PMC.

### **Incentives**

- Subsidy to cycle buyers and maker
- Insurance for cyclists.
- Abolish or reduce tax on cycle production and sale, at least for cycles below Rs 10000 remove all tax.
- Additional Cycle-Cess of 12% per annum or 1% per month if usage of Car, Motorcycle, scooter is in months Levied at Petroleum Pumps

- Make cycles available at low interest loan.
- Provide free bicycles to those who cannot afford to buy a good bicycle.
- Provide safety devices like reflectors, warning lights free of cost.
- Price control of geared cycles - lower the taxes and duties.
- Considering decades of reluctance despite great & multiple advantages of cycling, for the first 5 years LOT OF freebies & incentives may be given to cyclists. Smart card for cycle users via cycle sharing plan which will credit points for hours used on cycling, this will indicate how much carbon foot print has been reduced. These points can be the be adjusted against various taxes or incentives:
  - a. Concession in timings for 30 min; relaxation time, money allowance, changing room and shower facility,
  - b. Free breakfast or food coupons
  - c. Free and priority cycle parking
  - d. Discounts
  - e. Non-Pollution money allowance or rewards on the spot for cyclists
  - f. Publish names/ articles about cyclists
  - g. Rebate in school / college fees
  - h. T-shirts for branding
  - i. There are many poor families who use only bicycle. Acknowledge them and reward them. The families having only bicycles gets 2000 INR as a reward per month .This would encourage them to use those means.

#### **Cycle for a Cause opportunities**

- There should be a transparent donation system which will accept either cycle or equivalent amount for x no of cycles at will of citizens to help reducing pollution, these cycles will carry names of respective donors so that donor will also feel recognized for contributing in noble cause.
- Companies who are donating funds to charity organization to channel funds thru the cycling trips. Cyclist can select the charity organization whom the fund to be diverted (based on per KM rate of cycling that they will do).

**BRTS** – connect cycle to BRT; remove BRT; convert BRT to cycle track

#### **Cycle Union / Membership / Network / Club**

- A cyclists' union should be formed, independent of the govt but supported and recognised by it; this should be especially for daily cyclists who are going to work or school on cycle, not only for the rich
- Form a group of cycling enthusiastic people. Involve them in your implementation.

#### **CLEANLINESS**

- Clean and Green roads lure people for morning walks/runs and cycling. Due to pollution people tend to travel by car/cabs.
- City roads, pavements, tracks should be cleaned and neat, especially in the rains
- A clean road facilitates cycling

## **PBS CYCLES**

- Colour of Tyre & Tube should be Green & as branded by pmc. (Branding Colour Green)
  - Cycles should be colored, to make them attractive.
  - Color of cycles can be unique so they can be identified quickly.
  - Maintaining Hygiene: Since cycle will be shared among passengers there is chance of spreading diseases like skin diseases, Bacterial diseases etc., the device should have some cleaning mechanism before handover to next user.
- 

## **CYCLE INFRASTRUCTURE**

### **Infrastructure Needed**

- Good cycle track
- Cycle parking facility
- Sitting arrangement
- Adequate signage
- Pavement markings for cycling routes
- Verge between foot path & cycle track road & cycle track.
- Cover on the top of cycle track along with foot path to protect the pedestrians and cyclists from rain and sun.
- Bollards so that 2-wheelers cannot enter onto cycle track.
- Elevated pedestrian crossing is illegal, should be immediately removed. Very bad design, no maintenance.
- Match cement road and asphalt road end points and starting points.
- Road should have angular gradient towards the footpath, so that water will flow to drainage chambers.
- Gaps in rumble strips and speed breakers for cycles.
- Signals with priority for cycling; Cycle signals; Signals at each segment, chowk, junction, severe turn etc.
- No electricity poles on the cycle track.....necessary besides the tracks etc...
- Cyclist's mobility card.
- APP can be designed which bicyclists can load on their phone and will help them to utilize the facilities.
- Street lighting
- Escalators on steep slopes
- Sheltered cycle routes with solar panels to protect from rain and heat.
- Cycle Park for recreational cycling, trails on hills
- Rain shelters at periodic intervals
- Cycle rental stations
- Cycle repair stations
- Drinking water points
- Resting places / benches
- Cycling maps
- First aid service
- Toilets, wash and changing rooms in public areas as well as in offices

### **Connectivity and Continuity of Cycle Tracks**

- There should be continuous cycling track., should be well maintained & well lit
- Public transportation places may connect with cycle tracks to residential areas; Connect the cycle tracks with all major transport points such as BRT stops, rickshaw stands etc.

- Cycle track near all school, colleges, institutes, with PBS.
- Track should be complete from one road to the market/destination and return.
- The most important thing for this cycle plan is that it should be readily available in every area.
- Select shortest distance for cycle track to promote use of cycle.
- Safe roads, cycling traffic signal and separate cycle track on all roads.
- Cycle track levels should be maintained.
- Should give confidence to cyclist that he is cycling in safe zone/ area. You can verify this on Hadapsar road.
- Safe and comfortable that even toddlers and elderly people use cycle as easiest mode of transport.

### **Coloured or Marked Cycle Tracks and Cycle Lanes**

- Track should be coloured, lanes and road marking
- I think the most effective way would be making of green routes where only cyclist are allowed to enter.

### **Crossings**

- Crossings should be safe, with minimum conflict with motor vehicles, providing sufficient time to cross, with necessary signage, maintaining continuity of cycle tracks / lanes, with underpasses if needed, mirrors at blind spots, with possibility of separate signals for cycles, 'traffic aware' signalling and manual push button signals for cyclists and pedestrians, where appropriate.

### **Track and Network**

- There should be separate track for cyclists, separate from footpath
- There should be a network of tracks
- Some major routes should be only for cyclists, peds and e-bikes, with connectivity with main roads at multiple points, which will keep them free of encroachments too
- All canal roads could also be considered as exclusive cycle roads.
- Existing tracks should be made cyclable
- Create cycle network by converting smaller, less know roads / gullies with cycle infra

### **Track Design**

- Cycle tracks should be smooth - tar or cement.
- Surface should not be paver blocks
- Should be clearly marked at junctions
- If the cycle track is higher than the road level, then it needs to be level with the road at junctions/crossings
- Height of bollards on cycle tracks should be lower than handlebar.
- Cycle track should be level without speed breakers.
- Storm water drainage; with placement of drain covers/ storm water gratings should be such that the bars are across the direction of movement of the cycle, not along it to avoid the wheel from getting stuck in the drain cover. For drains that have grills and have to be laid in the middle of the road, ensure that the grill is perpendicular to the direction of the traffic and not parallel to it. This will prevent the cycle's tyres from getting caught in the grill and leading to an accident
- सायकल ट्रॅक रस्त्याच्या पातळीतच असावे आणि कॉक्रीटचे असावेत. युटीलीटी चेंबर्स, पावसाळी जाळ्या शक्यतो ट्रॅकवर नसाव्यात.

### **Track Use**

- Electric cycles and electric two wheelers can be allowed on cycle tracks as they are also less speedy and also helping environment and they also requires support from traffic system.
- Dedicated tracks - treating cyclists at par with other travellers (bikers/ cars/ buses). In fact better to give preferential treatment to cyclists, public transport users as compared to private vehicles (cars/ bikes).

### Implementation of tracks

- Wherever new roads are being made, a 3 mtr wide cycle track should also be made. Do not allow new road constructions without provisioning for Foot path and Cycle tracks. First construct foot path and cycle track and then the road.
- Such tracks should be introduced first in some of the newer outlier roads where there is less traffic e.g. University Circle-ARDE-Chandni Chowk.
- Need to start with a bang. At least 50 km of track should be set up.
- Cycle tracks should be made in the areas where people cycle mostly.

### Cycle Parking

- Secure public bike parking should be provided at popular destinations, all major BRT stations, all major public places, on every road, restaurants, malls, colleges, schools, theaters etc.
- सायकल स्टँड फार महत्वाचे. मार्गावर विशिष्ट अंतरावर हे स्टँड असावेत and provide secure mechanism for locking cycles.
- Cycle stands should provide air pumps
- Restaurants, hotels, malls should be encouraged to provide convenient and visible parking slots for cycles, and discounts for cyclists. Hotels could consider valet parking for bicycles to demonstrate that cycling is 'cool'.
- Multi-level bicycle stands may be installed as they consume less space.
- Cycle parking must be free since lot of fuel is saved by cyclists.
- Motorized vehicles should have paid parking with sliding scale of charges, as a way of regulating motorized vehicles parking and making space for cycle parking.

### New Tracks

- Along river banks
- Wakad to Hinjewadi IT Park, Phase 3
- On the hills within/around Pune
- Around water bodies like Pashan lake
- Dedicated Bridges for cyclists at the busy junctions e.g. between Amanora and Magarpatta City.
- Make Separate cycle track on every newly constructing road for future.
- Outskirts of city.
- Rajaram bridge to Bund Garden all along the river.
- Garden must have cycle track.
- Sky cycle track.
- Cycle tracks in Public Garden with PBS refer Solaris Club Kothrud.
- Hand over the nallas in the city to corporates and ask them to beautify and cover them and use them as cycle tracks.
- Sunday shopping areas like MG Road, Fatima Nagar etc. can have cycle tracks, cycling for evening shopping will be encouraged.
- Convert old irrigation canal in to bike lanes.
- Create overhead road across Pune on River only for cycles/walk...hopefully environmentalist will not object for this at-least
- Two elevated tracks for cycles exactly as per plan for Metro rail. i.e. from Kachara Depot (Paud road) to Ramwadi and second route from Nigdi to Swargate.

- Separate 3 mtr cycle track should be made with solar lights for night cycling.
  - Particular suggestions - From Police training Centre Aundh on ITI Road to University signal via Baner, Abhimanshree, and Pashan Road. This deviation is necessary to cover the important schools on pashan road like, Loyola, St. Joseph and the corporation school. Also Kalmadi school opposite police training centre, Sindhu Vidya Bhavan School and NCL School gets covered
- 

### **CYCLE DESIGN**

- Cycles available for rental should be comfortable, light weight, with slim tires with low friction meant for city riding, equipped with a powerful lamp, horn (but not electronic horn), reflectors, storage space for baskets and umbrellas, with the possibility of adjusting the height of the seat, and also the possibility of a safe back seat for riding with children
- Easy locking and GPS tracking of public bicycles.
- Rental bicycle should be geared, especially to handle Pune's terrain while a few have stated a preference for non-geared bicycles. A large number of people have suggested that electric or battery operated bicycles should be used.

#### Other suggestions

- Having a few tandem bicycles
  - Supermarket carts which attach to cycles
  - Registration of cycles
- 

### **COMPLAINTS Redress**

- Users should be able to register problems online, through email, phone or app.
  - The issues should be addressed by a dedicated team, and monitored by a senior PMC person, and with Police and RTO support.
  - Aim should be to find quick and effective resolution.
  - An appropriate service level agreement should be created.
  - Just improving cycling infrastructure won't do. People should be able to log complaints for reckless driving against PMT drivers and strict actions should be taken.
- 

### **DOGS**

#### Control the canine population

- Get rid of stray dogs. I usually go for cycling at night (after 9pm) or early morning (5am). There are so many occasions when I was attacked by group of stray dogs. It is really scary and important to have a safer cycling.
  - Remove all stray animals from the roads.
  - Do not allow dog walkers on cycle and walking tracks, they poop and people avoid using them.
- 

### **ENCROACHMENT AND UNSAFE TRAFFIC BEHAVIOUR CONTROL**

- Hawkers, shops, car parking as well as PMP bus stops and not be used to erect pandals and flex boards on roads.
- Provision to avoid entry of two / four wheelers, no pedestrians, vegetable market, no two wheeler parking, no auto stand, no public toilets on the track.
- Cycle track should not be dug up for any repairs.

- Remove all distribution boxes, street light poles, illegal encroachment on footpaths. So all pedestrians will get used to walking on the footpath. Then good portion of current roads will be available for safe bicycling.
- Existing cycle tracks are not being used because there are trees, telephone boxes, hurdles, illegal parking, vendors and also are not in a position to ride a cycle on them.
- At night, autos and four-wheelers park on the track and make it difficult to even walk.
- In crowded areas only two wheelers, cyclists and pedestrians should be allowed and three and four wheelers should be restricted to certain main roads.
- बॅरिकेड्स लावावे. आजवरचा अनुभव म्हणजे कुत्री, टू व्हीलर, पार्क केलेल्या गाड्या आणि पादचारी या सगळ्यांमधून मार्ग काढावा लागतो.
- Major efforts are needed to enforce traffic rules and discipline, especially to prevent breaking of signals, wrong side movement, turning without indicators, not having brake lights, rash driving, speaking on phone, riding bikes on footpaths and cycle tracks, and children / youth riding motorized two-wheelers.

#### How to enforce

- Physical barriers should help prevent encroachment by motorists; Strong barriers should be placed to prevent motorcyclists from entering.
- Rumpers at appropriate intervals to control over speeding.
- Make drivers aware of the presence of cycle track. We have some good cycle tracks however people on 2 wheelers, cars and wrong side drivers make it difficult for bicycles to ride.
- Create a management committee to stop encroachments in the future.
- Cameras to be installed at every junction to monitor discipline and ensure safety of cyclist. CCTV's are a must along cycle routes to ensure no mishaps.
- Public education, campaigns for promoting self-discipline

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#### **FINES and TAXES**

- Congestion tax levied on vehicles in centrally crowded areas.
- Heavy fines for motorists riding on cycling tracks and strict implementation of this.
- Road littering fines should be large and huge to deter people.
- PMC officers will take responsibility of maintaining quality of 'cycle only' track. They may be authorized to take legal action against damagers of this track. Also if they fail to do so, they may be penalized for not carrying out the duty.
- A strict action against people jumping signals is very important.

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#### **SAFETY GEAR**

- The plan should mandate, advertise and inspire cyclists to wear suitable safety gear (Helmet, front and rear lights, reflectors and good quality tyres), follow traffic signals and laws to make cycling a safe activity
- Bicycle helmets should be available on rent and for purchase at discounted prices
- Make helmet compulsory for bicycles.

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#### **GIFTS AND AWARDS**

- Gift cycles as awards.
- Consider cycles as gifts to friends, family members on Birthdays.

- Donate cycles not in use and get credits.
  - Gifts to encourage students and staff to use cycles.
- 

#### **PARTICIPATION IN PLAN PREPARATION**

- Feedback asked by the local govt, its commendable.
  - Extremely impressed and a great initiative.
  - Everything I thought of is covered in this survey. Thank you very much!
  - This survey is not reaching all the Bus drivers. rickshaw walas and taxi drivers who are on roads 24X7 and are a large population.
- 

#### **HELPLINE**

- Emergency help line and centres/ stations for accidents/ untoward incidents for urgent police support so people feel safe.
  - Phone helpline number, email id and communication system to raise issues for faster resolutions, especially track maintenance, encroachment.
  - Should be monitored by a senior PMC person, with area wise responsibility.
- 

#### **IMPLEMENTATION**

- A separate Cycling route plan looks great but not sure of how much will PMC will be able to implement as huge traffics, indiscipline autorickshaw drivers & 2 wheels are the threats to the great initiative.
  - If implemented should give necessary push required for cycle friendly city.
  - There should be focus area on making cycling better at Pune and PCMC.
  - This will work for working professionals and mainly students. I think maximum limit should be increased to 10 KM.
  - We should try to implement it in urgent manner as pollution is increasing day by day. Its better to take measures now otherwise it will be too late.
  - With effective implementation, the overall traffic will become streamlined without much effort. Also it will become much safer for cycling.
  - Plans have been created many times - but not implemented properly ever.
- 

#### **RULES**

- Create act where motorist should give way to cyclists like we ambulance and awareness workshop in public.
  - Intense campaign followed by stricter monitoring Legal framework - We should have strict laws to promote cycling and protect cyclists.
  - Any accidents of cyclist should be dealt very strictly by law.
  - सायकल मार्ग फक्त आणि फक्त सायकलींसाठीच वापरले जातील असे नियम असावेत.
  - Rules for cyclists should be published.
  - Bicycle traffic (and for that matter pedestrians too) should always be moving against the traffic and not with it so that they have a clear view of oncoming traffic.
  - Please make driving on the wrong side of the road a criminal offense. It makes it very dangerous especially in early mornings when visibility is low.
-



## **MAINTENANCE**

- Road repair patch level should be exactly same as original road.
  - Cement road shall be repaired by cement and asphalt road by asphalt. Presently it is done as per availability of material. While making road, earlier asphalt must be removed. Present way of overlay will cause water logging in societies.
  - Maintain good conditions of cycle tracks.
  - Improve existing cycling tracks. Review the current situation.
  - There are lots of small stones on the road. They cause frequent punctures. Please get them removed, specifically after road digging work.
- 

## **MANAGEMENT**

- Pune needs dedicated and sufficiently senior administration personnel to head the program with commitment and motivation.
  - We have FAILED because NOBODY IS BOTHERED and we are wasting money on CARS and useless flyovers. CYCLING and WALKING is far MORE IMPORTANT than driving, parking etc.
  - Time to get the execution right - rather than just plan.
  - Need to come up with full proof plan which can be implemented 100% effectively. Currently cycle tracks have been made without any maintenance and have become unusable.
  - Responsibility for maintaining discipline and cycling track to be fixed.
  - Just like BRT roads there needs to be wardens who should be trained in cycle maintenance.
- 

## **OFFICES AND WORK PLACES**

- Corporates should encourage employees who stay within 5 km radius to come by cycle.
  - Companies to have cycle parking, showers, incentives for employees who cycle.
  - Companies can be requested to contribute to the cycling cause and reduce the cost of the project.
  - Corporates that encourage cyclists may also be given benefits by PMC
  - Cycling may be promoted at all companies and government offices by a dedicated Cycle Day
- 

## **ONLINE PORTAL**

- Reporting system app to maintain tracks n parking services.
- Portal that lists cyclist groups and their activities.
- Net support, where people can report achievements like KM they ride, Liter of fuel they have saved & amount of CO<sub>2</sub> and CO they avoided.
- Make people aware of the available routes; Online portal to show cycle routes, easy to view online page. Request cycling groups of the city to take a city tour using these routes.

## **App**

- Bike Cidadão is a traffic application that aims to make city roads safer for bikers, drivers and pedestrians. It's a mobile application for bicycle navigation and information sharing to others cyclists. Bike Cidadão provides a crowd-sensing service to report and share special locations and events on the city roads, inform weather conditions, and voice alert near dangerous locations on real time.
- 

Suggestions related to Pilot-testing, Plan preparation and Policy

## **PILOT**

- Consider a pilot project before going full scale.
  - Take up a pilot project asap.
  - Pilot project can consist of cycle track, cycle rental, cycle parking etc.
  - Short routes like Swargate-Deccan, Swargate to Mandai, Madai-PMC office or Yerawada to Wagholi, Kharadi, Vishrantwadi, Vadgaonsheri, Viman Nagar & surrounding areas.etc.
  - Start with old city and make it cycles only roads - Laxmi Road is a highly sensitive area as far as crowd is concerned. Laxmi Road is always crowded and it is very narrow. If these kind of roads are made Traffic Free that would be a great thing. This area can be made Cycle Area and no Vehicles will be allowed here. There are many such places where such kind of Cycle Areas can be created.
  - Do it in stages, all school and college routes, all office routes, all markets and recreational areas
  - As a pilot project, a parking lot can be planned at outskirts of city for e.g. start of Hinjewadi (may be next to KPIT Infosystems). This is place till company or public transport buses can drop people. Bicycle can be rented / picked from this place and then separate route to reach respective companies can be sought.
  - Several areas in city can be demarcated as walking + cycle zones.
  - Start small". Prove it works for small stretch and then expand - Mark cycle lanes, No encroachment. Cycle tracks near schools would prove better - inducing the cycling habit from childhood has long lasting results, map the routes. Refer <http://www.opencyclemap.org/> to see how "bad" we look on the world map.
- 

#### **PLAN**

- The plan should be city-wide, including core city as well as fringe areas.
  - PMC should make separate budgetary provision for the plan implementation.
  - The plan should be prepared by appropriate experts and professionals with adequate detailing of all components and institutional arrangements.
  - Inputs from the public should be taken into account and the public should be widely involved, including through meetings with cyclists at public gardens.
  - The plan is timely and should be prepared and implemented at an early date with dedication.
  - The plan should be holistic to encourage women, children, handicapped persons to use cycles to go to work and school; it should to all the different modes of road transport within the city, and the different physical elements of the transportation system.
  - Should converge with the Development Plan and other initiatives like Smart City Mission and Swacch Bharat Abhiyan.
- 

#### **POLICY SUGGESTIONS**

- Permanent license age for two-wheeler should be "21"; ban /discourage college students from using two/four-wheelers
  - Discourage cars and bikes by levying extra taxes on fuel charges and setting a fuel quota.
  - Levy road congestion and green tax on cars, and motorbikes, and give a tax subsidy on cycles.
  - Rules related to charges/ levies for cyclists should distinguish between cyclists who cannot afford other mode of transport & the other who can afford ANY mode of transport but still use cycles.
  - Traffic Police should adopt cycling as official transport.
  - Police staff should get a share of the fines added to their salary kitty so that bribes decrease and policemen watch out for traffic "rule breakers".
-

## **POLLUTION CONTROL**

- Apart from cycle infrastructure and cycle promotion, it is important that the city also makes efforts to control air pollution which is one of the reasons for promoting NMT, as well as an important aspect to make conditions conducive for NMT, and to make the environment pollution free so people can enjoy cycling.
  - Measures to control air pollution on roads may include
    - restrictions on six-seaters / tum tum and old vehicles
    - covering street verges with paving or vegetation, as appropriate
    - encouraging shift to electric vehicles
    - improved bus maintenance / scrapping old buses
- 

## **PRIORITY TO PEDSTRIANS AND CYCLISTS**

- Educate motorists and other vehicle users to respect cyclists.
  - Every vehicle (2,3,4 and so.. wheeler) rider should be giving first preference to pedestrians and then to cyclists, there should be measures taken to make them understand this priority and to honor and enact this priority, including through traffic signals. This would enhance safety and promote non-motorized transport.
- 

## **Strengthen PUBLIC TRANSPORT**

- Greatly improve public transport system so as to have significantly less vehicles on road, more bus routes, more bus frequency, efficiency of public transport system, driving habits of PMPML drivers, improved routing system of PMPML buses - ensure public transport is disciplined and provides on time service so that no one gets late. Make PMPML buses plenty in numbers with AC option so people who goes by car can avail AC Bus service and so they can use cycles to reach from home to PMPML stops.
- If we improve public transportation, then use of private vehicles will decrease, and that will enhance cycling in Pune.
- Bicycles should be a part of an integrated public transportation system, with bicycles providing the last mile connectivity.
- Cycle plan should focus on enabling people to reach main bus and railway stops from their house and work places.
- Office timings should be synchronised so that traffic load is evenly distributed.
- I think the main reason for promoting cycling is to reduce pollution. In today's era where people are traveling more than 40 kms. a day for work, better, primary and more importantly practical solution will be very good public transport. Pune won't be a cyclist's city any more what so ever. It is as if we are going backwards. I think Pune has one of the worst public transport system compared to similar cities in India.
- First study how many people use cycles. May be 0.5%. Instead it is better to make good roads and excellent public transport. Dissolve PMPML and privatise transportation. Give permission to mini vans, 6 seaters to ply. On big roads bigger busses can be permitted. Give to BEST or some private players.
- समस्या आहे ती सार्वजनिक वाहतुकीची . सायकल हे त्याला उत्तर नाही. हे कृपया लक्षात घ्या. उत्तम बस, लोकल सर्व्हिस हे उत्तर आहे. निव्वळ कार्यक्षम P.M.P.L.च्या जोरावर पुण्याचा वाहतुकीचा आणि प्रदुषणाचा प्रश्न निकालात निघू शकतो. तज्ज्ञांना याची पूर्ण कल्पना आहे. सिंगापूर हे त्याचे आदर्श उदाहरण. अशा

कमी चार चाकी असलेल्या आणि व्यक्तिगत चार चाकी वापरायला बंधने असलेल्या शहरातच सायकल वापरायला उत्तेजन मिळेल. पण सायकल हा पर्याय कामावर जाण्याचा पर्याय होण्याचा काळ संपला आहे.

### **Integration of Cycle With Public Transport**

- Cycle racks, cycle rental fare can be included in bus ticket, cycle tracks connecting with bus stops/ transit hubs, cycle parking and/ or rental cycles near bus stops/ transport hubs, foldable cycles.
- 

### **RELEVANCE OF PCP**

- Those who want to cycle are doing so and can do so without special infrastructure.
- No need to build separate cycle-only roads, The cyclist finds their way if they want to use cycle. I have cycled to school and college until graduation and I didn't need any Cycling track for it!! That's a waste of infrastructure and public money. It is already a popular vehicle and no efforts needed to make it popular.
- Having a separate cycle track does not mean people would start using cycle. whoever loves cycling is already practicing it.
- I think cycle track is a waste of money, because PMC will never have staff to ensure that cyclists use it and hawkers don't.
- The number of cyclists is less as compared to bikes and cars, so no need to allocate space for cyclists
- There are very less cycle user and separate track for cycling is waste of money and space. There are almost no cycles left so scrap idea to improve infrastructure. Don't waste money.
- This would benefit only a small section of people and cause inconvenience to majority of Pune citizens
- We as citizens understand that this is gimmick & just a hype to show.
- All departments have to work in coordination to make it work.
- Cycle track is a waste of money. Today how many cycles you see on cycle tracks? Negligible then why to waste space on the road, or money on cycling instead of metro.
- Not only Cycle - there are other areas too that need to work first concentrate on that.
- It is more important to make infrastructure for Cars & Bikes, than for Cycles (or BRT)

### **Only students use cycles**

- Cycle is useful only for students, since they are not allowed to use motorised two-wheelers.
- Cycling on the road doesn't help anybody. It's ok to do it in the gym.

### **Cycle tracks get encroached**

- I am still pessimistic about the plan but will feel better if it happens. Lack of infrastructure has not stopped me from cycling all these years.
- PMC made a fantastic cycle track on Swargate-Katraj road but let us accept the truth that it eventually became a failure & not it is almost being occupied by parked cars & hawkers.
- Please do not waste money in building stupid cycle tracks. And demolish existing ones on. they are practically used for parking and by hawkers. Besides you cannot find continuous cycle track more than 100m. It suddenly disappears and then starts again after 100 ft. Total disaster.
- Lokhit Foundation objects to the cycle track, because the existing track doesn't serve the purpose, and the govt is doing nothing to clear the encroachment on the tracks.
- It is of no use to create new cycle lane, since there would eventually be encroachment on such roads.

- सायकल ट्रॅकची एकूण लांबी वाढवण्यापेक्षा आहे तेच सायकल ट्रॅक सुस्थितीत आणण्याचा प्रयत्न करावा.

#### **Existing cycle tracks are inefficient**

- Existing cycle tracks are inefficient. They are largely under-utilized and create congestion on main road because of reduced lanes.
- PMC can make cycle tracks, but can't safeguard it, Police has to save it from encroachments. There is no use of cycle track if at any given point cyclist has to get down, find another way to cross the obstacles, like roadside stalls and parked vehicles. The government can't even save BRTS from invaders then I don't know how cycle tracks will be saved. I am damn sure that new cycle tracks will be next perfect targets for vehicle parking, street shops, and other roadside vendors.

#### **Cycling cannot be a commute option**

- Don't promote cycling as an alternative to daily commute. This is a myth and wrong perception.
- People travelling more than 5 kms will never do cycling. Now a days every one travels on an average 20-30 KM to and from ). So cycling is not suitable for everyone.
- Time is of the essence, people will not switch to using cycles when cars and bikes are a much quicker mode of transport. At the most the young and health conscious might take to this mode of transport.
- I cant drive to work with cycle. My dress gets sweaty. Its not a practical suggestion.
- Now, I don't think cycling is an easy culture acceptance task for Non-Puneite men and women. We have to move with time. Cycle was a vehicle for travel in old days (upto 1970). After that, it is not useful for daily travel.

#### **How will cycle tracks help to reduce congestion?**

- सायकल मुले इतर वाहनाचा वेग आणि त्यांना होणार अडथळा कसा कमी होईल ?
- Flyovers are important, please plan for flyovers in Nagar road. Automatically cyclist will get space. Already BRT has occupied the space on road & now PMC is asking cycle track where we are heading. Daily we are stocking in traffic. Please plan for flyovers not the pathway for cyclists.
- Pune does not need cycle tracks nor BRT tracks. Pune need big roads which should be segregated as Fast track, service track & parking strips. Success story in Pune is Old Pune Mumbai highway. Failure story is Satara road & Solapur road BRT track & cycle track projects. Cycle tracks & BRT track has reduced the width of roads, traffic jams, slow down of traffics, more pollution & accidents. All Cycle track & BRT track projects in Pune have failed because they have been designed to fail and are fertile grounds of corruption. Please learn from Solapur road & Satara road failed pilot projects.
- I think we need more of motorcycle plan then cycle plan. As today the maids who work at our place also comes on Scotty so cycle plan I am not sure is a good idea.
- The existing separate cycle tracks should be cancelled. BRT should also be cancelled.
- Cycle tracks will add to congestion as space for bikes and cars will be reduced
- Pune already has very small roads as compared to other big cities in the world. It would not be wise to create and spend on creating separate cycle tracks on main roads. Adding a cycle track after adding BRT is like adding to traffic congestion. Dividing road for cycles/public transport is actually not using the road infrastructure to it's full potential.
- With narrow roads, and heavy traffic, separate cycle track, is a hindrance for smooth and fast movement of traffic.
- We already have BRTS route which consuming one line. Any cycle improvement should not be on the cost of two-wheeler and 4-wheeler.

#### **Bike Lanes not Cycle Lanes**

- The best suggestion from my end is to partially allocate a road only to two-wheeler rather than only cyclist which is seen commonly seen in European countries. This will hugely avoid creating blocks on road. Even a 5 to 7 feet dedicated path for 2 wheelers on left side would be of massive use.

#### **Make MV traffic movement smoother**

- a. Hassle free roads without traffic jams nothing else. Traffic signals are not synchronous.
- b. Increase one-ways rather than two-ways. This will decrease no. of signals. Stopping for long period of time by cycle users at signals will be a main hurdle.
- c. Allow cycle tracks to be used exclusively by the scooters and motorcycles. These tracks may suitably be extended to long lengths throughout the city areas, in time to come. This would considerably ease up the pressure of all vehicular traffic on all currently available city roads.
- d. Satara road was 4+4 and service road extra before BRT. this is reduced to two lanes for general public which is already insufficient resulting in traffic jams and at city pride signal, Bibwewadi signal, natu baug signal, ranka jewellers signal. this resulting in loss of fuel worth lacs of rs. per month also adding to pollution.

#### **RENTALS**

- Cycle rental plan for month, week in crowded places like, railway station and bus stand.
- Provide public cycle renting facility at regular intervals on dedicated routes.
- There should be incentives on health insurance if you sign up any rental plan for cycle.
- Rental Cycles facility should be encouraged, which will have clean, maintained cycles for short distance use.
- Please make it easy for all citizens, wealthy or otherwise. It should be available & plentiful.
- There should be a hybrid model where people can rent the bicycles as well for a long time (months or even years). This enables students to use bicycles at a low price without the need to purchase a separate one.
- To start with, please explore possibility of availing on donation basis & repairing thousands of unused / abandoned bicycles for rent purpose lying idle in parking area of apartments.
- Need platform for reviewing system every month.
- Keep tricycle as well for attracting crowd.
- Weekend the rental to be zero. this will encourage people to leave cars and use cycle
- I can arrange for providing cycles on rent. I have a startup idea and blue print for making this a success. Please contact me at 8805009661.
- PMC should collect and repair old cycles from citizens and distribute it to poor children and those coming to school from distance of 10 kilometers or more.
- Reduce cost of cycle
- Second-hand cycles should be made available to needy.

#### **REPAIRS**

- Arrange for professional bicycle repair & puncture shops along cycle tracks at regular intervals with nominal repair charges.
- Traditional cycle repair shops could be trained for repairing servicing high end cycles
- Provide self-service free air filling pumps along the track
- Timings should be early morning to late night.
- Organize free maintenance cycle camps in different parts of the city from time to time.

## **SAFETY**

Assure a safe bicycling environment for riders.

- Ensure safety of cyclists, especially children and women, through
    - a. Physical street design, including cycle tracks and crossings, protection from high speed vehicles, street calming measures, street lighting etc.
    - b. Traffic management. Ensure that rules (traffic rules) are followed by public.
    - c. Regular monitoring to check if tracks and other cycle facilities are in good shape, and supportive management systems including through adequate police personnel and CCTVs.
    - d. Penalties for in-appropriate and unsafe behaviour.
    - e. Education of motorists and also cyclists.
    - f. Encouraging adequate protective personal gear.
    - g. Cycle tracks should be clean and safe even for school going kids to travel.
  - Provide road signage with contact numbers of ambulance and police.
  - Safety of cycles through cycle stands with locking facility.
  - Work with the local community and cycling groups to identify safety concerns along cycling routes and develop strategies to reduce the problem.
- 

## **SCHOOLS**

- School & Colleges should be partners in the Pune Cycle Plan on priority.

Activities may include

- Schools and colleges should provide education/ learning opportunities related to
    - a. skill training in cycling
    - b. training in safe behaviour on roads, whether walking, cycling or driving
    - c. developing the right attitude towards cycling and walking
  - Making campuses cycle friendly with cycle stands and repair kits.
  - "Cycle To School" should be a PMC campaign/movement. Citizen groups to be partners. Infrastructure to be created school centric for risk free cycling to school. This should be in consultation with citizen groups. PTA of school should be involved while designing the routes.
  - Wardens should be posted at risky crossings at school timings; signalling to give priority to school children (based on timing of school start and end)
  - "Cycle to college" can become popular over a period of time. But it is critical to change the two-wheeler licence age limit to 18 years. Or schools and colleges have to restrict or ban students coming by motorcycles.
  - Traffic calming measures should be integrated into street design around school routes
  - Child Friendly tracks and benches along routes used by school students.
  - School students who cycle regularly could be provided certificates and bonus marks.
  - Cycles should be provided at discounted prices to school and college students, or as gifts, awards etc.
- 

## **SURVEY AND STUDIES**

- Study and adapt examples from around the world
  - a. Belgium, Amsterdam (Netherlands), Muenster and Frankfurt (Germany), Belgium, Japan, Europe, New Zealand, Singapore, China, South Korea, UK Barclays / Santander cycle plan, Barcelona, Grenoble (France)
  - b. Study and adapt as per our needs and demographic conditions like gender & different economic conditions. So both rich, poor, male and female could start using this. परदेश दौरे करून तिथल्या सायक्लींग प्लॅनिंगची माहिती घेणे

- c. Study nature of support from government for cyclists, planning principles and design standards, signalling systems etc
  - d. PMC should depute a team of experts consisting of an Urban Transportation Planner, Infrastructure expert and a Social Scientist to study the intricacies of planning, designing and implementation of Cycle Track Network.
- Take inputs from those who cycle to work
  - Studies suggested
    - a. Needs, benefits and challenges in implementing PCP
    - b. Feasibility of PBS
    - c. How many people are cyclist
    - d. Cycles suitable for different age groups
    - e. Who is expected to switch to cycling
    - f. Research on routes that commuters find unsafe and work to make such routes safe.
    - g. Make a survey to find the number of students who are biking in spite of the unsafe condition. Fresh survey to check the increase in students' traffic.
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### **IMPROVE TRAFFIC DISCIPLINE**

- First bring about strict implementation of traffic rules in Pune.
- PMC bus drivers should behave safely and politely towards cyclist.
- Speed limit for vehicles wherever the roads have to shared should be regulated.
- Make road crossing easier for cyclists by making sure the pedestrian traffic lights are working and that drivers do not block the zebra crossing (which happens where BRTS has been installed).
- Require a HUGE improvement in traffic control - traffic police do not fine offenders so no one follows basic traffic rules!
- Is a challenge since it involves traffic police to do their job and that's where I, as an individual, have been totally perplexed, frustrated and surprised. The indifference of the police towards people driving on the wrong side and troubling cyclists and other motorists, that's shocking. If that can change, people will be forced to drive properly and cycling will become a more common habit/mode of commute.
- Reduce traffic overall/ certain areas/ timings
- No license till the age 25.
- Ban or restrict by timing all heavy vehicles in the city.
- Make traffic layout. Rerouting traffic essential.
- Few countries (now a days in Delhi) have alternate day odd and even no. vehicles on the roads. If we implement the same it will reduce the traffic load and naturally people will divert to public transport or the initiatives like cycling.
- Restrict entry of motor vehicles in residential areas, by giving residents' permits
- Public education, campaigns for promoting self discipline and encouraging participation of all citizens in making our roads safe and well disciplined.
- Major efforts are needed to enforce traffic rules and discipline, especially to prevent breaking of signals, wrong side movement, turning without indicators, not having brake lights, rash driving, speaking on phone, riding bikes on footpaths and cycle tracks, and children / youth riding motorized two-wheelers.
- Parents especially should be conscious of the example they set for their children with their driving behaviour.
- Cyclists should also be aware of and should obey traffic rules.
- Better enforcement can be done with increased number of traffic police personnel and CCTV.



- Create a group who monitors and provide special attention by traffic police to cyclist. Traffic police should have flying squads with cameras to fine lane cutting and irregular parking.
- 

### **TREES**

- We need more trees along cycle tracks.
  - Local or indigenous trees on the footpaths or the road dividers, and not exotic which do not attract the birds, butterflies, squirrels etc.
  - Plant them while preparing the road/footpath
  - Do not cover the existing trees with cement or paver blocks so that it becomes difficult to water it and then slowly it dies.
  - Trees bring down the temperature even in summers and add additional benefits to the environment too, reduce pollution, make cycling easier and more comfortable, prettier, as a divider or verge to prevent motor vehicles, easy identification of cycle track, good for both rains and summer so cyclists continue throughout the year, and safer
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### **Other**

- Introduce battery operated shuttle service.

### **Vision**

Pune was a cycle city. We have to make it a world class city of bicycles again. It will help our city environment and increase green cover.





AUGUST 16, 2017

## BICYCLE SHOPS MEETINGS AND SURVEY



**PDA** Prasanna  
Desai  
P U N E Architects

**CEE**  
Centre for Environment Education





## Notes from Meeting with Cycle Shop Owners

8<sup>th</sup> June 2016

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A meeting was organized to obtain the insights in relation to cycling trends in the city of the representatives from cycle shops and to understand their views and suggestions for the cycle plan. The inputs are summarized in this note.

### 1. Trend

- There is a trend of decrease in traditional cycling and rentals
- There is also a trend of increase in recreational cycling, with increase in sale and rentals of high end cycles
- Due to easy availability of 2-Wheelers the cyclists in the city went on decreasing.
- Rental cycle shop requires more space, which is not easily available in the city now. This is also one of the challenges for the rental bicycle shops in the city.

### 2. Customer Base

There are mainly four types of customers who use cycles in Pune:

- Migrated labor
- Poor people in the city
- People who use cycles for recreation or as a new status symbol
- School students

### 3. Issues with rental business

- Damage to rental cycles and cost of repairing / maintaining
- Risk of theft
- Rent rates of traditional cycles have to be maintained low for affordability by labour class
- Old cycle shops don't have the skills to repair high end bicycles - they need skill upgradation
- Rental business requires a lot of space, which is now difficult to manage with increased cost of commercial space

### 4. Skill upgradation needed

- There is a need for training of mechanics for cycle repairing, especially for the high end bicycles repairing, as repair of these bicycles require high skills.
- There is a shortage of such skilled labor in the city.
- It is possible for a skilled mechanic to earn upto Rs 25000 per month through cycle maintenance

### 5. Public Bicycle System

- Cycle shop owners expressed their willingness to be part of PBS, provided it is economically viable for them
- Potential areas of engagement are
  - Maintenance of PBS cycles
  - Managing PBS stations

### 6. Enhancing the cycle sale and rental business

- Awareness campaigns for cycles are required, such campaigns can be organized area based.

- Need to develop a 'culture' of cycling only creating cycle tracks will not get non cycling people to cycle
- Cycle shops need different strategies for different types of customers
- Like automobiles there should be recognition of Authorized Service center for the cycles also.
- School children need training for safe cycle ride on the road, PMC should take this initiative.
- Awareness about wearing safety gears while cycling needs to be enhanced

#### 7. Improved Products and Services for Cyclists

- The cycle kit should be portable, so that cyclist can carry it (like portable air pump)
- Cyclists should use the accessories for their safety, like helmets, reflectors, shops should stock these as well

#### 8. Infrastructure

- There is a proposal under consideration that Laxmi Road will be walking plaza, it will be better if it becomes walking plus cycle road
- Strict enforcement on the cycle tracks is necessary, only cyclists should be using the tracks
- Continuity of the cycle tracks is necessary for the long routes
- School going children are the major customer base for us but there is no safety on the roads for children cycling
- The parking charges for 2 & 4 wheelers should be more and the collected revenue can be used for cycle infrastructure and buses
- Maintenance of cycle track is important, sponsors or organizations can be appointed for maintenance of these tracks, areawise.

#### 9. Cycle Distribution

- PMC distributes bicycles for children in PMC schools, but many of these bicycles are sold in market later. The system can be that these bicycles can be returned to school/PMC once the child completes schooling.
- Schools can provide cycles for borrowing to students who need cycles (not only on merit)

#### Cycle Shop Participants

Sl	Name of Shop	Address of Shop	Ph number	E-mail	Notes about business
1.	Sonawale Cycle	64/499, Near Maharshi Sant Gyandev School, Pune 37	9850894041 9850838033	satishsonawale5@gmail.com	Satish Sonawale Sonawale Cycle shop at Maharshi Nagar for past 55 yrs, started in 1973. Third generation into the business. In the beginning 15-20 years used to rent cycle. As per changing time, have to change and now into selling spare parts, bearings etc.
2.	Surendar	40/25, Karve	9890084416	surendarcyclestores@mail.co	Bakshish Singh

	Cycle Baskshish S Talwar	Road, Opposite Sonal Hall, Pune 411004		m	Talwar. Has two cycle shops at Karve Road and Baner. He is in business for past 35 years and the cycle business itself is 68 years old.
3.	Mahesh Cycle Mart Rajesh Narayane	Survey no 17/3 B, Salunke Vihar Road, Near Reliance Fresh, Kondwa, Wanavadi, Pune 40	9850011698 7385262624	RajeshNarayane@gmail.com  (the name and surname initials were written in capital)	Shop in Kondwa, started by father now Rajesh is managing it. Earlier used to rent cycles, had about 40 cycles, now people don't take it on rent so they do not rent it anymore. Shop started in 1985
4.	Mule Cycle Mart	171 Mahatma Gandhi Road, Pune 411001	844297510 26352213	-	Hemant Bajirao Mule, running business since 1959, second generation into the business.
5.	Surana Cycle	743, Budhwar Peth, Pune	9822072634	riteshjsurana@gmail.com	Ritesh Surana, into business since 1979
6.	Dinesh Cycle	37/2, Shankar Sheth Road, Pune 411037	0976756888 3 020 – 24435468	-	Dinesh Khandelwal, running shop since 1970
7.	Cymour Cycling Services	Karvenagar Pune 411052	7722002401	<a href="mailto:cymour@gmail.com">cymour@gmail.com</a> aniket@cymour.com	Aniket Mahashabde
8.	Hartex Rubber Pvt Ltd	Kalyan Chamber, Raviwar Peth, Laxmi Road, Pune	7875059085 9373989030	hrpl.pnq@hartex.in	Dattatraye Borkar and Anant Ghike attended the workshop. The shop is 50-60 years old.

## Other Participants

1.	Harshad Abhyankar	ITDP	9881132370	<a href="mailto:harshad.abhyankar@itdp.org">harshad.abhyankar@itdp.org</a>
2.	Srinivas Bonala	PMC		
3.	Sangita Desadla	PMC		

## Bicycle Shops Survey

A survey was conducted by PDA and CEE for Pune Cycle Plan to identify the Bicycle Shops in the city. The audit was conducted in the months of September and October 2016.

The survey was focused on the following points:

1. To identify the shops in the city, to understand their Network, the demand associated with the shops and the state of affairs.
2. To understand their expectations from Pune Cycle Plan, their awareness of city wide policies.
3. Their funding mechanisms, monthly income or dependence and their tendency to continue / terminate, cycle repair / maintenance / rental services.

### Methodology

For the survey, an initial list of the shops and their locations was created from online sources. Further, a reference map was created based on the list, which would be used for the on-site survey.

The city was divided into 10 zones for ease of survey. These zones were created based on the structure of the city, which can be divided by 9 arterial roads, surrounding the core of the city. These zones along with the above reference map were used to visit areas in the city and identify cycle shops, while updating the above list along with the shop locations to create an updated map.

The survey form (refer Figure 1), consists of information regarding the type of services provided, variety of spares available, respective costs, turn over and, awareness and willing contribution towards cycle plan and initiatives.

### Observations

During the survey, a total of 135 Cycle shops were identified, ranging from large shops to small shops, as well as high end to low end cycle shops. (Refer Figure 2).

From the Survey,

1. The average sale ranges from 5 to 350 Cycles per month, depending on the scale of the shop
2. The average Income per month ranges from Rs. 2,500/- to Rs. 75,000/-. Also, 25% of the shop owners reported that they depended on other additional income sources.
3. 13 Rental Shops were identified, of which 4 provide High-end Cycles.  
The Rental Charges were as follows:
  - For Low-end Cycles : Rs. 25/- to Rs. 100/- per day; with a Deposit ranging from – Rs. 10/- to Rs. 100/-
  - For High-end Cycles : Rs. 350/- to Rs. 650/- per day, Deposit – Rs. 1000/- to Rs. 2500/- with ID Proof
4. Charges for Maintenance & Servicing were as follows:
  - For Low-end Cycles: Rs. 75/- to Rs. 400/-
  - High-end Cycles: Rs. 400/- Rs. 1800/-

It was observed that the demand for Cycles was more for Kids followed by Gents, and Ladies' cycles. From the total surveyed, 30% of the shop owners were aware of the PMC initiative for Pune Cycle Plan, while 85% said that they were willing to contribute to / participate in the Pune Cycle Plan

During the interviews on site, with the shop owners, it was reported that the number of Cycles on streets have drastically decreased since the last 2 decades, with the rise in motorized vehicles. With decrease in number of cycles, the demand for rental cycles has also dropped. Some shops used to



rent out as many as 100 – 150 Cycles per day, which were generally rented by workers, but now are only limited to as many as 20 – 25 Cycles per day. Now a days, the shop owners have to depend on additional sources of income in order to sustain their livelihood. Many have shifted to tending puncture & repair of 2 Wheelers and 4 Wheelers, while others are following suit.

It could be said that, in contrast to above shops, who generally sell and rent commuter cycles, and which may be considered as a 'low – end' market; the recent trend is shifting, where people have shown larger interest in recreational cycling. As such, it was observed that a lot of new shops with high-end cycles, like MTBs, ATBs and Hybrid Cycles are coming up in the city, which suggests rising demand for these cycles.

Even though there is a rise in number of recreational cyclists, people are required to commute every day on cycle as opposed to occasional cycling on weekends.

**The shop locations have been mapped on Google Maps.**

This map with the classification of shops as per the services they provide would be of help to cyclists. It would need to be updated over time.



## Pune Bicycle Plan

### (Questionnaire for Bicycle Shop Survey)

Name of the surveyor		Date & Time			
<b>About Shop &amp; Owner</b>					
Name of the shop		Year of establishment			
Address		Nearest landmark			
Name of the shop owner		Age			
Contact No (mobile)		Landline (Shop)			
Number of workers in the shop					
Services provided	Bicycle Sale	Spare-Parts Sale	Accessories Sale	Bicycle on Rent	Bicycle Repair
<b>For Sale Shop</b>					
Type of bicycles available	Regular	With suspension	With Gear	Imported	
Respective Price range					
Taxes charged by various governments					
Rate of tax					
If you provide loan/installments to customers to purchase bicycle?				Yes	No
If you provide bicycle insurance?				Yes	No
Average number of bicycles sold per (day/month)					
Which bicycle has more demand?		Gents	Ladies	Kids	
Bicycle Spare-Parts offered	Tyre	Inner Tube	Wheel Rim	Peddle	Break Shoe
Price Range (Rs.)					
Other (Please mention)					
Price Range (Rs.)					
Bicycle Accessories offered	Air Pump	Reflectors	Helmets	Gloves	Lock
Price Range (Rs.)					
Other (Please mention)					
Price Range (Rs.)					
<b>For Bicycle Rental Shop</b>					
Number of bicycles available for rent		Deposit required (Yes, Amount/ No)			
Documents required		Other requirements			
Charges per hour (Rs.)		Charges per day (Rs.)			
If high end bicycles are also available for rental?				Yes	No
<b>For Bicycle Repair Shop</b>					
Charges for different repair works (Rs.)					
Air		Puncture			
Minor fitting		Oiling			
If you repair high end bicycles also?					
				Yes	No
If Yes, do you charge differently for high end bicycles? How much more In percentage?(Yes,% /No)					
<b>About Pune Bicycle Plan</b>					
Are you aware of the initiatives PMC taking to promote bicycles in the city?				Yes	No
Are you member of any bicycle shop association? (Yes-Name/ No)					
Are you willing to contribute to the 'Pune Bicycle Plan'?				Yes	No
<b>Socio-economic profile of the shop owner</b>					
Where do you live?					
How do you travel to shop?	Walk	Bicycle	Bike	Car	
Average monthly income through shop?					
If this is the only source of income for your family?				Yes	No
(by i-Trans, PDA & CEE for Pune Bicycle Plan)					

Figure 1: Form for Bicycle Shop Survey

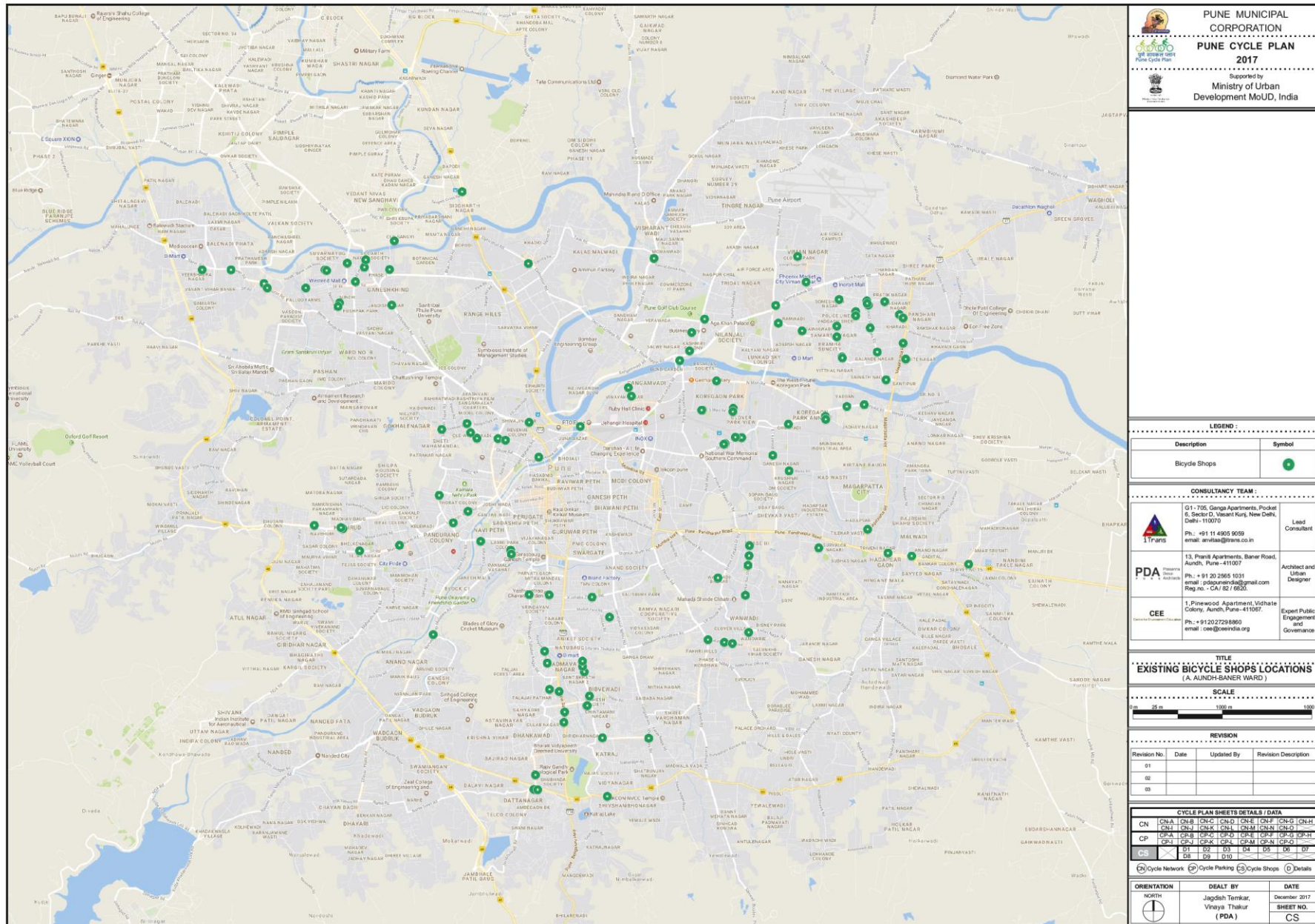


Figure 2: Map showing Locations of Bicycle Shops from the Survey



# Schools and Cycling



August 2016

School students are an important group for cycle use in the city. Going to school, meeting friends, just exploring, attending other classes or running errands – children have their own mobility needs. However, it appears that there is a declining trend of cycling by school children in Pune.

In order to understand current usage and trends of cycling among school students and staff, the Pune Cycle Plan team gathered information from two sources, facilitated by PMC's School Education Dept:

1. Discussion with representatives of schools – this discussion was arranged on 13 July 2016 and was attended by 25 representatives of schools
2. A questionnaire was sent out to all schools, on 8 July 2016 with responses requested by 25 July 2016; 47 schools responded with filled-in questionnaires

This note presents the findings from the meeting and the responses to the questionnaire.



## Highlights

A very small number of students cycle to school (3% of the responding schools); though a large number walk to school (25% of the responding schools), as their school is close by. Otherwise, auto-rickshaw or vans are the most used modes (35%).

A little less than half the schools have not formed a School Transport Committee, which could potentially be the committee to enhance cycle safety and promotion with schools

Schools don't necessarily have covered cycle parking or basic cycle repair kits

Schools would like to have:

- Improved cycle infrastructure
- Coaching for cycle riding for children
- Cycle repair kit for the school
- Awareness sessions for children about the benefits of cycling
- Cycle Day events; cycles available at reduced cost or access to free cycles; awards for cyclists
- Counselling for parents and students to prevent underage motorized two-wheeler riding, and strict enforcement from Traffic Police on this

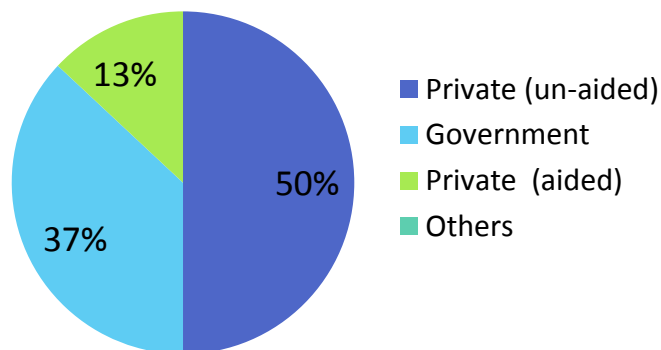


## Observations, Concerns and Suggestions by School Representatives

1. The number of schools has increased in recent years, and many children are now able to walk to school
2. Parents prefer vans and auto rickshaw as safe and convenient modes for school transport
3. Cycles are probably perceived as more unsafe than 2-wheelers
4. Cycles should be compulsory till 12<sup>th</sup> standard
5. Cycle sports in schools would help promote interest in cycling
6. Cyclist students could be given recognition, or awards
7. Safe cycle tracks should be created, with strict prevention of motorized two wheelers on cycle tracks
8. Parents let even 12 to 13-year old children ride scooties, without proper training or knowledge about traffic rules, without helmets; children talk on their mobile phones, or have head phones on while riding motorized two-wheelers
9. Parents and students should be counselled about not letting children use motorized two-wheelers before the appropriate age
10. Traffic Police should especially enforce prevention of under-age driving
11. An educational package should be made which shows examples of cycling infrastructure from other countries, to help develop understanding about cycling as a smart mode of transport
12. Road Safety Patrol should be strengthened
13. Road signage, hoardings and messages honouring cyclists may be installed

### Profile of Schools that Responded to Survey

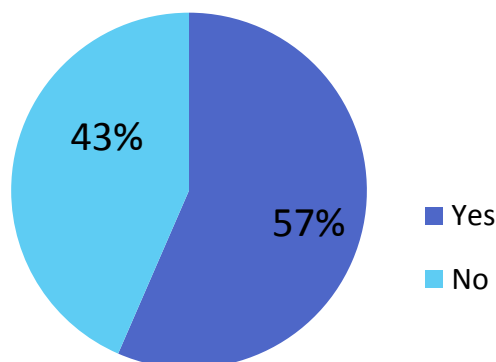
School Type	Count
Private (un-aided)	23
Government	17
Private (aided)	6
Other	1



### School Transport Committee

Though forming School Transport Committee is mandatory, 43% schools (or 20 schools out of 47 responded) have not yet formed it. School Transport Committees could potentially play an important role in promoting cycling safety and usage for school students.

School Transport Committee	Count
Yes	26
No	20
Blank	1
Total	47

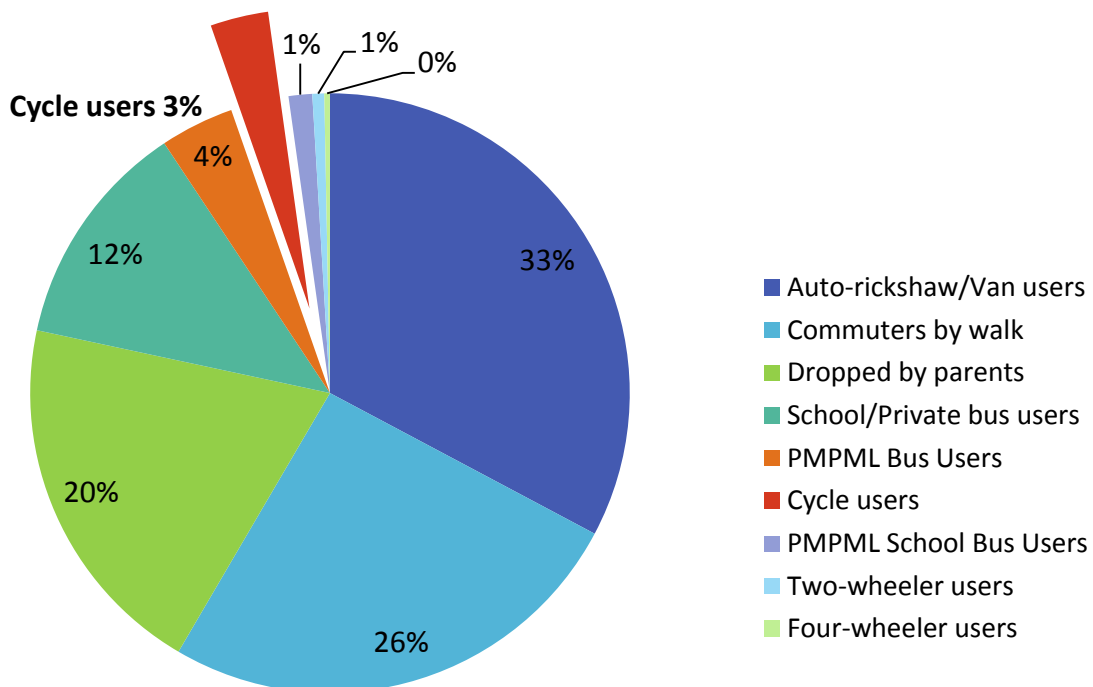


## Mode of Transport to School

The different modes of transport used by students are as follows. The table shows that the proportion of students who cycle is very less, 767 out of 24556 students and staff (about 3%), if we further categorize it into boys + men and girls + women, then it can be seen that percentage of girls is lower as compared to boys (1.7% girls and 4.5% boys). Though Auto-rickshaw/Van users are more (about 33%), the percentage of students who walk to school is also significant, as more than 25% students walk to school.

Considering the disaggregated data (the list is in the appendix), as expected, schools that are upto the primary or middle school level have either no cyclists or a very small proportion. However, several schools with higher classes (upto 10<sup>th</sup> or 12<sup>th</sup> standard) also have no cyclists. On the other hand, there are schools with as much as 15% to 19% cyclists. Some of the school staff who attended the discussion said that as the number of schools in Pune has gone up over the years, schools are available closer to students' homes and they are able to walk to school.

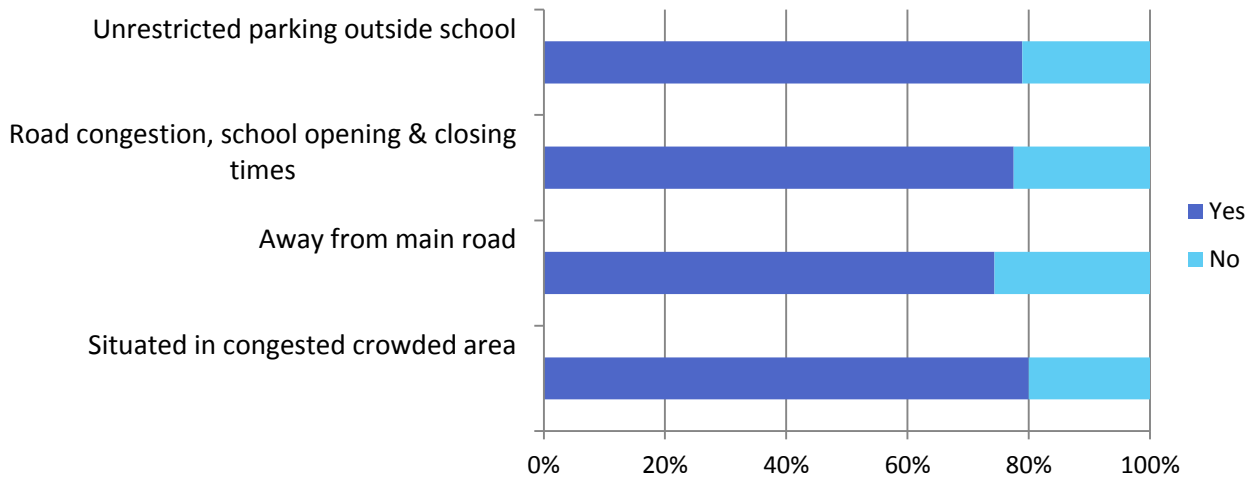
Mode of Transport	No. of Boys/ men	No. of Girls/ women	Total	% of Boys/ men	% of Girls/ women	% of total
Four-wheeler	61	13	74	0.48	0.11	0.30
Two-wheeler	104	53	157	0.82	0.44	0.64
PMPML School Bus	162	149	311	1.28	1.25	1.27
Cycle users	565	202	767	4.48	1.69	3.12
PMPML Bus	463	513	976	3.67	4.30	3.97
School/ Private bus	1599	1419	3018	12.67	11.89	12.29
Dropped by parents	2269	2615	4884	17.98	21.91	19.89
Walk	3185	3103	6288	25.24	25.99	25.61
Auto-rickshaw/ Van	4211	3821	8032	33.37	32.01	32.71
Total	12619	11937	24556	100.00	100.00	100.00



## Traffic issues faced by schools

The questionnaire provided a few options for types of traffic problems that schools might face, with the possibility of adding any other issues. About 80% of the schools that responded face traffic related problems like 'school is situated in congested area', 'Road congestion at school opening and closing time' and 'Unrestricted parking outside the school'.

Problem faced by School	Situated in congested crowded area	Away from main road	Road congestion, school opening & closing times	Unrestricted parking outside school
Yes	32	29	31	30
No	8	10	9	8

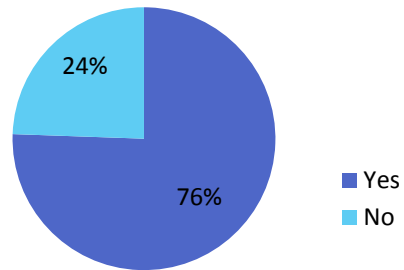




## Cycle infrastructure in the school

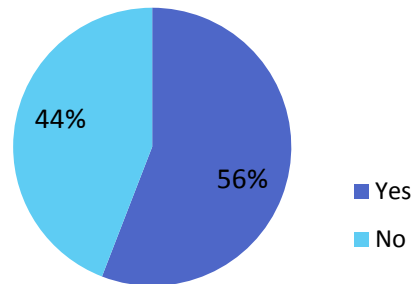
### Dedicated cycle parking

Dedicated Cycle Parking	Count
Yes	34
No	11



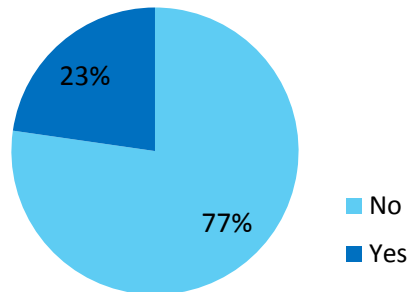
### Availability of Shed in the cycle parking

Is a shed is available for cycle parking?	Count
Yes	19
No	15



### Availability of Cycle Maintenance Equipment

Is cycle maintenance equipment available in the school?	Count
No	34
Yes	10



## Cycle Promotion Activities.

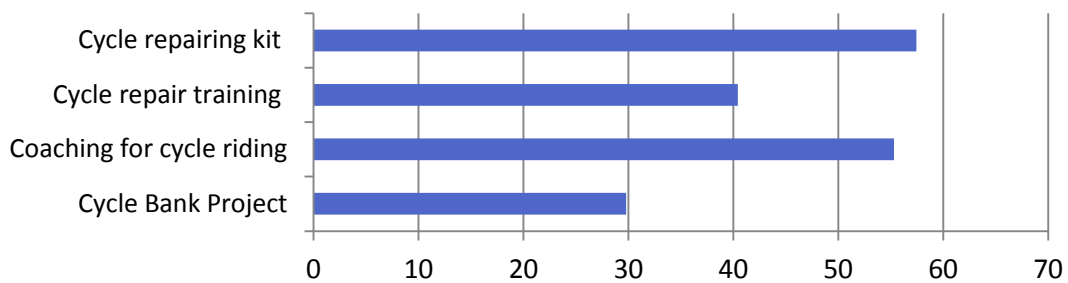
The questionnaire suggested a few cycle promotion activities and asked schools if they would like to take up any of these



Cycle Promotion Activities	Number of schools that responded 'Yes'	Total number of schools	Percentage (Yes)
Cycle Bank Project	14	47	30
Cycle repair training	19	47	40
Coaching for cycle riding	26	47	55
Cycle repairing kit	27	47	57

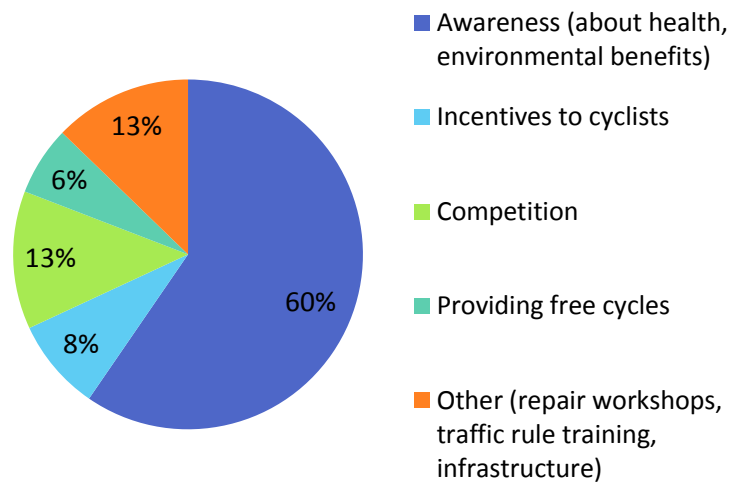
### Other suggestions to popularize cycling

The table shows that most schools accord importance to creating awareness about the benefits of cycle (health, environment, etc.). Other suggestions include providing incentives to cyclists, organizing various



competitions, providing free cycles to students to increase the cycle ridership.

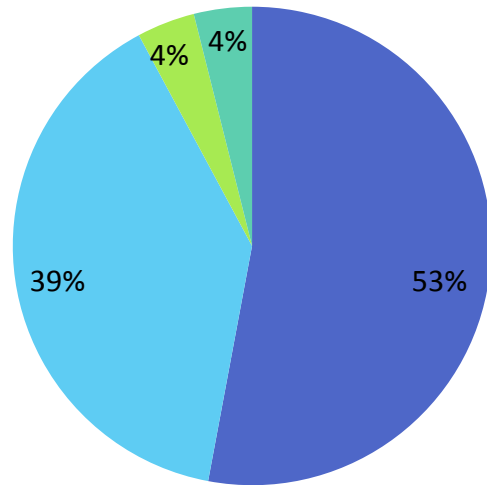
Suggestions to popularize cycling	Count
Awareness (about health, environmental benefits)	28
Incentives to cyclists	4
Competition	6
Providing free cycles	3
Other (repair workshops, traffic rule training, infrastructure)	6



## Suggestions from Schools for Government Authorities

The major need felt by the schools is that the government should provide good infrastructure for cycling mainly cycle tracks, cycle parking and safe crossing at junctions. Schools suggest that the government should also organize Cycle Day events, reduce the cost of cycles, provide free cycles, and give various awards or recognition to cyclists.

What should government do	Count
Organize Cycle Day; reduce cost of cycles; provide free cycles; give awards to cyclists	27
Improve infrastructure (cycle tracks, parking, safe crossing)	20
Awareness	2
Other	2



**APPENDIX****Pune Cycle Plan Meeting with School Representatives**

13 July 2016, List of Participants

Name	Address	Mobile No.	Email
1. Miss Leta D. Lehgariya (Principal)	Shri. G.S.P. Mandal Shri. K. V. Shroff Eng. Med. High School Smt. V. M. Patel Eng. Med. Primary School	9822900540	gspmandal@yahoo.com
2. Mrs. Surekha S. Lemble (Teacher)	Nutan Balvikas Mandir Madhyamik Shala, Pune 30	9423577510	
3. Mrs. Ghate N. D. (HM)	Yashwantrao Chavan Madhyamik Vidyalaya Bibwewadi, Pune 37	9422000445	neetaghate1958@gmail.com
4. Mrs. Rekha Upasani (Clerk)	S.S.S.'s Sharada Vidyalaya Secondary School, Senadutta Peth, Pune 30	9922449358	sharadavidyalay.pune@gmail.com
5. Mrs. Barot Sonal R.	R.C.M. Gujarat High School , 1433, Kasba Peth, Pune 2	9764829148	rcmpune11@gmail.com
6. Mrs. Pawar S. R. (Headmistress)	Prof. Dr. N. K. Gharpure Prashala	8605590330	nkgharpureprashala@gmail.com
7. Mrs. Inamdar Tahera R.	S. S. Hakimajmal Khan Urdu High school	9890795502	shakimajmal khan@gmail.com
8. Mrs. Khan Yasmin Yusuf	P.M.C.'s Urdu High School Bopodi, Pune 20.	7507517861	pmc.uhsb@gmail.com
9. Mrs. Mangala Bhor	Agrasen High School Yerawada, Pune	8087548661	contact@agrasenhighschool.com
10. Mrs. Rathod Aarti	Swa. Rambhau Mahalgi Foundation	9225771720	
11. Mrs. Puranik Mrudula (Headmistress)	Saishobha Education Society's English Medium Highschool.	8605572678	
12. Miss. Smita Bhambure (Headmistress)	Vasundhara School, Paud Road, Pune	9422987772	schoolvasundhara@gmail.com
13. Mr. Borse Kishor B. (Head Master)	Oturkar School Dhankawadi	9545072758	svomdpune@gmail.com
14. Mr. Shinde Shivaji B. (H. M.)	Shri. Shivaji M. V., Duttanagar	9850140004	sbshinde@gmail.com
15. Mr. Tushar Sakharam Karote (Teacher)	Srimati Ratnaprabhadevi Mohite Patil Vidyalay Kothrud	9763637990	tusharkarote7@gmail.com
16. Mr. Kadam S. A. (Teacher)	Karmveer Bhaurao Patil Vidyamandir, Dhanakawadi, Pune 43	9850583710	sambhajikadam1963@gmail.com
17. Mr. Deshmukh Ramesh Y. (Teacher)	B.V.K.P. Dhanakawadi, Pune 43	9561838460	
18. Shri. Pardhi J. P.	S. N. School	9923322626	ssnmxmg@gmail.com
19. Shaikh Nisar I. (Teacher)	Rafi Ahmed Kidwa Udru High School.	9822424567	
20. Kadage Laxman (Teacher)	P. Jog Marathi Medium School Sinhagad Road, Pune 51	9922539528	

21. Somnath C. Dhore	MJPH School Sadashiv Peth, Pune 30	9623315780	
22. Shri. Hajare V. V. (Head Master)	Smt. S. B. Dhole Patil	9923342626	pmc.sbdv1115092@.com
23. Shri. Pawar P. N. (Teacher)	N. S. B. V. V. D. Yawada	8806526327/0 20-26684760 (School)	
24. Pawar S. V.	Katraj School Katraj	9881549751	
25. Aarte S. N.	Smt. Savitribai Phule Prashala Bhavani Peth, Pune	9970690373	
26. Sutar Yuvaraj M.	Green Aeros Eng. Med. School, Sinhagad Road, Near Lokmat Bhavan, Vadgaon, Pune	7350924110	
27. Shinde C. M.	Samaj Bhushan Baburao Phule Madhyamik vidyalay, Parwati, Pune 9		
28. Raju Kandhare	Mahaveer Eng. Med. School		memspune@gmail.com

### Schools that Responded to Survey Questionnaire

Name of school	Classes	Total other transport	Total cycle users	% cycle
Vasundhara Secondary School	10th	61	12	19.67
Maharashtra Vidya Mandal's Panditrao Agashe School	8th-10th	226	39	17.26
P.V.G's Muktangan English Medium School and Jr. College	12th	2050	304	14.83
Sevasadan English Medium School	10th	854	103	12.06
Rambhau Mahalgi Foundation's Madhyamik Vidyalaya	8th-10th	342	35	10.23
S.N.B.P. School and Jr. College	12th	669	46	6.88
Agrasen High School	5th-10th	1752	92	5.25
K. Vasantao Anandrao Tingare Shala PMC School No. 156B	8th	102	4	3.92
K. Sopanrao Baburao Katke Primary School, PMC School No 151B	8th	914	24	2.63
Bharati Vidyapeeth Kanya Prashala	10th	1086	22	2.03
Mahaveer English Medium School and Jr. College	12th	2228	45	2.02
Maharashtra Mandal's Indirabai Karandikar English Medium Primary and Secondary School	10th	51	1	1.96
Sw.Sau.Zumbarbai Munot Madhyamik Vidyalaya	10th	120	2	1.67
Lt. Hanumantrao Tukaram Thorwe Vidyalaya P.M.C. School No.162B	8th	526	7	1.33
Dharamvir Sambhaji Maharaj Prathamik Vidyalaya, PMC School No. 17B	7th	226	3	1.33
MGM English School	7th	486	6	1.23
Balaji Madhyamik Vidyalaya	10th	260	3	1.15
Dr. Mar Theophilus School, Dhanori	9th	1220	13	1.07
Shri Shivaji Madhyamik Vidyalaya	8th-10th	163	1	0.61
Agrasen Primary School	4th	1171	5	0.43
Maharashtra Vidya Mandal's Panditrao Agashe School	7th	457	1	0.22
Saint Mary's Public School	8th	816	1	0.12
All India Shri Shivaji Memorial Society's SSPMS Primary Day	4th	897	1	0.11



School				
Bal Vikas Mandir Prathamik Shala	7th	506	0	0
Haji Abdul Latif Fazalani Urdu High School	10th	325	0	0
Ismail Hasan Khan Urdu Primary School	7th	325	0	0
Paschim Maharashtra Education Trust's Junior College, Kondhva	12th	325	0	0
PMC School No. 1G	7th	481	0	0
Chhatrapati Sambhaji Prathamik Vidyalaya, PMC School No. 47G	7th	178	0	0
Vasantravdada Patil Primary School PMC School No. 54	8th	403	0	0
Chhatrapati Sambhaji Prathamik Vidyalaya, PMC School No. 89B	7th	182	0	0
PMC school no 91 G, Dhankawadi, Pune 43	7th	330	0	0
PMC School 101B Bhairavnager Pune 15	5th	145	0	0
PMC SCHOOL NO.160B	8th	132	0	0
Bhairavnath Gramvikas Mandhal P. M. C. 174B	7th	480	0	0
Symbiosis International School	12th	748	0	0
Late Dr. Y. G. Shinde Vidyaniketan PMC School No. 19	4th-8th	309	0	0
Marathi Prathamik Vidhiyalay	7th	325	0	0
Marathi Madhyamik Vidhiyalay	8th-10th	325	0	0
K. Krushnaji Balwantrao More Vidyalaya, PMC School No 21G	7th	271	0	0
K. Baburao Sanas Kanyashala PMC School No 15G	7th	264	0	0
PMC School No 68G	7th	298	0	0
PMC School No 172B	7th	417	0	0
Rajiv Gandhi English Primary School	7th	325	0	0
Rajiv Gandhi English High School	8th-10th	325	0	0
Muktangan English Medium School and Jr. College	12th	1609	0	0
Vishal Maharashtra Education Society's Urdu Primary School	7th	78	0	0



## Email from Education Officer, PMC to Schools, requesting inputs for Pune Cycle Plan

From: **Dhiraj Shirsat** <dhirajshir60@gmail.com>

Date: Fri, Jul 8, 2016 at 11:45 AM

Subject: IMPOTANT: Inputs from your school on Pune Cycle Plan of PMC: by 25th July 2016

Dear Head Masters/ Principals,

Good Morning!

PMC is developing Pune Cycle plan to make Pune a Cycle-friendly City!

Inputs are invited from schools for the Pune Cycle Plan.

PI find attached form for submission of your inputs for the Pune Cycle Plan and send the filled forms before 25th July 2016 at: [punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)

Information asked below could is mostly related to the School Transport Committee. It would be advisable to take help of the relevant committee members/ in-charge teachers to fill this information and send it by 25th July 2016.

Pune Cycle Plan team is in process of developing case story /best practices documentation. Your school could be one which gets selected for case story. However, information forms needs to be filled in by all the schools.

Regards,

Smt Shubangi Chavan  
Education Officer  
Education Board  
Pune Municipal Corporation



पुणे सायकल प्लान साठी शाळांनी भरून द्यावयाची माहिती

## Information to be provided by Schools for Pune Cycle Plan

Please return the filled-in form by 25 July 2016 at: [punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)

Address: Traffic Dept 3<sup>rd</sup> Floor, Veer SavarkarBhawan, Shivaji Nagar, Pune 411005

### १. शाळेसंबंधी सर्वसाधारण माहिती (General information about school)

डायस कोड (Dise Code)											
शाळा स्थापना वर्ष (Year of Establishment)											
शाळेचे नाव (Name of the School)											
पत्ता (School Address) जवळच्या खुन (Nearest landmark) पिन कोड (Pin-code)											
चालू ई मेल e-mail	संपर्क क्र. (Contact No.)										
मुख्याधापकांचे नाव (Name of the Principal)	संपर्क क्र. (Contact No.)										
माध्यम (Medium ) (√)	मराठी (Marathi)	इंग्रजी (English)	सेमी (Semi-English)	इतर (Other)							
शाळेचा प्रकार Type of School	शासकीय (Government)	खाजगी अनुदानित (Private, Aided)	खाजगी विनाअनुदानित (Private, unaided)	इतर: (Other)							



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## 2. शाळेत येण्यासाठी वापरली जाणारी वाहतूक साधने (Mode of Travel used to commute to school)

१. शाळा सुरु झाल्या नंतर पार्किंग मधील वाहने, सायकली मोजता येतील. 1. One could ask students to count vehicles (two/four wheelers, school buses) and cycles in the parking
२. शाळेत परिपाठाच्या वेळी सदर माहिती विचारून भरता येईल. (One could ask this information during school assembly)
३. काही शिक्षक आणि विद्यार्थ्यां मार्फत बस, ऑटो रिक्शा, पालकांच्या वाहनांनी येणाऱ्या विद्यार्थ्यांची संख्या मोजता येईल (सदर संख्या आपण अंदाजे भरली असल्यास कृपया तसे नमूद करावे) 3. Teachers and students could count number of school buses, autos and vehicles of parents to get approximate count.

वाहतूक साधने वापर	महिला शिक्षक+ स्टाफ संख्या (Number of Female teachers +Staff)	पुरुष शिक्षक+ स्टाफ संख्या (Number of Male Teachers+ Staff)	विद्यार्थी संख्या (No. of Boys students)	विद्यार्थिनी संख्या (Number of Girls Students)	एकूण (Total)	अंदाजे / मोजून (Approx/ Counted exactly)
शाळेची/ खाजगी बस वापरणारे (School/ Private bus users)						
PMPML स्कूल बस वापरणारे (PMPML School Bus Users)						
PMPML बस वापरणारे (PMPML Bus Users)						
दुचाकी वापरणारे (Two-wheeler users)						
चार चाकी वापरणारे (Four-wheeler users)						
ऑटो/ व्हॅन रिक्शा वापरणारे (Auto-rickshaw/Van users)						
पालकांचे वाहन वापरणारे (Dropped at school by parents)						
सायकल वापरणारे						

(Cycle users)						
पायी येणारे (Commuters by walk)						
एकूण (Total)						

### ३. शालेय वाहतूकी समिती संबंधी माहिती (Information about 'School Transport Committee')

a. शालेय वाहतूक समिती (School Transport Committee) स्थापन करण्यात आली आहे का?

होय/ नाही.

Has the 'School Transport Committee' been established?

Yes/No)

b. असल्यास, वाहतूक समिती (School Transport Committee) सदस्याची नावे आणि संपर्क क्र. सोबत

जोडावीत

(If 'Yes', please attach names and contact numbers of School Transport Committee members)

### ४. शाळेच्या वाहतूक समस्यांबद्दल माहिती (Information about traffic issues faced by schools)

अ. आपल्या शाळेशी निगडित वाहतूकीच्या समस्यांचा प्राधान्यक्रम (१ क्र. सर्वात महत्वाचा मुद्दा)

(Please prioritize the issues faced by the school regarding traffic)

वाहतूक संबंधी समस्या (Traffic issues)	प्राधान्यक्रम (Priority No.)
शाळा गजबजलेल्या ठिकाणी आहे (School is in congested and crowded area)	
शाळा मुख्य रस्त्यापासून आत आहे (School is far from the main road)	
शाळा सुटण्या आणि भरण्याच्या वेळी शाळे समोर गर्दी होणे (The road approaching school gets crowded during opening and closing time of school)	
शाळे समोर अन्य वाहनांची पार्किंग (Parking of other vehicles in front of school)	
विद्यार्थी/ विद्यार्थिनी शाळेत येताना येणाऱ्या अडचणी (खाली सविस्तर माहिती देता येईल) (Problems/issues faced by the Students while commuting to school, please provide detail information)	
Other	

आ. गत शैक्षणिक वर्षात सायकलचालवत असलेल्या..... विद्यार्थी / विधार्थिनी यांचे काही अपघात झाले आहेत का?

Number of students who met with accident while cycling in the last academic year, if any \_\_\_\_\_

५. सायकल संबंधी व्यवस्था/ सुविधा (Cycle related infrastructure/provision at School)

अ. आपल्या शाळेत सायकलसंबंधी काय सुविधा आहेत का? कृपया सविस्तर माहिती द्या. (Which provisions does the school have regarding cycle? Please provide detailed information)	आहे (Yes)	नाही (No)
1. सायकलसाठी पार्किंग (Dedicated cycle parking in school)		
2. सायकल पार्किंगसाठी शेड (If 'Yes', what is the capacity of cycle parking)		
3. सायकल पार्किंगसाठी शेड (Is there shed for the cycle parking?)		
4. सायकलमध्ये हवा भरण्यासाठी पम्प इ. (Are Air Pump and other equipment for cycle maintenance available in school?)		

आ. आपल्या शाळेत सायकलचालविण्यास प्रोत्साहन देण्यासाठी काय करता येऊ शकेल? (What steps can be taken to promote cycling at your school?)		
1. शाळेमध्ये सायकल बँक प्रकल्प सुरु करता येईल 'Cycle Bank Project' can be started in school		
2. विद्यार्थ्यांना सायकल चालविण्याचे प्रशिक्षण देता येईल Coaching can be arranged at school about cycle riding		
3. विद्यार्थ्यांना सायकल दुरुस्त करण्याचे प्रशिक्षण देता येईल Cycle repair training can be arranged for students at school		
4. शाळेत सायकल दुरुस्ती संच ठेवता येईल आणि कार्यानुभव/ सायकल क्लबच्या मार्फत सायकल दुरुस्ती करता येईल Cycle repairing kit can be made available in school and cycles can be repaired by cycle clubs at school		

इ. मागील शैक्षणिक वर्षात विद्यार्थी आणि विद्यार्थीनींना शासनाच्या / खाजगी योजने अंतर्गत सायकल वाटप करण्यात आले आहे का?(उत्तर हो असेल्यास पुणे संख्या लिहा) Were any cycles distributed to students under Government/private schemes during the last academic year? If yes, then write numbers	मुलांची Boys	मुलींची Girls
मागील शैक्षणिक वर्षात विद्यार्थी आणि विद्यार्थीनींना वाटण्यात आलेल्या सायकलींची संख्या लिहा		
Number of students who got bicycles in last academic year		



## पुणे सायकल प्लान साठी सुचना

### Your Suggestions for 'Pune Cycle Plan'

१. आपल्या शाळेत विद्यार्थी / विद्यार्थिनींमध्ये सायकलला एक लोकप्रिय साधन करण्यासाठी आपण काही प्रयत्न केले आहेत का / आपल्याला काय प्रयत्न करता येतील? What steps are taken or can be taken to popularize cycle as a mode of travel among students in your school?
  
२. पुण्यास सायकलींचे शहर करण्यासाठी पुणे महानगरपालिका / राज्य / केंद्र शासनास काय प्रयत्न करता येतील? What Municipal/State/Center government should do make Pune a Cycle City again?
  
३. इतर सुचना Other suggestions

For more information, please visit Pune Cycle Plan website <https://punecycleplan.wordpress.com/>



# पुणे सायकल प्लान Pune Cycle Plan

सर्वांसाठी, सर्व ठिकाणी सुरक्षित स्वारी  
Safe rides for everyone, everywhere







AUGUST 2017

## REPORT OF SUSTAINABLE TRANSPORT EDUCATION

1. Efforts in Pune
2. 'Sustainable Mobility' in Textbooks



**PDA** Prasanna  
Desai  
P U N E Architects

**CEE**  
Centre for Environment Education

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## Review of Educational Efforts for Promotion of Sustainable Transport and Bicycling in Pune

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December 2016

### Introduction

This study was carried out as part of the process for preparation of the Pune Cycle Plan.

### Aim

1. Document current efforts for promotion of bicycles and sustainable transportation in Pune
2. Review of literature on cycling awareness and promotion

### Methodology

The following activities were done to gather information and insights about the nature of educational efforts in Pune, to promote understanding about sustainable transportation and especially about cycling:

1. Interviews and focus group discussions with organizations working in transportation
2. Meetings / visits to some organizations that have instituted good practices in relation to cycling
3. Analysis of textbooks of Maharashtra Textbook Bureau and HSC Board
4. Focus Group Discussion with cycling enthusiasts
5. Focus Group Discussion with Schools
6. Literature review of sustainable transportation programmes/initiatives to derive learning objectives.

### Findings

#### Key Insights from Interviews of transportation organizations

The organizations visited are

- Parisar
- Save Pune Traffic Movement (SPTM)
- Road Safety Patrol, by Traffic Police
- Cycle Pratishthan
- LifeCycle
- CEE

#### Initiatives

A variety of initiatives have been taken up in Pune for enhancing understanding about bicycling, as well as for promotion of bicycling. These include:

- Bicycling Partnership Programme (Parisar)
- Preparation and distribution of ready-to-use educational kits on cycling (film/posters, badges, flashcards, etc.) (Parisar)
- Student charter for safe cycling to decision makers, walkability survey (Parisar, CEE)

- Cycle Safe School Project (CEE)
- Rainbow BRT Promotions and Outreach Programme: School Module (CEE)
- 2015 on cycles (SPTM)
- Sessions carried out as part of Road Safety Patrol by Traffic Police in schools
- Cycle rallies, cycling groups/networks (SPTM)
- Booklets for students (RSP and Cycle Pratishthan)
- In-school sessions throughout the year (RSP)
- Awards for projects on transportation (Parisar, RSP and SPTM's Parivartan)
- SPTM's Kavach (Safe You, Safe Me) for schools on road safety
- Sessions with workplaces (SPTM). etc.

### **Key Insights**

- Almost all cycling outreach initiatives focused on awareness of cycling as a mode of sustans and safe cycling.
- But quite a few had to tone down this message due to lack of safe cycling facilities.
- Most cycling education programmes dealt with awareness of cycling as a way to reduce air pollution and for health purposes.
- A few dealt with helping people to cycle- eg. actual skill of cycling and how to continue to cycle.
- Dilemma of cycling: Less cyclists on the roads means less people who demand for good cycling infrastructure, similarly, bad infrastructure discourages people from cycling.
- More students in corporation schools cycle than private schools.
- Advocacy work: student charter to decision makers, press releases of study reports, policy reports, PILs
- Stressed that people must be convinced to cycle either through systemic interventions of good infrastructure and safety but also to move from leisure cycling to commute cycling through attitude shifts. Attitudes also need to be addressed among (cycling) young people to continue to cycle, as they find it easy and attractive to shift to motorbikes/cars when they turn 18.
- Cyclists need to learn riding etiquettes and motorists need to learn etiquette towards pedestrians and cyclists.
- Cyclists need: good cycle tracks, connectivity of these tracks, signals, shade, resting places, segregated track, wide roads, good parking facility, etc.
- Target audiences for advocacy: Media, political representatives, corporators, experts,
- Target audiences for education: schools, colleges, workplaces, individuals, etc.
- Detailed inputs and suggestions from each organization in the Annexures section.

## **Implications**

### **Education Programmes**

- Devise materials and programmes (especially for adults) which focus not only awareness but also shift in attitudes and behaviours, including if needed, acquiring basic skills related to cycling (rules, safety, clothes, maintenance/repair, etc.)
- Educational efforts should also help organizations make the shift to become cycle friendly workplaces.
- Locale-specific bicycle education materials need to be developed, as the currently available materials have a lot of western examples.
- Integrate content on public transportation and non-motorized transportation in the RSP resource materials.
- The BCP should be focal point of communications for cycling and gather as diverse inputs in this process through participatory processes. This in itself can be a good awareness raising initiative.

- Role of civil society: to monitor the changes achieved after the plan has been put in place (showcase not only negative but positive stories of successes)
- Outreach with politicians and media persons as political will is key and all change will only result from that for sustrans, priority must shift from motorists to pedestrians and cyclists. (Cycle Pratishtan)
- Promotional activities should go beyond photo ops and encourage people to cycle. Even the famous people should cycle. (Cycle Pratishtan)

### Other suggestions

- Incentivize people who are already cycling and recognize that their decision to cycle means a lot to the city (articulate the difference in quantitative terms). Eg. Provide free bus passes for cyclists. Profile local people who cycle-as ambassadors/champions
- Make cycling easier- Good cycling tracks and PBS
- Provide bicycle insurance for people who cycle. For the rest, introduce insurance only after achieving a critical mass of people who have shifted to cycling

## Matrix of outcomes for Sustainable Transportation educational programmes

Outcomes/ Essentials Learnings from lit. review	Parisar	SPTM	Road Safety Patrol	Pravasi Manch
<b>Skills</b>				
Helmet fitting (L)	X			
Clothing (L)	X			
Riding at night (L)	X			
sharing the trail (L)	X			
riding on sidewalks (L)	X			
rules of the road (L)	X			
principles of traffic jams (L)				
<b>Ages 6-10</b>				
Riding a bicycle (o)				
Handling (o)				
Helmet fitting (o)				
Bicycle maintenance (o)				
Signalling (o)				
Gears (o)				
<b>Ages 9-13</b>				
Helmet fitting (o)				
Bicycle maintenance (o)				
Handling (o)				
Signalling (o)				
Gears (o)				
Braking (o)				
Avoiding road hazards (o)				
Cycling in low traffic areas (o)				
<b>Commuter cycling safety (Age 14+)</b>				
Traffic theory and assertive cycling techniques (o)				
<b>Age 15+ (Level 1)</b>				
Ride confidently (o)				
Safety in low traffic areas and recreational pathways (o)				

Bike care (o)				
Minor repairs (o)				
Riding techniques (o)				
Detecting and avoiding hazards (o)				
Emergency manoeuvres (o)				
<b>Ages 15+ (Level 2) (who already ride in traffic)</b>				
Review riding skills (o)				
Cycling proficiency (o)				
Bicycle maintenance (o)				
Health and fitness (o)				
Equipment and bicycle consumerism (o)				
<b>Commuter cycling Safety</b>				
Improve competence and comfort level in traffic (o)				
Recognize and react to common road hazards (o)				
Maneuvering through traffic problems (o)				
Legal status of bicycles (o)				
Essential bicycle handling techniques (o)				
<b>Women</b>				
Riding skills (o)				
Bike maintenance (o)				
Equipment (o)				
Health and fitness (o)				
Night security and riding with children (o)	X			
<b>Senior Citizens (Age 50+)</b>				
(To ride confidently in traffic areas and on recreational pathways. Bike care, minor repairs, riding techniques, detecting and avoiding hazards and emergency manoeuvres, helmet fitting, route planning and pathway safety) (o)				
<b>Schools</b>				
Training staff to do bicycle education (LI)	X		Overall Transportation	
Basic of cycling (through handson bicycling exercises), road rules,etc (on the cycling day where you went to a training place) (LI)			X	
Good parking facilities (LI)				
Parents training for cycling with children (LI)				
Capacity building students and teachers to assess bike/walk-friendliness of their community	X			
Campaigns to encourage cycling and safety: Be a 'roll' model: wear a helmet (SA1)		X		X
<b>Parents/Families</b>				
On buying appropriate bicycles (SAP)				
Education about rules (SAP)				
Discuss safe/unsafe bicyclist behaviours (SAP)				
Discuss safe/unsafe motorist behaviours (SAP)				
Be a role model (Behaviour) (SAP)				
Handling injuries and accidents (SAP)				
<b>Adults</b>				
<b>Knowledge</b> of key vocabulary related to cycling	X			X

<b>Understand the need</b> for using the bicycle (sustrans/health, etc.) (cognitive/knowledge) (Adapted from SA2)	X			
<b>Myth busters</b> -Car users pay more taxes hence they pay more taxes hence they have right on the road, cycling is not safe than other modes.				
<b>Knowledge</b> of Global warming and GHG (K-3) (Blanket activity, (OES)				
Modal share of student's coming to school, Right of way, etc. (Grade 4-8) (Can they share the road activity), (OES) Prioritising pedestrians and cyclists over motorists (right of way) (DS-PC)				
How motorization ruins the city. (CEEB)				
Difference between commute and leisure cycling (max distance for commute cycling). Cycling connect to PT.				
Energy efficiency of different vehicles (Grades 9-12)(OES)				
Rules of the Road for Cyclists and other users (CEEB)				
Demonstrate exceptional or reliable <b>social behavior</b> (Affective) (SA2) signals to use, roads etiquettes and manners (DS-PC)	X			X
Able to articulate ( <b>reflect</b> ) why they cycle, positive changes to their lives, challenges they overcome or are grappling with (Affective/Behavioural) (Adapted from SA2)	X (Surveys)			
<b>Promoting</b> environmental, ecological, economic and health benefits (mins and calories)				
What can one do to make the city cycle friendly? ( <b>Act</b> )				
Effectiveness of the programmes ( <b>evaluation</b> )				

### Information sources for the matrix

O- Ottawa Cycling Education (Canada)

L- League of American Bicyclists ( <http://www.bikeleague.org/ridesmart>) (America)

LI-Lola (Belgium) (She had bicycle education in school)

SA- Shape America

(<http://www.shapeamerica.org/publications/resources/teachingtools/qualitytype/upload/bikeology-curriculum-part1-v2.pdf>)

SA2-

<http://www.shapeamerica.org/publications/resources/teachingtools/qualitytype/upload/bikeology-curriculum-part2.pdf>

Ontario Eco Schools-Walk to School activities: [http://www.ontarioecoschools.org/wp-content/uploads/2014/11/ES-KIT-WalktoSchool\\_FIN.pdf](http://www.ontarioecoschools.org/wp-content/uploads/2014/11/ES-KIT-WalktoSchool_FIN.pdf)

CEEB-CEE brainstorming meeting

DS-PC: Dilip Sarda Personal Communication (March 2016)

## Appendix

### 1. Key points of interview with Pune Cycle Pratishthan, Dr Dilip Sarda

- **The change in cycling atmosphere:** We as an NGO have a network of more than 500 cyclists in Pune. Most of them only bicycle in the mornings when it is cooler, and there is no traffic. They don't use it to commute, and use their own cars and scooters, but for exercise they use bicycle.
- **Prioritizing pedestrians and cyclists over motorists:** I have been cycling since 1996, what I observed in schools also lot of children are also not coming on bicycles, in Peth area in big schools, the number of cyclists has decreased. And it is right what I think, that how a parent will send their child on a bicycle when it is so unsafe. So, the first thing is to create a good space for cyclists, safe cycling, good footpaths on the roads and strong public transport, then people will make the shift.
- **The change in cycling atmosphere:** In the initial days, I used to come by bicycle but in the last 6 years I am coming in a motorized vehicle, because the atmosphere is not conducive to travelling on a bicycle and I still repeat that if there is political will then it is possible. Politicians (MLAs, MPs, etc.) should travel by cycle only then they will know the problem of cyclists.
- **The change in cycling atmosphere:** Cyclist and pedestrians do not create any trouble to others. But others all create trouble for them. Until this attitude changes, I don't think our city is worth. This has to change from the top level, in Pune they have done lot of expenses on cycle tracks, five years back around 40-50 crore rupees. This money is of the taxpayers, they have not called us for the meeting also. It's a big organisation that has been active since 1996, for 20 years. We have not been called for any meeting, they did it on their own. Those who aren't cycling in Pune are building the roads, what they will understand problem of cyclists. Cyclist and pedestrians should get top priority on the roads then only people will come on the roads.
- **The change in cycling atmosphere:** We have taken lot of efforts to promote cycling among school children. In local language is this book on safety cycling (surakshit cycling) this was to educate a child who is coming on bicycle to a school. How he should use the bicycle, which signals to use, roads etiquettes and manners, everything is here. And we use to distribute this free of cost to all school children and conducted several lectures. But now we have taken a lot of lectures and camps with parents, and parents are asking what is the use of this? If my child is not safe on the roads why should I send my child on a bicycle to school?
- **Cycle Pratishthan's activities:** We take rallies every month, 1<sup>st</sup> Sunday every month around Pune city, around 50-100 cyclists come and give slogans. Secondly in schools we give lots of lectures, awareness, ppts., thirdly we have come with this booklet. But nowadays we are worried why to promote cycling because it is very unsafe in Pune and if you see the last so many years data, the fatality is highest first among pedestrians second among cyclists.
- **The change in cycling atmosphere:** This is work in the last 20 years, but it has tapered in the last 8 years due to no political will. NGOs are taking a U Turn now, they are not bothered to increase safety and using tax payers money then what is the use of creating awareness. This is not only my reaction, my whole network of 500 members have got the same reaction. (19.40) And there should be a lot of signage for roads, there are very few now. Signage is very important. The concern of parents is a recent response, before 10 years the response was very good.
- **Health implications of transportation:** What is the smart city (they do it for money), if there is no air pollution then I can say it is a smart city. 210 to 250 in Pune for RSPM is a horrible statistic. I have been doing this study, on one group from Naman Baugh and another from Wagholi,



where the lung capacity (that is the peak flow inspire) of people from Wagholi was much better in Naman Baugh. We are exposing the children to so much health hazards.

- **Cycling in Workplaces:** These are sporadic initiatives, Pune University has been taking efforts, but it is not continuous. They were not able to maintain, FC the cycle park is free. Few of the industries have also taken it up in parking. One was Phillips at Hadapsar, but I don't know if they are doing now. (This was around 20014-06).
- **Role of Civil Society organizations:** Advocacy work would include, to be involved, whatever the political decisions they should coordinate the meetings, even ex-officio members of Cycle Pratishtan, the cycling networks must all get together and share all the suggestions together with all and then take decisions. This advocacy should be targeted to the municipal commissioner, and the commissioner should also be a role model so others get inspired to take up cycling

### **Implication for Education Programme and bicycle plan**

- Outreach with politicians and media persons as political will is key and all change will only result from that for sustrans, priority must shift from motorists to pedestrians and cyclists. (Cycle Pratishtan)
- Promotional activities should go beyond photo ops and encourage people to cycle. Even the famous people should cycle. (Cycle Pratishtan)
- How do exercise cyclists switch to commute cycling?
- It is also important to convey how to select the bicycles, how to maintain and know rules on the road.
- Health implications of modes of transportation (Eg. Lung capacity, Asthma, etc.)

## **2. Key points of interview with Road Safety Patrol (RSP), Mr Ragatwan**

**About the RSP Education Programme in schools:** RSP is a separate section in Traffic Police. The awareness programmes are aimed at children because children are future drivers, most accident victims are the young, and also because it is a captive audience. The programme reaches out to 276 schools and more than 50,000 students. The module covers: Traffic rules, accident prevention, and discipline (drills). Once a week a school for an hour. Each day in the week we go to a different school. In schools of all languages for grades 7-9<sup>th</sup>. Students get the RSP certificate on completion of two years. The sessions go on from June to December and end in January. We can take sessions together in schools but platoons are separate.

**Some schools where RSP is functional:** Mount Carmel, BV Karyashaala (Katraj), Bharda School, Aranyeshwar Sahakar Nagar, St. Hirdus HS (Guruwar Peth), Abhinav school, SSPMS, New English School, Muktangam (Parvati Darshan), Sindhu Vidyabhavan, Agarkar School (Apollo Talkies).

**Key messages for cycling could be:** How to use cycle, that Pune used to be called the city of cycling in the 80s and 90s; Aligning with unused cycles, cycle rent, sale, etc. Back in the days people also fixed the cycles, healthwise also it helps, reduces pollution. The reduction of cycles has been a slow decline. The choice of cycling still remains with us.

## **3. Key points of interview with Save Pune Traffic Movement (SPTM), Mr Rajendra Sidhaye**

**SPTM Activities:** The project was called as 2015 on cycles. Objective was to motivate 2015 people to adopt cycle as a mode in 2015. Target audience (general-mostly corporate organizations, any Pune citizen who is interested in taking up cycling. Idea was to create a network of people who cycle and then demand better facilities for cyclists. So that was the objective and we created a focused website for that, individuals and organisation could register but we will support the cyclists and we

will spread it in our own domain as well as the option was to support this particular initiative. And then we also had some cycle shops supporting this, saying that if you come via this particular initiative they will give some discount to the person. So the idea was that individuals can register to be part of this network, and organizations and the objective was to do 3-4 rallies of all the people registered in this and ended up organizing 2 rallies, one was from Sambhaji Park to Kalyani Nagar, at that time the happy streets was being organized. The rally started from SP and terminated in the Happy Streets which was promoting pedestrians etc. Basically the idea was to promote cycling, this was the project which was implemented in 2015. We have a network of volunteers, amongst whom we have a pool of trainer. The strategy is to conduct a ToT, and coordinator to support the trainers.

**Shift in focus from cycling to road safety:** Although we keep cycling as a priority, the focus is not on cycling per se but on the safety of any element especially on pedestrians, NMT is on the priority.

**Volunteers:** The volunteers are any kind of citizen, because in SPTM the model is that absolutely any citizen can participate and become a member just by taking up a commitment to follow traffic rules always. They are all across the city, and they are registered on our email group. So then the initiatives are announced from time to time, and then depending on the time they volunteer for it. In this case we sent out the survey questionnaire and ask them to own up a particular chowk which is near you or on their work route.

**PARIVARTAN: Model making competition for schools:** That was a forum we have created called as Parivartan. It is a model making competition. People have some ideas to improve things related to traffic and they don't know what to do, so you demonstrate that idea in a model. If your model or idea is good, we will take it up for implementation and of course it will get an award. The award event was done in February.

**Feedback from Parivartan:** Actually quite a few were vehicle focussed and talked about flyovers. Of course, the ones which got prizes were good, but such ideas on NMT were very few. In the invite which we sent, and in the rules and regulations which we put up on the site we have tried to communicate some of the sustrans ideas, such as: priority is for safety, judges panel will evaluate the entries on the increasing safety, ease of implementation, etc. The models that will improve sustrans means, public transportation and walking. Models that will lead to promotion of non sustrans that is cars, 2 wheelers, will directly or indirectly lose some marks. This we had made very clear, but one learning from what happened was that we depended on RSP for outreach to schools. We realized that one pre-event meeting may need to be done by SPTM. From the next time we will encourage the participants who had registered to come for a pre-event meeting, where we can give examples from earlier events about the type of ideas that got the prize and why. We realized that the general understanding can be that 'I am building a flyover so that vehicles are going from above, and pedestrians will be safer' so we need to have orientation session.

**Scaling up to 100% schools?:** The messages need to be designed, and the delivery attuned to schools that take support from RSP. They have a fixed schedule and connect with schools once every month at least. We have a brochure or pamphlet and physically giving that can be handled by RSP.

#### **4. Key points of interview at Parisar, with Ms Shweta Vernekar**

**Resource Materials:** We have developed an education kit, which has a presentation, a film which we translated in Marathi called 'Cycling Cities' that has information from different cities in Europe which have major cycling and how socially also cycling is different there because they show school principals cycling, big businessmen cycling, etc. It also covers some aspects of the aspiration of

owning a motorized vehicle is also handled in this film as well as the importance of following rules as well as how a city benefits from more people cycling.

Another part we added was some surveys. We had surveys for the children, as well as for their parents, because the main aim of this was not that everybody should cycle because you can't say that as still there are safety issues, there are issues with the distance, maybe the distances are too much when you cycle, not about an all out conversion kind of thing, it was just meant to be informative.

**School's Charter:** We did something interesting in two schools: we asked the children to map where they come from, now it's quite an in thing to get all this mapping done but at that time it was not so much. And then with our help the children write to the municipal authorities with a map of the roads they most use, the problems they face and then demanding that measures be taken such as provide cycle tracks, traffic calming measures so that children feel more safe to cycle so all the results out of those survey sheets we put them out in a letter/charter and got the students to sign it.

### **Barriers to cycling and how it was addressed through education and advocacy**

- The climate in India is that it is tiring, shade on the cycle lanes and rest stops-access to water, perception- social stigma-equating cycling with poverty, with women-perceptions of the women from a specific class where they were considered as 'progressive' if they cycled.
- Treatment of other vehicles-that must change by sensitization of the other vehicles and not the cyclists.
- School children-how do you continue to keep cycling because they are very eager to get their licences and drive vehicles, PBS- a good thing would be pitch in the public bicycle system here so would they actually use a public bicycle system, doesn't mean they have to cycle everywhere, but have access to cycles whenever you want.
- If people agree that they would cycle that means that there is scope for cycling and that it needs some changes.

### **Can students even be part of the advocacy process or writing up the charter, taking it to the media, to the corporation.**

The end point was to get more and more schools into this and also, some changes actually do happen as per what the children are suggesting. So that did not really happen when we worked with these two schools and didn't really catch their attention, but now there are more ways of doing it, by actually latching on to the corporator who has much more smaller territory to see. That time we didn't do anything like this, we just sent the letter to the commissioner along with the charter, that we really want to get something done. To catch the attention of the corporator, make him feel that if he does that, he's going to be in the good books of the people, so actually something that appeals to him. I think now I am getting more ideas on doing things which will be seen.

### **Challenges while conducting such programmes**

The school session: school are interested in doing this but you do need a lot to convince them of the importance of such kind of things. Schools get the message that it is important to cycle but they should really be engaged that so many students should cycle, that there should be cycle facilities in the school. That somehow didn't happen at that time, we had this one session which was nice, they didn't really call us the next time. They need to think that this is important.

Apart from that the kit that we prepared the usual thing was that it was for foreign countries it is not for India that questions comes a lot. We have to answer that ours is a hot tropical climate similarly they have very cold climate and they are fighting inspite of such extremes so it's not so much about the extremes.

### **Barriers in doing the sessions**

Making sure that awareness has happened and that has to be your long-term goal you can do it with one session. It has to be much longer a process of being involved, understand all facets of it, look at the connections.

## **5. Key points from Focus Group of cycle enthusiasts**

### **Points from Group Work on Education, Outreach and Training.**

- Highlight the benefits of cycling: Economic, health, reduction of pollution, ease of movement, self-satisfaction, reduction in congestion, slowdown thought process (meditational in some ways).
- Educating motorists: on the needs of cyclists, sensitivity and respect towards cyclists, convincing for mode shift, move from a mode that pollutes to a mode that reduces pollution.
- Students: Can observe/audit cars, people in cars, behavior of motorists, other modes of transportation, in a given stretch near their school.
- Increase sensitivity on local issues of the environment.
- Use pics of famous people or celebrities on bicycles
- Workplaces-What does it mean if they just shift to cycling-Fuel, Pollution, Health.
- For groups like workplaces, ward meetings, and societies start with a 30 mins outreach programme.
- It has to be marketed to individuals addressing their everyday need.
- Awareness about shift in policies of the government from motor centric to sustainable transportation.
- Handholding with different stakeholders (we will need to try out different strategies, long term engagement, etc. )
- Awareness for people who will work out the incentives in workplaces and for those who will avail it.
- Knowledge of: how to cycle, routes, parking, stores, etc. Maybe a cycling app.
- Workshops on repair and technical knowledge.
- Physical preparation for going to cycle: how to step up the distances, medical needs, injury, first aid kit for long rides.
- For kids: that there is a 'way' to cycle, type, demo sessions, mountain biking, performance biking.
- Making short films to encourage people to cycle, with innovative infographics, posters, etc. promotional documentary of the increase of cycling in Pune, cycling as a sport, etc.
- Reference of cycling in Pune from popular culture and books (Cycle Gaatha), old books, WOW-women on wheels on the cycling revolution in Chennai

Social activities with children-Giving moderated incentives, debates (do we need a cycle track?), plays, nukkad naatak, cycling games-group cycling (follow the leader), slow cycling.

Specific learning outcomes from the deliberations:

- Good cycling practices on the road

- Building that culture of cycling
- Cycling signals, night visibility
- Types of cycling- Mountain, Commute, performance
- Conduct repair workshops for schools, colleges, housing societies
- Cyclists cycling but others need to be mindful of cyclists
- Spaces/right of way on the road
- Are we representative of the 1.6 lakh people who form the 9% of the people cycling.
- How do we address aspirations of the youth to upgrade to a motorbike/car
- Cycling as a way of life
- Write to PMC on different policies-parking management, etc.
- Find the barriers to cycle
- Even enforcing basic rules goes a long way

## **6. Children's response to cycling questions**

### **What should we do so that cycle riding increase in your school?**

We have so many special days in school, then there could be a cycling day in the school when everybody is encouraged to cycle. Even the biggest businessman should cycle even for a day.

### **How do you feel when you cycle? How**

My house is not far from school, but I use cycle for going short distances. When I enter the no-entry if I am late for school, I feel there should be a separate track for cycle.

### **What is attitude of motorists towards cyclists?**

When I turn and I show hand signal they sometimes don't understand. Two wheelers look with concern that the parents of children who cycle aren't concerned of their safety. The other point is that class 8 onwards students begin to get a cycle, but sometimes students exhibit too much rash behavior. Therefore, in the morning students don't follow rules and are in a hurry. There needs to be awareness even among students. I also feel that boys more than girls drive rashly.

### **PBS**

If I have to go from here to Swargate, then maybe I can pick up a cycle from a designated stand here and then take it to my destination, then I can leave it at a stand there (parking). Then when I come back I can pick another cycle from the stand there and bring it here. So even if I don't have a cycle I can go from one place to another. This way I can use the cycle which is a non-polluting way of travelling versus motors which cause pollution.

This also depends on several factors like where you travel from and what is the load you are carrying, etc.

## ‘Sustainable Mobility’ in School Textbooks

This analysis of textbooks was carried out as part of the Pune Cycle Plan, to understand what type of content in relation to sustainable transportation, road safety and cycling is present in textbooks. The analysis is expected to contribute to the strategy for Public Awareness and Promotion of Cycling, being developed as part of the Pune Cycle Plan.

The textbooks analysed are those developed by:

- Bal Bharati (Maharashtra State Bureau of Textbook Production and Curriculum Research), which develops textbooks and teacher handbooks for Standards 1 to 8, and
- Maharashtra State Board of Secondary and Higher Secondary Education, which develops curricula and textbooks for Standards 9 to 12.

### The Education System Context

Curricula, syllabi and textbooks form the core of the education system with the overall aim of facilitating learning for the children.

School Education is on the Concurrent List of the Constitution of India. The National Council of Education, Research and Training (NCERT) prepares the National Curriculum Framework (NCF) and syllabi. It also prepares textbooks, teacher handbooks and assessment methods. Various Examination Boards, including the Central Board of Secondary Education and various State Boards, the State Councils of Education, Research and Training (SCERT), and textbook bureaus may prepare their own syllabi, textbooks, teachers’ handbooks etc, based on the National Curriculum Framework and syllabi (that is, they may adapt the national documents to suit state-specific needs).

The curriculum framework and syllabus are not usually formally shared with teachers, though they are usually easily available with state education departments and many are also online.

**Curriculum Framework:** A plan that interprets educational aims vis-a-vis both individual and society, to arrive at an understanding of the kinds of learning experiences school must provide to children.

**Curriculum:** Curriculum is, perhaps, best thought of as that set of planned activities which are designed to implement a particular educational aim- set of such aims - in terms of the content of what is to be taught and the knowledge, skills and attitudes which are to be deliberately fostered, together with statements of criteria for selection of content, and choices in methods, materials and evaluation”.

**Syllabus:** refers to the content of what is to be taught and the knowledge, skills and attitudes which are to be deliberately fostered; together with stage specific objectives.

NCERT (2006). *National Focus Group on Curriculum, Syllabus and Textbooks*, Position paper.

### The Role of Textbooks

Though textbooks are one element of teaching and learning, in practice, the textbook is the most important resource that students and teachers have access to. Typically, it is the textbook that is ‘taught’ and evaluation is based on the content of the textbook.

Though teachers are in theory free to use a range of tools and methods, depending on the desired learning outcomes for different topics, in most schools, nothing outside of textbooks is taught for formal subject learning!

### **Why Analyse Textbook?**

Considering the importance of textbooks in school teaching and learning, the design of any interventions to support or enhance students' learning should take the content of textbooks into account. Teachers and parents and care givers also have access to the information in the textbooks.

In the context of this paper, the analysis helps us, as educators and actors in the sustainable mobility domain, to understand whether the content matches the real situation, what could be the objective of content if present, how transport and mobility concepts are organized and taught, objectives and teaching within the textbooks, at which class levels and how they are presented etc. Educators (and other actors) can then plan activities that refer to the textbook content, complement or build upon the textbook content to provide knowledge, and develop appropriate skills, understanding, values, attitudes, and dispositions.

This exercise can also help in strengthening school materials and teacher preparedness to reflect the everyday experience of students on the roads. The aim is to help develop the students' capabilities and give them opportunities to contribute to systemic interventions in creating safe and healthy cities for people.

### **Objectives**

The textbook review and analyses for this paper was carried out to understand:

- The extent of presence of transport- and mobility-related content in various textbooks of Maharashtra Textbook Bureau and MSBSHSE
- The portrayal of content, including visual support
- The sufficiency and robustness (or, conversely, the insufficiency and weakness) of transport- and mobility-related content in textbooks

### **Scope**

The scope of the review included an examination of the texts/ images, graphics, diagrams/ tables that directly or indirectly relate to the theme of transport and mobility. Curricular effectiveness, in terms of objectives and outcomes, has not been carried out as part of this exercise. The following textbooks were reviewed:

#### **Maharashtra Board, Marathi Medium**

- Standards I to VIII: All subjects
- Standards IX: English, Hindi, Marathi, Science, Social Science (Geography, History, Social and Political Life)
- Standard X: English, Hindi, Marathi, and Science
- Standard XI: Environment and Sustainable Development
- Standard XII: Environment and Sustainable Development

### **Methodology**

An initial orientation to the topic was undertaken by the team reviewing the textbooks. This was done by review of literature on sustainable mobility and discussion and reflection on the sustainable mobility related projects. Separately, a list was prepared of potential desirable learning outcomes in relation to the sustainable mobility domain. This set of desired learning outcomes is presented later

in this paper. This formed the backdrop of understanding about sustainable mobility with which the review of textbooks was carried out.

The review was done by going through each textbook page by page and recording the presence of content, and noted the nature of its presentation (poem, story, visual etc). The review provides a basis to analyse how the content contributes to knowledge, disposition, competence or behaviour in relation to transportation topics. However, individual content has not been analysed for accuracy, effectiveness etc.

Textbook content, such as texts, visuals, activities etc, was tagged as primarily contributing to knowledge, disposition, competence or behaviour in relation to transportation topics. For example, information on transportation modes would be tagged as contributing to knowledge. Text on pollution impacts is tagged as contributing to disposition. Content related to civic duties, or road safety, or encouragement for using particular modes of transport (such as a bicycle) is tagged as contributing to behaviour. Activities improving say analytical ability or expression are tagged as contributing to competence.

The tables of content so prepared were then sorted to give the quantum of content in various categories. Qualitative analysis was also done to identify the major themes and draw inferences on treatment, relevance, continuity and comprehensiveness.

The limitations with this method are that the classification is broad, and also does not give greater weightage to comprehensiveness of content; for example, a whole chapter is counted as one item and so is a single activity.

## Findings

The observations presented below are not meant as a qualitative assessment of the textbooks. The purpose has been to review the textbooks from the lens of the topic of transportation. It is acknowledged that the primary purpose of school textbooks is not to develop an in-depth knowledge of the particulars of transportation. The review merely states how the topic appears in textbooks currently. It should lead to further discussion on the merit of inclusion of the topic of transportation, and how it may be presented.

### Observations on quantum and nature of content

While there is content related to disposition and behaviour, the content aimed at developing sustainability competence is relatively limited.

**TABLE 1 - NUMBER OF ITEMS POTENTIALLY CONTRIBUTING TO VARIED LEARNING OUTCOMES**

Number of items potentially contributing to varied learning outcomes			
Behaviour	Competence	Disposition	Knowledge
3	4	8	12

### Observations on themes of the content

1. Transport related content (including visuals) are present across subjects and classes.
2. The content does not necessarily match with real situation or real changes in transportation.
3. Much of the content relates to introduction of modes of transport, however there is limited or no discussion on choice of modes or criteria for choice when various modes may be appropriate for a journey.



4. Visual support for transportation topics is of varying quality in the same textbooks.
5. The need for transport is discussed briefly, but at no stage do the concepts of 'access' or avoidance of travel appear.
6. Air and noise pollution impacts of transportation are included, especially in connection with fossil fuels, global warming, climate change.
7. Behaviour related contents are primarily road safety which generally appears in the lower classes as precautions for crossing the road, following traffic rules, and civic duties for considering transportation infrastructure as public infrastructure, using it with responsibility and not damaging it.
8. While there is considerable content, no individual textbook or textbook set manages to provide a systemic understanding of transportation as a system, or opportunities for critical thinking and development of competence for actions for sustainable mobility.

### **Observations on presence of content related to the topic 'Transportation'**

The topic of 'Transportation' is introduced right at the Standard I and II level textbooks. The extent of content and presentation in the form of picture observation activities is relatively higher. The textbooks cover transportation with some understanding of the child's experience on the roads and intends to arm them with key skills to be safe on the road.

For Standards I and II, the subjects are Mathematics, Languages English and Marathi. The topic of Transportation appears as modes of travel students may be familiar with, like cycles, buses, which are used to explain concepts such as distances, directions, width, time, verbs, etc in mathematics and the experiences of travelling in the Language texts. The presentation is in the form of picture observation activities and poems.

At the III to V level, the topic continuity is maintained. The complexity increases in an age appropriate manner, and content related to traffic rules, safe behaviour, public duties etc is introduced.

The textbooks also show some complexity in content in terms of comparing different modes of transportation from the socio-economic perspective, but only in one grade and find no mention at all in the subsequent grades. It is addressed in one or two grades and there isn't much attempt to delve in it beyond the different modes of transport and to some extent their impacts.

The upper primary level may be most appropriate level for introducing a more systemic understanding of the topic of transportation, overall. However, the topic (transportation) does not have adequate coverage at this level in all the textbooks reviewed.

It is worthwhile to note that transportation has been acknowledged as a topic relevant to student's everyday lives and has been handled as such at the for Standards III-V. The presentation appears in the form of poems, picture observations, recitation and discussion in the languages (Marathi) and Environmental Studies. Content includes traffic rules to reduce speeding and accidents, and being courteous to others on the bus and train. In class IV the history of transportation and transfer of information are discussed in one chapter (*Vaahatuk va sandeshvahan*). The pros and cons of different modes of transport is discussed in a chapter in class V (*Vaahatuk*) along with benefits of using bicycles. The textbook content addresses children's apprehensions of being on the road and how they can themselves be safe as well as be courteous to fellow travellers by following some basic rules and habits.

It is commendable that transportation is embedded in many lessons as it is cited as an example in understanding public amenities in the city and:

- planning for public amenities
- the role of rules and citizen action in a society
- impact of human development on environment (sprawl)

In lower classes transportation is presented simply as modes of transport used to explain various concepts such as distances, time, etc and on the experience of travelling. For classes III-V it seems to be connected to children's experience of being on the roads, addressing their fears and learning basic traffic rules, even as they are introduced to the history of transportation and comparing different modes of transport for shorter distances.

Transportation related content is also embedded within topics related to how our society works and what is our role as citizens, albeit solely restricted to following traffic rules which can solve many congestion and pollution related problems.

At the upper primary level (Standards VI to VIII), transportation only appears in standard VI and is missed completely in standards VII and VIII. Transportation appears in a few chapters in the languages in standard VI only with a whole chapter on the history of a bicycle and its social, economic and environmental benefits. Content in the other chapters includes metro as an efficient mode of public transportation and on describing the scenes at different public transportation terminals like bus, port, railway station, airport, etc.

The presentation is in the form of lesson-interview, poem, and picture observation activities.

In standards IX-X transportation appears as separate chapters on lessons about air pollution and its health impacts and modes of transportation and tourism.

The textbooks for the Standards XI and XII textbooks seem quite comprehensive on the topics of sustainable development etc. transportation is discussed at important places reinforcing previous knowledge (for example, air pollution) as well as bringing out indirect impacts of transportation like mining, etc. Transportation is explicitly covered in the chapter on 'Impact of Industry, Mining, and Transport' which looks at the problems and solutions, planning for transportation, public transport, transport demand management, cleaner technology, etc. New modes such as public bicycle sharing and bus rapid transit are also introduced. As such, the Environment Studies curriculum at the XI and XII level offers great scope for the conduct of projects and activities.

### **Teacher's Handbook, Maharashtra**

'Maintenance and repairing of bicycle' is a work experience teacher handbook for Class VIII which covers various topics such as the history of cycling, design/parts, repair tools, oiling and cleaning, fixing punctures, removing valve, tyres, chassis, seat, bell, lock, dynamo, chain, mudguard, pedal, break design and fitting, rules, traffic rules, etc. The booklet also contains assessment.

## A Framework of Desired Learning Outcomes

One exercise educators undertake while preparing curricula is to articulate desired learning outcomes. These are presented in the knowledge, disposition, competency and behavioural domains. The ‘desired learning outcomes in the sustainable mobility domain for school students’ developed by Centre for Environment Education, is presented below is for discussion and refinement by both educators and transportation experts, in the context of Pune Cycle Plan.

TABLE 2 - DESIRED LEARNING OUTCOMES IN THE SUSTAINABLE MOBILITY DOMAIN FOR SCHOOL STUDENTS

<b>Knowledge</b> (What we know?)	<b>Disposition</b> (How we respond to environmental issues?)	<b>Competency</b> (Skill and abilities that we know how and when to apply)	<b>Behaviour</b> (Involvement and intentional and habitual behaviour)
<ul style="list-style-type: none"> <li>• List mobility needs</li> <li>• Explain the concept of access</li> <li>• Explain the importance of transportation infrastructure in cities and villages</li> <li>• Explain functions of roads and streets</li> <li>• Identify users of roads and streets</li> <li>• List and compare modes of transport</li> <li>• List different types of fuels and their sources</li> <li>• Recognize importance of regular maintenance of vehicles</li> <li>• Understand the history of the automobile and transportation and its consequences (social, economic, environmental costs)</li> <li>• Explain Impacts of transportation in a life cycle analysis of transportation</li> <li>• State driving rules and regulations (includes knowledge of road signage, punctuality for traffic signals, carrying a driving license)</li> </ul>	<ul style="list-style-type: none"> <li>• Influence selection of mode of transport</li> <li>• Prevent unnecessary honking to avoid noise pollution.</li> <li>• Influence for cleaner and greener fuel</li> <li>• Explain the need for proper service and maintenance of vehicles to reduce emissions.</li> <li>• Argue for options – walking, cycling, public transportation etc</li> <li>• Argue for safe driving</li> <li>• Argue for plantation of trees</li> <li>• Demand safe conditions for cycling and walking</li> <li>• Argue for preference of walking and cycling on road and providing for the needs of vulnerable (children, women, old, disabled)</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Develop school as a stakeholder of transport</li> <li>• Articulate demand for walking and cycling and safety for them</li> <li>• Advocate for equity on road for disabled, women and poor</li> <li>• Select the best options when given a choice</li> <li>• Predict impacts with various behaviour</li> <li>• Justify driving ethics – road equity for all, behaviour of motor vehicle driver towards cyclist or a pedestrian</li> <li>• Evaluate policies</li> <li>• Explore links of roads and transport with other area/sectors (health, well-being livelihood, energy and biodiversity)</li> <li>• Assess bike/walk-friendliness of the community</li> <li>• Reflect on different worldviews (automobile/car-centric vs people-</li> </ul>	<ul style="list-style-type: none"> <li>• Give first preference to pedestrians and cyclist respect their dignity and need for safety on roads</li> <li>• Convince adults to switch off engine on signals to save fuel and avoid emissions.</li> <li>• Prefer a mode which is sustainable (like walking, cycling and public transport)</li> <li>• Vehicle at home must have PUCs to control emissions from their vehicles.</li> <li>• Opt for those long distances modes for transport which reduces an individual’s ecological foot print (walk or cycle for short distances)</li> </ul>

<ul style="list-style-type: none"> <li>• Explain basic rules for pedestrians &amp; cyclists, and safe walking /cycling behaviour</li> <li>• Classify the needs of different types of users in relation to emergency and universal design and management</li> <li>• Explain transport demand and its factors</li> <li>• Identify noise and silence zones</li> </ul>		<p>centric) and assess what is 'sustainable'</p> <ul style="list-style-type: none"> <li>• Critical thinking on drivers of transition towards sustainable transportation (eg. technical and behavioural changes, etc.)</li> <li>• Bike care and basic repairing</li> </ul>
<p>Developed by Pramod Sharma, Centre for Environment Education. August 2016</p>		

## Recommendations and Conclusions

The recommendations below are primarily based on the textbook review for transportation-related content. There may be a need to add content, but more important are the approaches to selection and presentation of textual materials that can help the learner develop a systemic understanding of the sustainable mobility domain and acquire the requisite competences. Further, a careful building up of the topic through textbooks across subjects and over grades is needed, so as to maintain continuity and introduce the complexity inherent in the topic.

- Transport and mobility concepts are given place in the textbooks which indicates that it is part of content selection done at the curriculum and syllabus level. This is an opportunity to introduce transport and mobility in a planned and systematic way. Further work is essential to integrate appropriate content in an age appropriate manner considering the curriculum as a whole as well as the role and usage of textbooks.
- Development of a guidance document may be done by bringing together transportation experts, school educators and curriculum developers
- Further studies might be required to map the ecosystem of transportation learning in terms of what students know (their vocabulary), their experience and the problems they face.
- Continuity of transport and mobility concepts (distribution) across subjects and standards has to be given importance. This will ensure subject-knowledge is embedded in the concepts to be learnt. Continuity also supports a gradual introduction of a range of concepts and issues in an age-appropriate way. Essential learnings (and guidelines for visuals and data) for textbook writers, school managements and teachers should be developed.
- The quality and complexity of content has to be closer to real life situation as it is intended to have an outcome on a student's learning overtime. A student's pre-knowledge, systemic factors and developments in transport and mobility have to be considered.
- Transport and mobility concerns of individuals, communities, school managements and city governments may be included in textbooks and curricula, particularly so in the secondary stage when children are ready to travel alone and have individual experiences of travelling.
- Treatment of the context should progress from poems and stories to case studies and examples, and data, rules and regulations, policies. Methodology and approach should be clearly communicated (also important for bringing in complexity).
- At the senior secondary level, project work on transport and mobility issues should be taken up to provide experience of working with information and making interlinkages and therefore forming one's own opinions and choices is key at this stage.
- Learning should also focus on building competencies to assess various modes of transportation and pick the sustainable modes, or help learners express and advocate for such modes to be developed
- Transport and mobility concepts should be clearly linked to pollution, technologies, climate change, health, economic, environmental and social aspects.
- There has to be a clear focus on creating a positive attitude towards sustainable modes of transportation like the skills of walking safely, learning to cycle and cycle safety.
- With regard to knowledge, attitude and practice, there is a need to move beyond making children aware of traffic rules. It should discuss choices, beliefs and attitudes.
- There is a need to improve the supporting illustrations and graphics as they usually are dated in their representation.
- Good practices, ideas for taking action have to be covered.

Textbooks alone can't achieve the outcomes we would want to achieve. Textbooks will need to be substantiated with co-curricular elements (eg. action projects) which involve actual practice that will

help students navigate through their daily lives on Indian roads. They should also help students to make a transition to sustainable modes of transportation and be open and prepared for such transitions.

The domain of schools and mobility deserves attention to accelerate efforts for sustainable mobility. As suggested earlier, sustainable transportation efforts in schools may focus on learners as responsible citizens as well as the school itself to be a site for demonstrating sustainable practices.

A comprehensive engagement effort that includes different actors in a 'whole school, whole system' approach would be appropriate. Such engagement would include school managements, parents associations, urban local bodies and their road/ transportation departments as well as school education departments, bus utilities, transportation service providers, Traffic Police, citizens groups and NGOs, transportation planners, etc.

The aim should be to support learners to understand the need for sustainable transportation and for them, and the school as a whole, to participate as active citizens in creating safe transportation in cities.

## Appendix

### 1. List of textbook content related to transportation

#### *Textbook Analysis for Inclusion of Transport and Mobility in the Curriculum of Maharashtra State Board*

Standard	Topic	Name of the lesson	Location (pg. no.)	Subject	Keywords	
1	Verbs, actions, action song	Wheels of the bus	38-39	English (Ed: 2016)	bus, poem, public transport, activity, verbs	K
1	Numbers (number 9), singular-plural	Engine Number Nine	53-54	English (Ed: 2016)	Train, boats, aeroplane, cars, bicycles, math, English, grammar	K
1	Look and say, do action, how we travel	Let's Go!	68-69	English (Ed: 2016)	action, verbs, walking, cycling, two wheeler, auto rickshaw, motor cars, bus, train, boat, plane, spaceship	C
1	Opposites-narrow-wide	Tulana-Rundii	44	Math (Ed: 2016)	Road, narrow, wide, cycle, car, cars, multi lane, single lane	K
1	Counting, subtraction	Vaja Baaki	48	Math (Ed: 2016)	counting, cycle	K
1	Travel times	Kaal maapan: kami velh-jaast velh	75	Math (Ed: 2016)	travel times, cycle, aeroplane, train	K
2	Directions, show and tell directions-who is where on the road	Daava-ujvaa, maagey-pudhey	1	Math (Ed: 2016)	directions, view of road, cycle, truck, footpath, rickshaw, hawker, bullock cart, marine drive, Mumbai	K
3	What it's like in the city, how does the city look like	Riya in the city (what it's like in the city)	10,11	English (Ed: 2016)	wide roads, Buses, cars, cycles (bikes), traffic	K
3	Courtesy on the bus/train	Travel manners	65	English (Ed: 2016)	bus, travel manners, courteous to	B

					people, train	
3	What traffic lights/rules mean	Traffic dada	78-79	Marathi (Ed: 2016)	traffic signals, no parking, fines, rules, traffic jam, speed, accidents	D
3	Glimpse of a city and village	Aaple gaaw, aaple shahar	38-41	Paryavaran Abhyas (Ed: 2016)	trucks, goods, bridge, motorbike, traffic, traffic police, motorbike, convenience, modes of transportation to transport goods	K
3	Public amenities for community life-Public transportation, water, etc.	Samuhajeevanasathi saarvajanik sanstha	123	Paryavaran Abhyas (Ed: 2016)	public amenities, Bus stand	K
4	Impacts of human beings (population) and their actions on the environment	Aapan parisar dhokyat aanat aahot ka?	146-152	Paryavaran Abhyas (Ed: 2016)	Population, pollution, then, now, density of vehicles, long commutes in cities, air pollution, fuel, comparison over timescale	D
4	History of transportation/communication	Vahatuk va sandeshvahan	132-138	Paryavaran Abhyas (Ed: 2016)	History of transportation, speed of information travel, technology, comparison of different modes of information dissemination, messengers, birds, letters, phone, travel, etc.	K
4	how to overcome fear of the roads, how to cross the road and how to behave on the roads	Vaatadya	44-49	Paryavaran Abhyas (Ed: 2016)	crossing road, fear of roads, zebra crossing, look left, right, then left, then cross	B
4	Planning for public amenities-waste management, water, roads (accidents-therefore people follow rules)	Samuhajeevanasathi vyavasthapan	121	Paryavaran Abhyas (Ed: 2016)	Local, state level planning for infrastructure, roads, accidents, rules, public duty,	C
5	Pollution is a problem. Good behaviour on the roads and following traffic rules are possible solutions	Aaplya samasyaa, aaple upaay	43-44	Marathi (Ed: 2016)	Traffic, time of the day, peak hour traffic	D B
5	Impact of human development on environment (biodiversity). One case discussed is of roadways and railways infra in protected areas	Paryavaran aani aapann	87-95	Paryavaran Abhyas (Ed: 2016)	impact, roadways, railways, dams, industries, development, protected areas, forest/biodiversity conservation,	K D



					global, local strategies, pollution, extinction, sacred forests,	
5	Comparison between different modes of travel for short distances in terms of time taken, dependence, comfort, fuel used and consumption, perception of pollution (noise, smoke). Pros and cons of vehicles, Benefit of using bicycles	Vaahatuk	68-72	Paryavaran Abhyas (Ed: 2016)	car, cycle, walking, fuel, comfort, air pollution, comfort, exercise, clean, speed, NMT-Cycle, private vehicle maintenance.	C
5	Example of traffic rules for explaining the role of rules in a society	Neyyam sarvaansaathi	28	Paryavaran Abhyas (Ed: 2016)	Traffic rules, rules	D
5	Example of why students love to cycle but there are no separate cycle tracks. Used to set context for responsibility of citizens to address public issues through conflict resolution means like dialogue/ discussion, and individual and community action	Aapnach sodvu aaple prashn	32	Paryavaran Abhyas (Ed: 2016)	Public issues, problem solving/resolution, cycle track	D C
6	See and discuss the pictures: bus terminal, port, railway station and airport	Sair	2,3	Hindi (Ed: 2016)	bus terminal, airport, port, railway station, safety, cleanliness	K
6	Metro: a convenience, reduction in travel times, comfortable ride, a matter of pride.	Safar Metrochi	61-63	Marathi (Ed: 2016)	Metro, convenience, reduction in travel times, comfortable, a matter of pride.	D
6	Autobiography of a cycle: history of cycle, convenience, independence, economical, health benefits, global switch to cycling, etc.	Saaykal mhanto, mi aahe na!	02,3,4	Marathi (Ed: 2016)	cycle, exercise, clean, history, independence, health benefits, air pollution, economic benefits, sustans	D

9	Modes of transportation, infrastructure and tourism	Vahatuk, sandeshvahan va paryatan	43-51	Geography (2012-13)	roadways, waterways, airways, post and telegram, telephone, radio, TV, internet, tourism	K
9	Impact of human development on natural resources, air pollution problems and solutions	Pradooshit hava har saans mein	17-18	Hindi (2012-13)	emissions, natural resources, fuels, air pollution, automobiles, global warming, carbon dioxide, afforestation	D

9	How our cities have grown (picture of flyovers and elevated walkways)	Badalte shahar	119-121	Marathi (2012-13)	urban sprawl	K
11	Picture of a cycle to explain how a cycle is a system, but not the separated parts of it. Topic: Systems form meaningful wholes	Paryavaranacha Pranali drushtikon (Systems perspective of environment)	4	Paryavaran aani Shashwat vikas	Parts of a bicycle, bicycle as a system	D
11	Section on transportation under 'Impact of Industry, Mining and Transport'	Human made artefacts, systems and the environment	102-105	Paryavaran aani Shashwat vikas (Edn: 2012)	Impacts of transportation sector on environment, natural resource decline, air and noise pollution, solutions, public transport, planning for shorter commutes, transport demand management, cleaner tech, BRT Brazil, Delhi, Ahmedabad, Pune; emissions, project, acid pollution, nitrous oxide, nitrogen cycle	K

8 (Teacher Handbook)	Activity oriented learning, attitude for making use of the skills, 'learning by doing'	Maintenance and repairing of bicycle	Whole book	Work experience teacher's handbooks (Ed: 2016)	History of cycles, design/parts, repair tools, oiling and cleaning, fixing punctures, removing valve, tyres, chassis, seat, bell, lock, dynamo, chain, mudguard, pedal, break design and fitting, rules, vehicle rules, questions and assessment.	C
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## 2. Some examples of textbook content related to transportation

### Examples of textbook content from Maharashtra, Standards I and II

**The  
Wheels On  
The Bus**

**Listen carefully and repeat with actions.**  
लक्ष देकर एका, म्हणा, हावभावसह गाने म्हणा.

**Unit  
Seven**

The wheels on the bus go  
round and round;  
round and round;  
round and round.  
The wheels on the bus go  
round and round,  
all through the town !

द 'हील्ड' आणि द 'बस' गोड.  
'रोलंड' अन् 'रोलंड'  
'रोलंड' अन् 'रोलंड'  
'रोलंड' अन् 'रोलंड'  
द 'हील्ड' आणि द 'बस' गोड.  
'रोलंड' अन् 'रोलंड'  
'रोलंड' अन् 'रोलंड'  
'रोलंड' अन् 'रोलंड'



The horn on the bus goes  
beep, beep, beep.











द 'हॉर्न' आणि द 'बस' गोड.  
'बीप' बीप' 'बीप'



2. Look at the picture. Say with me.

Count the vehicles, answer the question and write the number in the box.

२. चित्र नीट पहा. माझ्याबरोबर म्हणा. वाहने मोजा. उत्तर द्या. तो आकडा चौकटीत लिहा.

 a train	 How many trains ?	<input type="text"/>
 a boat	 How many boats ?	<input type="text"/>
 an aeroplane	 How many aeroplanes ?	<input type="text"/>
 a car	 How many cars ?	<input type="text"/>
 a bicycle	 How many bicycles ?	<input type="text"/>

54

UNIT 9

रिकाम्या चौकटीत सर्वात अरुंदसाठी ✓ अशी व सर्वात रुंदसाठी ✗ अशी खूण करा.



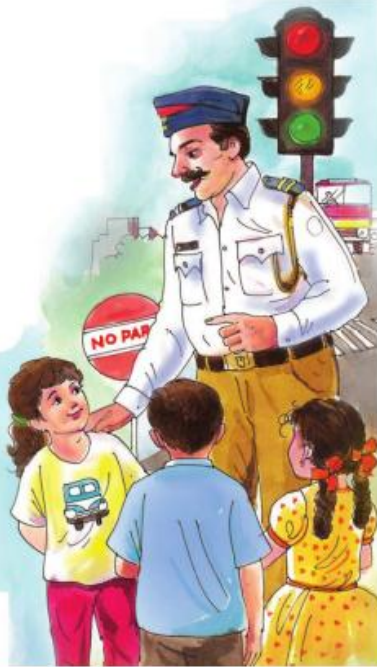
Some examples from the Maharashtra Textbooks (Standards III-V)

२४. ट्रॅफिकदादा

एका. म्हणा. वाचा.

ट्रॅफिकदादा, सांगा सांगा,  
तुमची भाषा आम्हांला सांगा.  
छोट्यांचा ऐकून एकच गलका,  
ट्रॅफिकदादा म्हणाले, 'एका.'  
दिसता समोर लाल दिवा,  
गाडीला तुमच्या ब्रेक लावा.  
खांबावर दिसता पिवळा दिवा,  
इकडे तिकडे नीट लक्ष ठेवा.  
हिरवा दिवा लागेल तेव्हा,  
गाडी तुमची पुढे चालवा.  
लावाल वाहन 'नो पार्किंगला',  
होईल दंड नक्कीच तुम्हांला.  
खूप धूर वाहन सोडता,  
दुरूस्ती करा वेळ न लावता.  
पाळा नियम वाहतुकीचे,  
संकट ना येई 'ट्रॅफिक जाम'चे.  
वेगावरती ठेवा नियंत्रण,  
अपघाताला नको निमंत्रण.

— मुबारक शेख



शब्दार्थ : ट्रॅफिक - रस्त्यावरील वाहतूक. पार्किंग - वाहने ठेवण्याचे ठिकाण. ट्रॅफिक जाम होणे - वाहनांची गर्दी होणे. नियंत्रण - ताबा, संयम.

स्वास्थ्य

१. १. समान अक्षराने शेवट होणारे कवितेतील शब्द शोध व लिहा.

२. २. खालील प्रसंगी काय करावे ?

ट्रॅफिक सिमलचा -

(अ) लाल दिवा लागला (आ) पिवळा दिवा लागला (इ) हिरवा दिवा लागला

Travel Manners

Look, listen, repeat and learn to use.

पहा, ऐका, माझ्यापाठोपाठ म्हणा आणि वापरायला शिका.



Do you mind giving me some place ?



I'm sorry, but there isn't any place here.

Mind if I open the window ?



Thank you.

No, not Go ahead

You're welcome



## २१. समूहजीवनासाठी सार्वजनिक व्यवस्था



सार्वजनिक सोई व सुविधा



### सांगा पाहू

- वरील चित्रांच्या आधारे सार्वजनिक सोई व सुविधा यांची यादी तयार करा. या सुविधांचा आपल्याला कोणता फायदा होतो ?
- या सुविधा नसतील, तर कोणत्या अडचणी येतील ?  
आपले कुटुंब हे आपले घर असते. घराबाहेरील आपले जीवन सार्वजनिक असते. सार्वजनिक जीवनात विविध सुविधांची गरज असते. सार्वजनिक सुविधा म्हणजे आपणा सर्वांसाठी असणाऱ्या सोई. वाहतूक, शाळा, दवाखाने यांसारख्या अनेक सुविधांचा आपण सार्वजनिक जीवनात वापर करतो. सार्वजनिक सेवासुविधा या सर्वांना व सर्वांसाठी सारख्याच उपलब्ध असतात. त्यांचा वापर आपण जबाबदारीने केला पाहिजे.

### स्थानिक शासन आणि गावातील सुविधा

आपण गावात किंवा शहरात राहतो. गावाची लोकसंख्या कमी असते. शहरातील लोकसंख्या जास्त असते. शहरात कारखाने असतात. बाजारपेठा असतात. तिथे रोजगाराच्या संधी जास्त असतात. सार्वजनिक सुविधा शहरात मोठ्या प्रमाणात असतात.

गाव असो की शहर, तेथील कारभार तिथेच असणारी शासन संस्था पाहते. तिला आपण स्थानिक शासन संस्था म्हणतो.

गावाचा कारभार ग्रामपंचायत बघते.

नगराचा कारभार नगरपालिका पाहते.

मोठ्या शहरांसाठी महानगरपालिका असते.

## १५.

### आपल्या समस्या - आपले उपाय



#### चित्र पाहू. संवाद वाचा.



केरव : बापरे! किती ही गर्दी आणि किती ह्या गाड्या!

बाबा : तू आज पाहतोस होय ही गर्दी! रोजच अशी गर्दी असते इथे.

केरव : एवढी सगळी मागसं कुठं चालली असतील बरं! ह्या सगळ्या गाड्यांना किती पेट्रोल, डिझेल लागत असेल ?

बाबा : आणि वाहनातून निघणाऱ्या धुराचं काय ?

केरव : गर्दी, धूर, वाहनांचे आवाज, कर्कश हॉर्न... कधी एकदाचं इथून लांब जातोय, असं झालं आहे मला.

#### तुमच्या शब्दांत उल्लेख सांगा.

- (अ) तुम्ही कधी गर्दी असणाऱ्या रस्त्यावर गेला आहात का ?
- (आ) रस्त्यावर कोणत्या वेळेला जास्त गर्दी असते ?
- (इ) नेमक्या त्या वेळेलाच जास्त गर्दी का होते असे तुम्हांला वाटते ?
- (ई) वाहतूक कोंडीमुळे कोणत्या समस्या निर्माण होतात ?
- (उ) वाहतूक कोंडी होऊ नये, म्हणून काय काय केले पाहिजे असे तुम्हांला वाटते ?
- (ऊ) वाहतूक कोंडीमुळे कोणकोणत्या प्रकारचे प्रदूषण वाढते ?
- (ए) हे प्रदूषण कमी वहावे, म्हणून काय काय करता येईल ? आईवडिलांशी, मित्रांशी, शिक्षकांशी चर्चा करा व सांगा.

- चीकाचीकांत वाहतूक नियंत्रण करण्यासाठी वाहतूक पोलीस उभे असतात. प्रदूषणाचा त्यांना किती वास होत असेल, याचा विचार करा. चीकाचीकांतील ध्वनिप्रदूषण, वायुप्रदूषण कमी करण्यासाठी उपाय सुचवा.

- खालील वाक्ये वाचा. तुम्हांला योग्य वाटत असेल, तर ✓ अशी खूण करा आणि अयोग्य वाटत असेल, तर ✗ अशी खूण करा.

१. एखाद्या गाडीचा छोट्यासा अपघात झालेला आहे. तो पाहण्यासाठी तेथे गर्दी करणे.

२. ओळखीची व्यक्ती रस्त्यात भेटल्यास, भर रस्त्यात वाहन उभे करून गप्पा मारणे.

३. दुकानात वस्तू आणायला गेल्यावर, आपले वाहन पार्किंगच्या ठिकाणी लावणे.

४. गर्दीमधून जाताना जोरजोराने हॉर्न वाजवणे.

प्रदूषण ही एक मोठी समस्या आहे.



सांगा पाहू

चित्रांचे निरीक्षण करा.



- वरील वाहतूक साधनांचा वापर आपण कशासाठी करतो?
- या तीनपैकी मानवाने सुरुवातीस वापरलेले साधन कोणते?
- तीनही वाहतूक साधनांत कोणता भाग समान आहे?



माणूस लाकडी ऑडके व गोलाकार दगड डोंगरउतारावरून घरंगळत जाताना पाहायचा. या निरीक्षणावरून त्याला चाकाची कल्पना सुचली असावी असे मानतात.

पूर्वी वस्तू ओढण्यासाठी लाकडी फळ्यांचा वापर केला जायचा. नंतर या फळ्यांना चाक जोडल्याने वाहतुकीस वेग आला. वेळेची व श्रमाची बचत होऊ लागली. चाकाचा शोध हा माणसाच्या विकासातील एक महत्त्वाचा टप्पा आहे.



माहीत आहे का तुम्हांला



आधुनिक काळात वाहतुकीची अत्याधुनिक साधने निर्माण झाली आहेत. परंतु आजही काही भागांत वाहतुकीसाठी माणूस व प्राणी यांचा वापर केला जातो. उदा., दुर्गम भागात याक, वाळवंटात उंट, उंचावरती जाण्यासाठी पालखी/डोली वापरतात.

- २० वर्षांपूर्वी शहराशेजारी शेते होती. तिथे आता नवी वस्ती झाली आहे. रेल्वेच्या फाटकापाशी भलेथोरले झाड होते. त्या झाडावर घरटी बांधून तऱ्हेतऱ्हेचे पक्षी आणि अनेक किडे सुखाने नांदत होते.
- आता ते पक्षी आणि किडे कुठे गेले असतील?



शहर



गाव

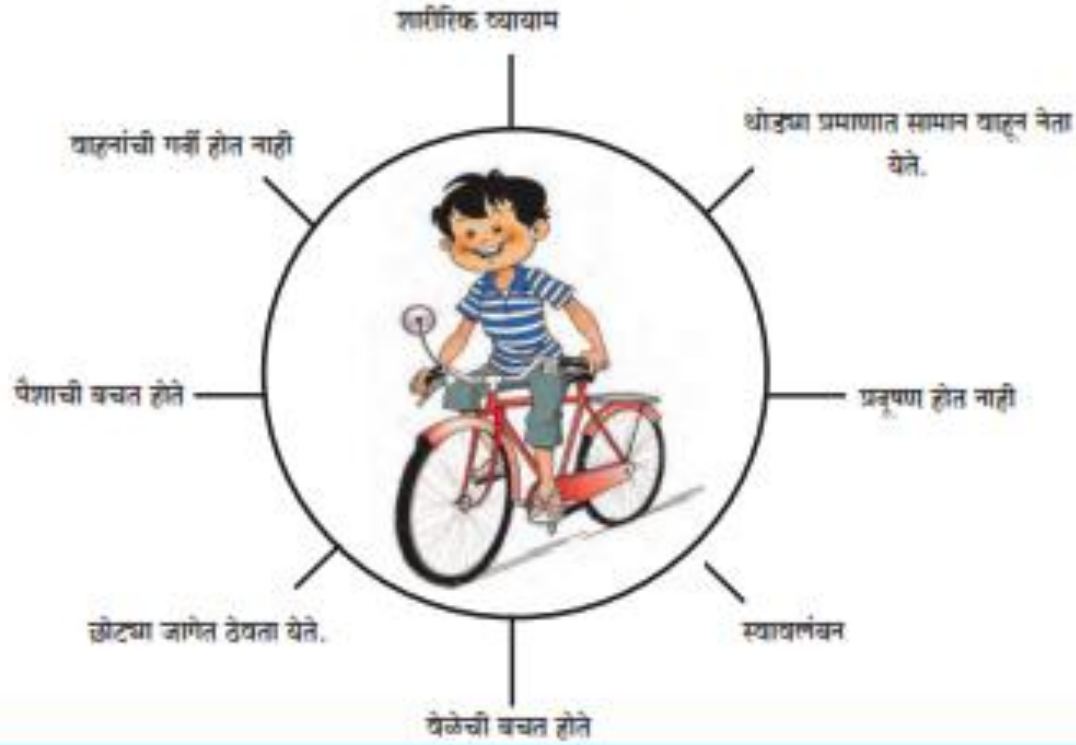


जंगल

- शहर, खेडेगाव आणि जंगल यांत तुम्हांला कोणकोणत्या बाबतींत सारखेपणा आढळतो?
- फरक कोणकोणते आढळतात?

(१४६)

## सायकल वापराचे विविध फायदे





**Some examples from the Maharashtra Textbooks (Standards VI-VIII)**

लहानांपासून मोठ्यांपर्यंत सहज वापरता येणारे वाहन म्हणजे सायकल. पर्यावरण व आरोग्याच्या दृष्टीने हितकारक, कमी खर्चिक, वापरण्यात सहजता असलेली सायकल स्वतः आपली माहिती या पाठानुसार सांगत आहे. हा एक आत्मकथनात्मक पाठ आहे.

• खालील चित्रे पाहा. ज्या वाहनांनी तुम्ही प्रवास केला आहे, त्यापुढे दिलेल्या चौकटीत ✓ असो खूप कर.



मी आहे सायकल! काही लोक मला दुचाकीही म्हणतात.



तसं म्हटलं तर माझा जन्म १६९० चा. फ्रान्स देशातील एम्. डी. सिल्व्हेर हे माझे जन्मदाते. १८७६ साली एच्. जे. लॉसन यांनी मला गती यावी, म्हणून

पेडलला साखळीची दंततबकडी बसवली; पण मला खरा वेग आला तो रबरी टायरमुळे. १८८७ साली जॉन बॉर्ड इनलॉप यांनी ते शोधून काढले होते. पहिली दोनशे वर्षे मी रबडत चालले; पण पुढची शंभर-दोडशे वर्षे मी कधी थांबले नाही.

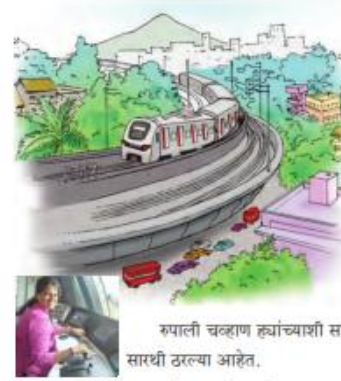
माझा प्रचार-प्रसार आणि वापर खूप मोठ्या प्रमाणात झाला. जगातील असा एकही देश नाही, की जेथे माझा वापर होत नाही. लहान मुलांचे पहिले वाहन खेळण्यातला लाकडी घोडा असेल; पण दुसरे वाहन मीच आहे. आई-वडील आपल्या मुलांना सायकल हप्पडास आणून देतात. का माहीत आहे? एक तर किंमत माफक आणि अपघाताची शक्यता एकदम कमी! तुम्ही त्यावरून पडलात तरी खरचटेल, थोडीशी दुखापत होईल, अन् ती लगेच बरी होईल, मात्र तुम्ही त्यातून धडा शिकाल, एकदा का तुम्हांला आत्मविश्वास आला, की मग तुमची माझी संगत कायमची जुळते.

क्रांती गोंडवोले-पाटील- (जन्म-१९९०) नवीदित लेखिका. किशोरपयवीन मुलांसाठी तसेच सामाजिक विषयांवर ललितलेखन.

विज्ञान व तंत्रज्ञानाच्या युगामध्ये अनेक नवे नवे गोष्टी लावले जात आहेत. प्रवसाच्या वाहनांमध्येही वेगाने बदल होत आहेत. त्या त्या प्रदेशाची भौगोलिक परिस्थिती व मानवांच्या गरजा यांचा विचार करून वाहतुकीच्या साधनांत प्रगती होत आहे. मेट्रोची पहिली महिला सारथी रुपाली चव्हाण यांचा मेट्रो चालवण्याचा अनुभव व मेट्रोचा परिचय संवादरूपाने दिलेला आहे. 'षट्प' वा मासिकातून हा संवाद घेतलेला आहे.

• खालील तक्त्यात दिलेल्या क्षेत्रांतील कर्तृत्ववान महिलांची नावे लिहा.

क्षेत्र	क्रीडा	विज्ञान	वैद्यकीय	शिक्षण	राजकीय
महिलांची नावे					



मुंबईत मेट्रो ट्रेन सुरू झाली आणि त्यातून प्रवास करण्यासाठी खूप श्रुंबड उडाली. मेट्रो खरोखरच अजब आहे. प्लॅटफॉर्म चढण्यासाठी आणि उतरण्यासाठी सरकते जिने, टोकन टाकताच उघडणाऱ्या झडपा, मेट्रोच्या डब्यांचे आपोआप उघडणारे-बंद होणारे दरवाजे, वातानुकूलित स्वच्छ डबे, झुप वेगात धावणारी ही गाडी. पावसाळ्यात उड्डाण पुलावरून मेट्रोतून प्रवास करताना दर्गातून तरंगत जात असल्याचा अनुभव येतो. बोगद्यातून जाताना जगाशी संबंध तुटल्यासारखा भासतो. या आधुनिक मेट्रोतून प्रवास करून आल्यावर काही प्रश्न मनात आले.

रुपाली चव्हाण ह्यांच्याशी साधलेला हा संवाद. त्या मेट्रो चालवणाऱ्या पहिल्या महिला सारथी ठरल्या आहेत.

**प्रश्न** : मेट्रो पायलट होण्यासाठी तुम्ही काय काय प्रयत्न केले. कोणता अभ्यास केला?

**प्रश्न** : फक्त परीक्षा पास झालात की तुम्हांला पायलट म्हणून मान्यता मिळते का?

**रुपाली** : मी कोकणातील सिंधुदुर्ग जिल्ह्यातील मुलगी. सिंधुदुर्ग शिक्षण प्रसारक मंडळाच्या अभियांत्रिकी महाविद्यालयातून इंजिनियर झाले. मेट्रोमध्ये पायलट होण्यासाठी इंजिनियर व्हावे लागते. एवढेच नाही तर चाचणी परीक्षाही पास व्हावे लागते. ही चाचणी खूप अवघड असते.

**रुपाली** : नाही, नाही. यानंतर उमेदवाराची मानसिक आणि शारीरिक चाचणी घेतली जाते. या सर्व चाचण्यांत पास झालात, की मग मुलाखत घेतली जाते. मुलाखतीमध्ये निवड झाल्यावर मग मेट्रो चालवण्याचे एक वर्षांचे प्रशिक्षण दिले जाते आणि मगच तुम्ही मेट्रो पायलट बनू शकता.

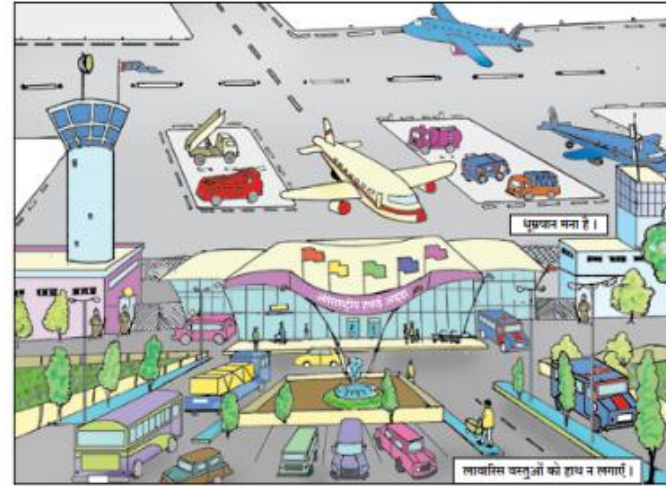
● देखो, समझो और बताओ :

१. सैर



□ चित्रों में क्या-क्या दिखाई दे रहा है, ऊपर चर्चा करें। विद्यार्थियों से अपनी यात्रा का कोई प्रसंग सुनने के लिए करें। उनसे आवागमन के साधनों का जल, थल, वायु मार्ग के अनुसार वर्गीकरण करके चित्रों सहित विस्तृत जानकारी का संग्रह कराएँ।

पहली इकाई



□ विद्यार्थियों से आवागमन के साधनों का महत्त्व कहलवाएँ। दिए गए वाक्यों को समझाकर उनसे इसी प्रकार के अन्य वाक्यों का संग्रह कराएँ। सार्वजनिक स्थलों की स्वच्छता पर उनसे चर्चा करें। यात्रा में महिलाओं एवं वृद्धों की सहायता के लिए प्रेरित करें।



10 હવાનું પ્રદૂષણ (Air Pollution)



● વાહનોમાંથી નીકળતા પ્રુષણ

સ્કૂટર, ટ્રક, મોટર વગેરે વાહનોમાંથી નીકળતા પ્રુષણ હવામાં પ્રદૂષણ ઠેલાવે છે. હવે તો જેટવિમાન, રોકેટ, વિસ્ફોટકમાં વપરાતા જ્વલતદ્રાવ્યો ઉપરાંત ઝેરી વાયુઓના ઓરણો હવાનું ઉપરનું ભાગ પ્રદૂષિત થવા લાગ્યું છે.



આકૃતિ 10.2



**SUBJECT: SOCIAL SCIENCE**



**1.2 Sea Route**



**4.6 The first railway in india**



**2.3 Pictures showing air pollution**



**2.5 Noise Pollution**





OCTOBER 2017

**Pune Municipal Corporation**

**Public Engagement and Consultations on the  
Preliminary Draft of Pune Cycle Plan**

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## Introduction

The Preliminary Draft of the Pune Cycle Plan was open for public inputs in August and September 2017. Public inputs on this draft were sought proactively during this period.

Information that the plan is open for comments was disseminated through the following means:

1. Newspaper articles
2. Email sent through PMC Social Media cell to over 5 lakh addresses, and through the Pune Cycle Plan id to about 5000 individuals who had responded earlier
3. Website update, and placement of an 'updates' link on the PMC main website, leading to the Pune Cycle Plan website
4. Series of posts on the Facebook page of Pune Cycle Plan, and one post each on the Facebook pages of PMC and Pune Smart City
5. Twitter post by PMC Pune
6. WhatsApp posts on various chat groups, especially of civic activists

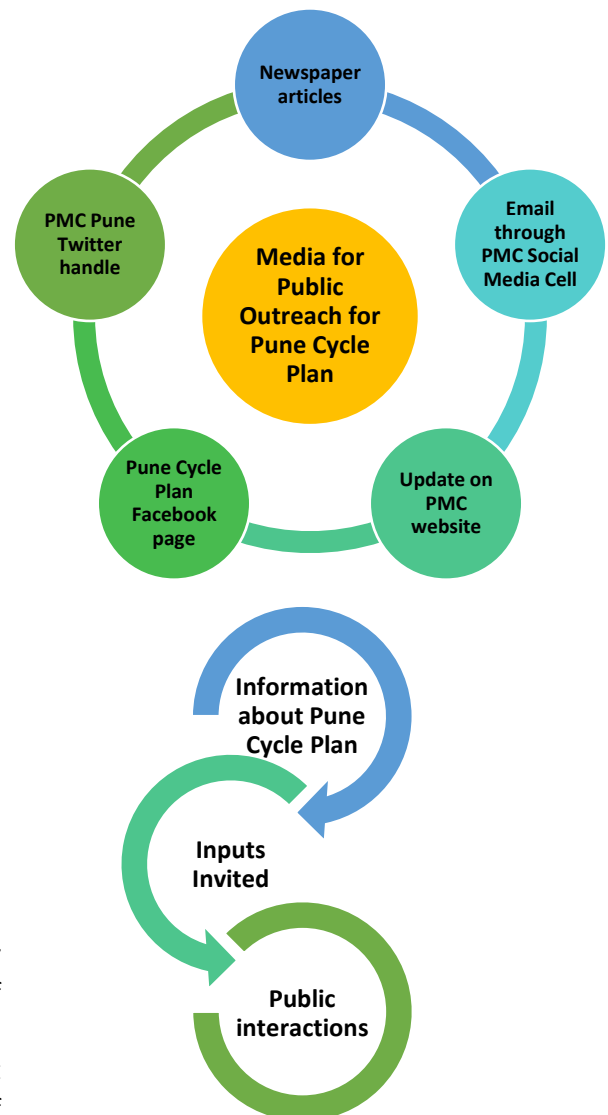
These are presented in the Appendix.

Public meetings were conducted at 13 ward offices especially as part of the Prabhag Samiti meetings. In addition, presentations and discussions were conducted for civic groups and NGOs at three locations. Views of young people attending vocational or skill development courses were sought through a special presentation done at Aundh Lighthouse. Discussions were also done with Swach Cooperative members, women waste collectors who are cyclists, explaining the key concepts of the Pune Cycle Plan, and to understand their needs as cycle users.

A survey form (in Marathi and English) seeking responses on each proposal was posted on the website and disseminated through email. Over 700 responses were received.

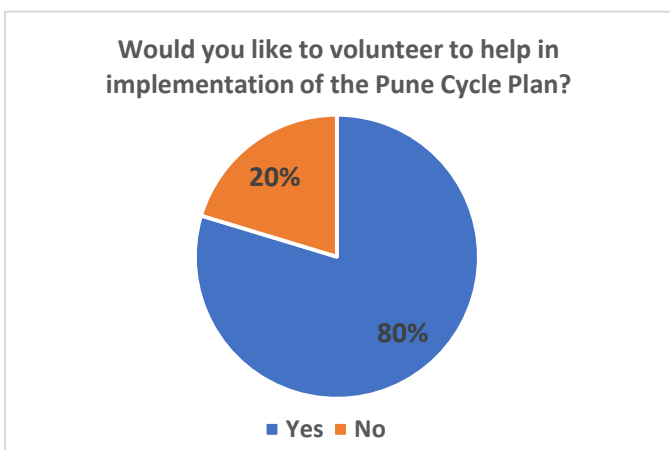
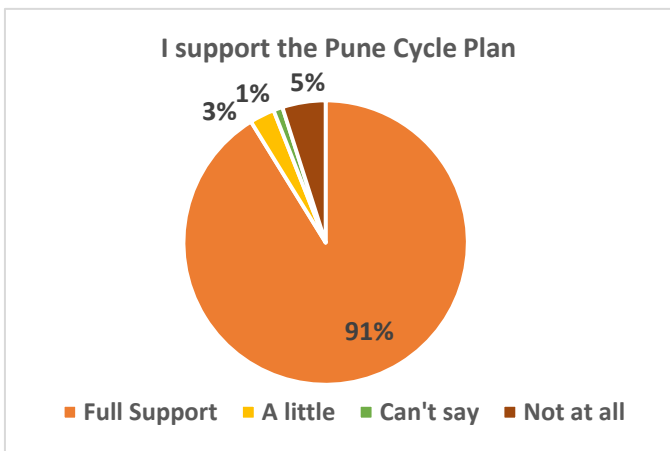
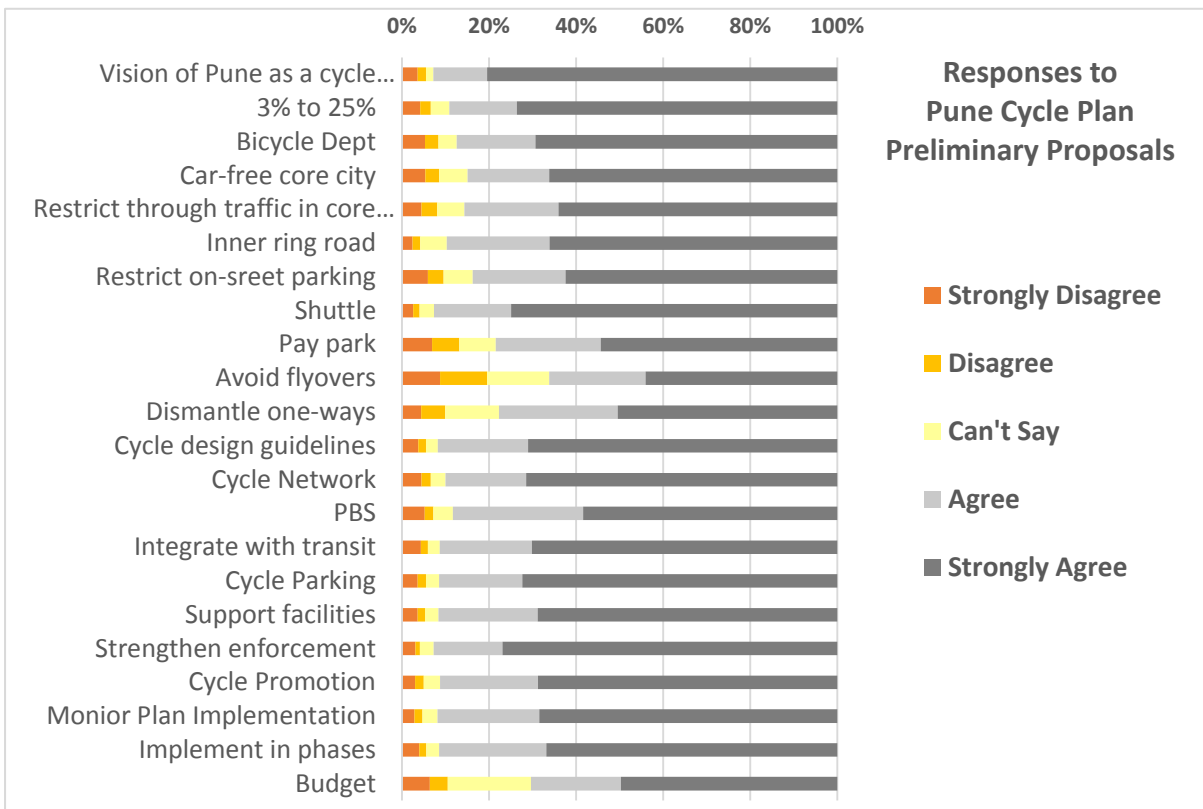
All these presentations and discussions gave further insights into the conditions and requirements of different categories of cyclists. Several important suggestions for promotion of cycling in different localities were received. Some prominent advocates of cycling and sustainable transportation have also provided detailed feedback on the preliminary draft.

This document contains a record of the public outreach efforts, the responses and the analysis of the responses.



*“This is critical work. To make Pune a bicycle friendly city would change the city for the better monumentally.”*

### Highlights from the Survey – Very high support for Cycle Plan from the public



## Ward Consultations on Preliminary Draft of Pune Cycle Plan

### August-September 2017

#### Consultations at Ward Offices

The consultations at ward offices were facilitated by Shri Sanjay Pol, Traffic Dept along with CEE and PDA, consultants to PMC for Pune Cycle Plan.

The presentations were arranged during Prabhag Samiti meetings.

Date of Meeting	Ward Office	No. of Participants
19 <sup>th</sup> August 2017	Sinhagad Road Ward Office	30
21 <sup>st</sup> August 2017	Kasba Vishrambaugh Wada Ward Office	47
23 <sup>rd</sup> August 2017	Wanavadi-Ramtekadi Ward Office	55
24 <sup>th</sup> August 2017	Yerwada Kalas Dhanori Ward Office	37
24 <sup>th</sup> August 2017	Aundh - Baner Ward Office	30
29 <sup>th</sup> August 2017	Nagar Road Wadgaon Sheri Ward Office	50
30 <sup>th</sup> August 2017	Dhole Patil Road Ward Office	30
31 <sup>st</sup> August 2017	Bhavani Peth Ward Office	40
13 <sup>th</sup> September 2017	Warje- Karvenagar Ward Office	45
15 <sup>th</sup> September 2017	Kothrud-Bavdhan Ward Office	50
25 <sup>th</sup> September 2017	Shivajinagar - Ghole Road Ward Office	45
27 <sup>th</sup> September 2017	Dhankawadi- Sahakar Nagar Ward Office	40
13 <sup>th</sup> October 2017	Bibwewadi Ward Office	45
		544

#### Response

The concept of a comprehensive bicycle plan was appreciated at all meetings, considering health, pollution, and the earlier pride of Pune as a cycling city. Many of the corporators, ward officers and administrative staff have had cycling experience and would love to do so if conditions are favourable. Suggestions were given how this could be made possible. The overall feedback from the outreach is summed up below:

#### 1 Information and Public Inputs

- Maps with track plans and list of locations for cycle stands/PBS system in each Ward.
- Warje ward office Chair requested for a hard copy of the plan document as it's a very imp topic needs further discussion for making the suggestions.
- Need to get detailed information than comment on a presentation of 15-20 minutes.
- Clarity on involvement of ward offices and corporators
- Major routes, parking and PBS stations to be decided in discussion with corporators from the area.

- f. Incorporated inputs given by all members from ward level presentations
- g. The project will be well executed and successful in doing so, if respective ward offices and corporators are kept informed of the cycle plan and its development. They will help in planning and work at each ward
- h. Suggestions from all ward consultations should be taken further.
- i. Is a Prabhag wise cycle plan made?
- j. Is the cycle plan as per the DP?
- k. How many wards are included in the cycle plan? (Phase 1)
- l. How will the cycle plan be implemented in core part of the city?
- m. How are you going to do maintenance of the cycle tracks and cycle system as a whole
- n. What is the rationale for selecting cycle stations? Are these cycle stations in ownership of PMC?
- o. What is the provision for a cycle break down between two stations or if there is an incident of accident.
- p. On how many roads the current plan been implemented?

## **2 PMC Institutional Capacity**

- There exists a NMT Cell. A dedicated staff in this dept should be appointed for overlooking the cycle plan project.

## **3 Infrastructure and design**

Road infrastructure

- Flyovers should also have provisions for cycling

PBS

- Will GPS be installed on cycles? What plans do PMC have to ensure security of cycles?
- What is the arrangement of security for the cycles? These are going to be lightweight expensive cycles, even if GPS is installed how to ensure parts of cycles, like tyres are not stolen?
- Provide battery operated cycles
- Need to deploy experienced bike mechanics so upkeep and maintenance of cycles will be good

Cycle Ways/ Cycle Stands

- All roads are not smooth or easy to cycle, for example Katraj area which is at a height, you should encourage electric cycle or cycling which auto generates power at different stretches.
- Current condition of cycle tracks prepared earlier by PMC?
- The previous cycle tracks prepared by PCM are not good for cycling.
- Reason for improper execution of work for previous cycle track.
- Why are the previous cycle tracks not rectified and in use?
- Have cycle stands/parking spaces at BRT bus stations.

## **4 Traffic Discipline, Regulation and Enforcement**

- a. Ensure stringent enforcement
- b. Provision of enough parking spaces for the four wheelers like in European countries, to ensure no encroachment on cycle tracks and parking
- c. Current status of footpath is bad. There is parking, hawkers and vendors, all kind of utilities and poles find place on footpath that discourages walking even for shorter distances. How in this scenario citizens be assured that there will be zero encroachment on cycle track. Unless PMC has stringent anti encroachment norms the cycle plan will be a major failure.

- d. Concerns about cycle parking provisions, currently there is no space on the street to park two wheelers, from where will the space come to park cycles and that too on public space. Again encroachment is going to be a big challenge.
- e. PMC has not managed to clear encroachments from all corners on previous cycle tracks, why no actions have been initiated yet?
- f. Morning is relatively safer but during the day, as the traffic increases, it does not feel safe to cycle. This underlined the need for a separate network for cyclists to ensure safety throughout the day
- g. Safety of cyclist on road is still a big concern
- h. The percentage of two-wheeler accidents in Pune is very high, with cycling the fatalities will increase

## **5 Public Awareness, Education, Cycle Promotion**

- a. Distribution of fluorescent jackets to cyclists who ride late evening or night.
- b. PBS should be available on outskirts of city, as last mile connectivity in these areas is a concern
- c. Is there space for keeping luggage on bicycle? Need to ensure a day use by commuters so need to provide this space on bicycle.
- d. We need to create awareness about 'social' status of cycle through social media, advertising, films etc. This does not seem to be part of your ppt.
- e. PMCs cycle plan work is weak at awareness level. In the US Barack Obama cycled and encourage people to follow suite, PMC (and Corporators) needs to set up set a standard so that all are encouraged to cycle.
- f. Until there is motivation, mobilization and local level awareness the plan cannot be a success.
- g. At least 25% of your budget should be reserved for awareness, promotion and outreach work and equal amount of efforts need to be taken up from your dept.
- h. Sinhagad road, Nagar road have separate cycle track, please implement cycling there. Let people experience it and then it will be easy to get it to other parts of city.
- i. The staff strength of PMC itself is about 13000, we must begin the cycle plan with them. This will help us know, actually how many are interested in cycling.
- j. Need to create role models, Mr Pardeshi used to cycle to office.
- k. In any outreach work, put Modiji's photograph, several people will follow it right away.
- l. The Corporators should set a standard for their respective areas. That will prove very encouraging for people residing in that locality.
- m. Besides this presentations what is PMC plan for public awareness?
- n. Changing mindsets of ppl is very crucial, unless that the plan is not going to be a success
- o. Road conditions in Pune, mindsets, geographical structures etc are different and PMC needs to check practical difficulties while implementing the cycle plan.
- p. PMC has a school cycle distribution scheme, ensure to provide cycle parking spaces and stands in schools to encourage students use cycles.
- q. Cycling to be made compulsory in schools. This is reduced the load of motorised vehicle on road.
- r. The cycling facilities that PMC is going to provide has to be most convenient for users, they should not be resistant to use it
- s. Please ensure, main aim for your team should be that people should enjoy cycling, that is by providing respite to all challenges they currently face while cycling like providing proper parking stands.
- t. There should be classes arranged for people to learn cycling.
- u. Training for cycle mechanics on high-end bicycles,
- v. Training for school children on cycle maintenance

## **6 Implementation Schedule**

- a. Time frame for implementation of Phase 1 should be clearly presented
- b. Phase 1 shown in presentation should be implemented immediately.
- c. Complete the cycle track work and then inaugurate the PBS facility not the other way round.

## **7 Budgets**

- a. What was the last year's budget for the plan? How much of it is used?
- b. What is the estimated cost of each bicycle in the PBS
- c. What is the membership fee/ costs for Public Bicycle Share
- d. Last week a huge chunk of the budget was diverted to SWM dept. Why did the cycle plan team/traffic dept not speak on the transfer of budget?
- e. Why is the budget of cycle plan transferred to other dept? This will negatively affect the project implementation.
- f. The plan is good on papers however when it will come to implementation stage, how will PMC implement it in absence of a budget? All the practical aspects of the plan are missing out at this stage. How will PMC ensure the cycle plan will be a success or will meet its required objectives?
- g. The plan will again come to standing committee for money and again money from development work will need to be diverted.

## **8 Other**

- a. Make provisions of cycle to all Nagar Sevaks to know the quality of bicycles being provided and its usage.
- b. Will it be possible to run a shuttle service on energy recovered from municipal solid waste
- c. Improve public transport
- d. Cycle shops, especially old ones must be included as they will benefit the scheme in several ways
- e. Support more repair shops
- f. Take up cycle plan on Alandi road as the width of roads are good and there is still a large population using cycles to commute in this region
- g. Please do not get contractors for running the PBS system.They will spoil the maintenance system of cycle plan.



Sinhagad Road Ward Office, 19<sup>th</sup> August 2017



Kasba Vishrambaugh Wada Ward Office , 21<sup>st</sup> August 2017





Wanavadi-Ramtekadi Ward Office, 23<sup>rd</sup> August 2017



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Warje- Karvenagar Ward Office, 13<sup>th</sup> September 2017

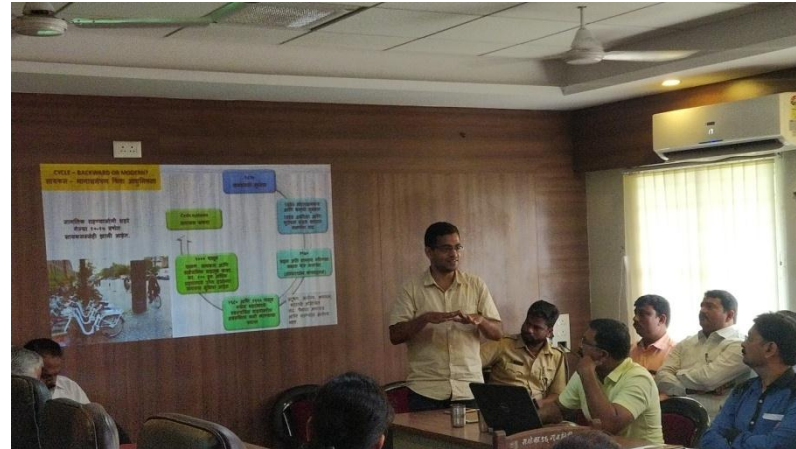


Kothrud-Bavdhan Ward Office, 15<sup>th</sup> September 2017

Shivajinagar - Ghole Road Ward Office, 25<sup>th</sup> September 2017



Dhankawadi- Sahakar Nagar Ward Office, 27<sup>th</sup> September 2017



Bibwewadi Ward Office, 13<sup>th</sup> October 2017

## Inputs from Citizens Meetings

Location and Date	Participants
Aundh and Baner Citizens Forum, 23 <sup>rd</sup> September 2017, Aundh Ward Office	30
Alternatives Forum, 11 <sup>th</sup> September 2017, Lokayat, Nal Stop	30
East Side Meet, Jyesth Nagrik Sangh, 7 <sup>th</sup> October, Viman Nagar	7

### Aundh and Baner

About 30 citizens from ABB area as well as few other locations attended the meeting to understand the draft proposals of the Pune Cycle Plan and to discuss how cycling may be promoted in the area and the city. A presentation of the draft Pune Cycle Plan was made initially by the team from CEE and Prasanna Desai Architects. The discussions were then arranged in groups, with each group discussing each of the following aspects: suggestions for the draft Cycle Plan; how to ensure the Pune Cycle Plan draft is approved and implemented; how to create and manage an ABB cycling volunteers group; how to promote cycling among schools, colleges, neighbourhood groups and corporates. Many practical and encouraging ideas have been collected from this group brain storming. The main outcome was that those present have decided to form themselves as an ABB Cycle Volunteers Group and will reach out to more individuals and groups who would be interested to promote cycling. Citizens from other parts of Pune have also suggested to hold meetings in other areas as well. A new bicycle stand design was also displayed. It will be tested on DP Road in the coming days.

### Suggestions for Cycle Infrastructure

1. Cycle Network
  - a. The network seems appropriate with segregated tracks on main roads and marked lanes in the inner roads
  - b. On streets that have on-street car/ bike parking, the placement of parking and cycle lane may be experimented with further, to see which works best in Indian conditions
  - c. A cycle track may be made along riverside and to SPPU
2. Public Bicycle System – cycles, stations, cycle parking
  - a. The density of the public bicycle stations may be slightly reduced in comparison to what is currently indicated (500 m distances are acceptable)
  - b. Townships, housing societies with very large number of flats may be encouraged to provide a PBS station inside their premises
  - c. The PBS stations may be designated as multiple use stations for cycles, and may have in addition to the PBS cycles, space for parking personal cycles, and charging points for e-cycles/ e-bikes as well as cycle repair kit
  - d. Personal cycle stands may be placed at E-square, Pune Central, Chaturshringi, Bremen Chowk, Parihar Chowk, DAV school, Medipoint, various convenient locations on Baner Road
3. Signage - Cycle signage has to be part of the road ecosystem so people are mindful of the presence of cyclists on the road.
4. Cycle-inclusive / supportive suggestions
  - a. Off-street parking for motorized vehicles so that on-street parking may be controlled

- b. Cycle rickshaw and tandem cycles may also be promoted so that families can also cycle together
- c. Should support the thinking that the city should give lesser space and facilities for motorized vehicles, and more to cyclists and pedestrians

5. Make a provision for pilot testing of different models of infrastructure/ cycles

### **Cycle Promotion**

#### 1. Schools

- a. Mapping of school routes and vigilance (with support from RTO, traffic police, school transport committees) during school commute hours. Enforce traffic rules for school buses and parents vehicles.
- b. Creating dialogues with parents, PTA, school managements, cycle volunteers, etc. Schools emphasize on cycling/walking as physical exercise with equal importance to safety. For parents to be good role models themselves.
- c. Integrate into the curriculum, and also as extra curricular activity, SUPW,
- d. Encourage cycling clubs in schools, cycle banks in schools with a given number of cycles for students to learn/use.
- e. Cycle repair shop owner volunteered to set up small units in schools, colleges, societies, corporates at fixed times to repair large number of cycles. Students can be taught skills in basic maintenance and repairs (fix the chain which has come off, carry basic tools to fix loose pedal, etc.)
- f. Schools provide acknowledgement to students cycling (roll of honour boards, green report cards). Give special grades for physical activity.

2. Colleges - Make it 'cool' and popularise cycling amongst youth.

#### 3. Housing Societies

- a. General body meetings coming up and presentations should be made and even before that materials distributed to secretaries upto 4-5 sets of materials to be put up on notice boards, etc. (eg. Women, senior citizens, differently-abled)
- b. Different models for different needs
- c. Sr. Citizens have shown interest to learn cycling and other audiences need to be engaged with to overcome attitudinal barriers to cycling through positive means.

#### 4. Corporates

- a. Integrated with employee engagement in corporates, especially in big IT companies.
- b. Housing societies to provide parking spaces for cycles
- c. Rebate in property tax (by PMC to society), rebate in maintenance charges.
- d. Events like cycling days, marathons, etc. being mindful that events are one of the means to help promote cycling but can't ensure long term interest, that needs to be done by providing supporting environments for cycling and consciously dis-incentivising private vehicle use for short distances.

### **Meeting at Alternatives Forum**

About 30 number of participants attended the meeting on 11<sup>th</sup> September, this was facilitated by Ms Sanskriti Menon, CEE. Points of discussion at the Forum:

- When will the cycle plan implementation begin?

- What possible mechanisms can be employed by citizens to make it happen?
- Have a citizens' committee that is empowered to ensure that officials get fined if cycle plan does not get implemented
- Non-action by officials should not be tolerated, there should be a provision for quick actions.
- Like 2007 Bus Day, should be a cycling week – should be regular, not one-off
- Prepare an implementation year wise budgeted calendar
- Traffic Police orientation and interface with the public
- How to increase the number of people demanding for cycle plan
- Awareness to people who are not using cycling ... how can this happen
- Enlisting budget, and powers of Bicycle Dept
- Support at State Govt level – advocate for it
- E cycle ... should be in the plan?
- Implementation may be done slowly as there is scope for things to go wrong; start creating the lanes where there is high cycling or success is likely
- For children, they could learn cycling in the society, and upbringing / attitude for cycle
- Car, bike seen as status symbols – can opinion leaders be cycle ambassadors
- Traffic rules violations- citizens can take the snapshot and report for violations like vehicles on footpath, cycle track etc.
- Traffic wardens need to be deployed and media can publicize such actions against violations
- BRT wardens are not reporting or working as per expectations same should not happen with cycle wardens
- Narrow roads can be made only for NMT
- The city has built 9 flyovers, which were not the part of CMP
- PMC administration is not aware about sustainable transportation but now they have started discussing about it
- Existing cycle tracks- canal roads were converted for 4 wheelers, cycle tracks in model colony are not there now
- PMC did nothing to maintain the cycle tracks on university road, bollards are such through which cycles also cannot pass easily
- Class divide among cyclists need to be taken into account
- Cyclists should be made visible on the road
- People should meet their Corporator and put pressure for implementation of the plan
- Co-ordination between PMC and traffic police is required
- Behavior of wardens should be good
- Traffic discipline is lacking
- Awareness and education is required
- Cycles and spare parts should be made affordable

### **Joggers Park, Viman Nagar**

Shri Sanjay Pol, PMC and Ms Sanskriti Menon, CEE facilitated the discussion. Following suggestions were made by the participants for PMC:

1. Take up confidence building measures and pilots to further evolve the approaches for design, enforcement, engagement etc
2. The Pune Cycle Plan is a plan; detailed strategies should be developed by PMC to start implementing
3. Take up some confidence building measures right away:
  - Make existing tracks operational as a first step, e.g. a long stretch like Wagholi to Yerwada Nagar Road Cycle Track
  - Select footpaths which are model implementation
  - Demonstrate enforcement measures



- Develop methods of deterrence and fines that are effective; for example, it may be more effective if people find that the penalty causes loss of their time and requires effort, than having to pay a large fine
  - Improve last mile connectivity, provide cycle parking at BRT bus stands
  - Organize cyclothons, and officials from PMC can take part in a cycle rally to show their support
  - Make some cycle areas for children to learn and practice; for e.g. Sahyadri Hospital to Moze School and PMC Krida Sankool in Shastri Nagar area could be locations for a pilot project for practice cycle track for school students
  - Create a WhatsApp/ App to start reporting obstructions on cycle tracks – linked to PMC Care
  - Closed community / townships / university / agriculture college premises may be approached to develop internal cycle share systems; PMC could request or explore if townships may be made responsible for providing cycle facilities
  - Publish few success stories of implementation even small ones, citizens reporter can show positives; put cycle stand in the BRT station area itself
  - Pune has some of the best cyclists in the country, weekend warriors as well as cycle to work, which should be publicized
4. Explore schemes for group insurance of cyclists
  5. The enforcement plan should be better worked out, with clearer rationale

#### **Suggestions for Cycle Volunteering**

1. Cycling training activity could be started up, to develop the systems for requesting training, providing training, certification of trainers, graduated curriculum from learning how to cycle to ability to cycle safely in traffic
2. Provide guidance on how to deal with dogs that run after cyclists (area level work, as well as personal tips)
3. Projects for education of motorists (may be combined with penalties for violations)
4. Cycle for Pune is promoting school-based cycling, corporate cycling and other cycling events, with good response at the school at Nanded city. Some trials are also on in Magarpatta for providing cycle facilities within the township.





Aundh and Baner Citizens Forum, 23 Sept 2017, Aundh Ward Office

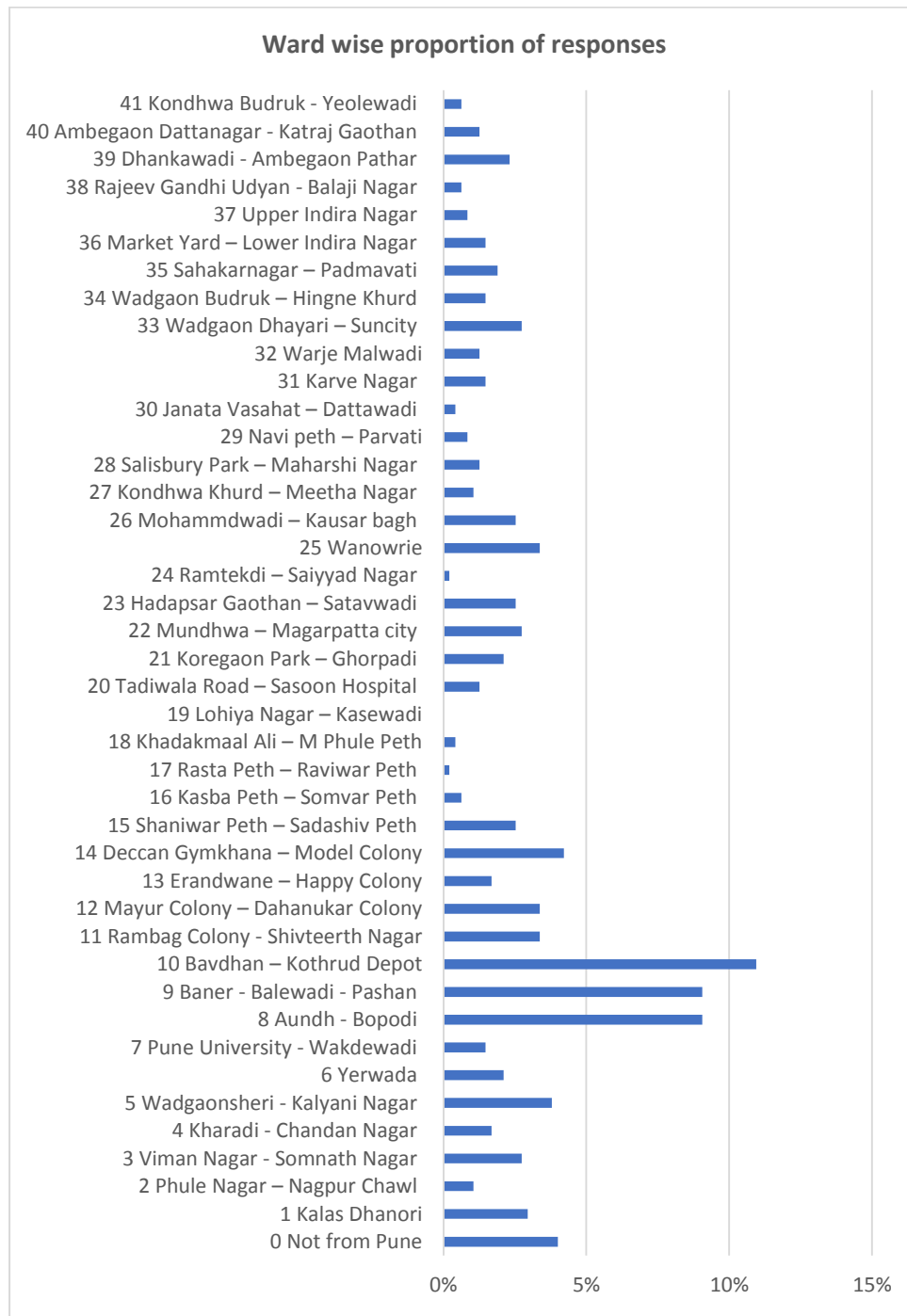


Jyesth Nagrik Sangh, 7<sup>th</sup> October, Viman Nagar

## Survey Responses to Preliminary Draft Proposals of Pune Cycle Plan

The survey form was primarily disseminated through an email sent by the PMC social media cell. An English language version of the e-mail was sent in mid-September, followed by a Marathi language version after a few days. 707 responses were received (after removing duplicates or multiple responses by the same person).

### Demographics of Respondents



Responses are well distributed across wards, except for ward 19 Lohiya Nagar – Kasewadi which had no respondents. The highest number of responses were from western Pune, wards 8, 9, 10, accounting for 29% of the responses. About 4% of the respondents are not from Pune. The question about the ward of residence was introduced a little later than the start of the survey. This response

was provided by 485 respondents out of 707. The age distribution of respondents is well-balanced. However, the proportion of men respondents is significantly higher.

#### Age of respondents

	Less than 18	19 to 25	26 to 35	36 to 45	46 to 55	56 to 65	over 65
707	2%	9%	28%	32%	19%	7%	3%

#### Gender of respondents

	M	F	Other	Don't want to say
707	89%	10%	0%	1%

	Cyclist	Non-cyclist	Used to cyclist
682	40%	2%	59%

The sample has a well-balanced mix of current and former cyclists. As such, the number of adults who have never cycled at all may be a small proportion in the overall population, as cycling was still a significant mode about 25 years ago.

#### Responses

<b>Proposed Vision: Make Pune a cycling-friendly city where cycling is safe, comfortable, convenient, attractive and enjoyable</b>					
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
709	81%	12%	2%	2%	4%

<b>Proposed Objective: Increase the modal share of cycling from the current 3% to 25%, by the year 2031</b>					
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
707	74%	15%	4%	2%	4%

<b>Proposal 1 – Create a Bicycle Department at PMC for taking up the activities of planning, design, project execution of cycle infrastructure, capacity building, cycling promotion and public engagement in cycling projects, monitoring and reporting about the progress of the Pune Cycle Plan</b>					
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
696	69%	18%	4%	3%	5%

**Proposal 2.1 - Adopt cycle-inclusive transportation planning principles for decongestion and de-motorization of core city**

<b>Proposal 2.1 a – Make certain streets in the core city, car- and motorcycle-free</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
66%	19%	6%	3%	6%

709

<b>Proposal 2.1 b – Restrict through-traffic from the core city by making certain streets only open for walking, cycling and buses. Cars and motorcycles will have to use an inner ring road</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
64%	21%	6%	4%	5%

709

<b>Proposal 2.1 c – Create an inner ring road around the core city</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
66%	23%	6%	2%	2%

707

<b>Proposal 2.1 d – Create a parking plan and policy that requires all visitors with motor vehicles to pay for parking.</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
63%	21%	6%	4%	6%

709

<b>Proposal 2.1 e – Introduce a local public shuttle service within the core city, using appropriate-sized vehicles such as CNG or electric rickshaws, CNG six seaters, mini vans or mini buses, which will help reduce private motorized vehicles in the core city</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
75%	18%	3%	2%	3%

710

<b>Proposal 2.2 – Introduce pay and park system with higher charges for more hours of parking and restrict parking of motorized vehicles (that is, no parking on main roads, limited parking on streets on busy roads) (this is in line with PMC's proposed Parking Policy and will help to free up road space currently occupied by parked vehicles, for walking and cycling</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
54%	24%	8%	6%	7%

692

<b>Proposal 2.3 – Avoid construction of flyovers and if deemed necessary then design them for use by cyclists, and retrofit old flyover sites so cyclists can use them without much difficulty</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
45%	22%	14%	11%	9%

689

<b>Proposal 2.4 – Re-plan or dismantle multi-lane one-way streets that are difficult for cyclists and pedestrians to cross</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
51%	27%	12%	5%	4%

692

**Proposal 3 – Create comprehensive cycling infrastructure**

<b>Proposal 3.1 – Adopt Urban Cycling Design Guidelines, and use these to create the cycling infrastructure in Pune (includes Street Vegetation guidelines)</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
71%	21%	3%	2%	4%

708

<b>Proposal 3.2 – Develop city-wide cycle network, consisting of segregated cycle tracks on arterial roads, painted cycle lanes in collector roads, shared use neighbourhood streets, and 'cycle only' greenways, of approximately 470km</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
71%	19%	3%	2%	5%

708

<b>Proposal 3.3 – Implement a city-wide Public Bicycle System</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
68%	20%	4%	2%	5%

708

<b>Proposal 3.4 Integrate cycling infrastructure with public transport by developing safe cycle access to public transport stops, good quality cycle stands, public bicycle system stations, integrated information (maps, schedules, routes), integrated fare and ticketing (for metro, buses and cycles), and joint planning processes</b>				
Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
70%	21%	3%	2%	5%

707

<b>Proposal 3.5 – Introduce marked cycle parking spaces across the city, develop secure long-term / day-long cycle parking facilities especially near public transport hubs and</b>				
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	<b>train stations, improve compliance with existing cycle parking provisions of DC Rules in all buildings and premises</b>				
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
707	72%	20%	3%	2%	4%

	<b>Proposal 3.6 – Strengthen support facilities for cycling such as resting spaces, disseminate information about cycle repair shops and rental facilities</b>				
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
704	69%	22%	3%	2%	4%

	<b>Proposal 4 – Strengthen regulation of traffic and enforcement of provisions to prevent mis-use of cycle infrastructure, especially parking / driving/ riding by motorized vehicles on cycle paths, by introducing cycle patrols, CCTV at critical locations, and joint planning and implementation of such measures by PMC and Traffic Police</b>				
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
700	76%	16%	3%	1%	3%

	<b>Proposal 5 – Create a partnership between PMC and other stakeholders for public awareness, outreach and promotion of cycling in Pune, including through schools, colleges, commercial complexes, corporate groups, neighbourhood associations, for activities such as rallies, participatory planning for cycle infrastructure, training on cycling, Cycle Mitra volunteer base, mechanics training, schemes for gifting cycles and membership of Public Bicycle System, promotion of commute cycling etc</b>				
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
703	69%	22%	4%	2%	3%

	<b>Proposal 6 – Monitor the implementation of the plan through participatory audits, and an annual report on changes in mode share of cycling, safety of cyclists, complaints management etc</b>				
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
699	68%	24%	3%	2%	3%

	<b>Proposal 7 – Implement cycle plan as per these phases: Phase 1 – Set up Bicycle Dept, initiate Public Bicycle Scheme with 388 stations, develop approximate 200 km of cycle network including retrofit of existing tracks, create partnership mechanism for cycle promotion, strengthen the enforcement mechanism with Cycle Wardens Patrol and CCTV; Phase II – Additional 410 Public Bicycle System stations, 271 km of cycle network and continued activities of enforcement, promotion, monitoring, etc</b>				
	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree

697	61%	27%	5%	2%	5%
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**Proposal 8 - PMC should make an annual budget allocation for implementing the cycle plan over the next 5 years of Rs 500 crore.**

695	Strongly Agree	Agree	Can't say	Disagree	Strongly disagree
	50%	21%	19%	4%	6%

**Would you like to be a volunteer to help in implementation of the Pune Cycle Plan? (you would be contacted on email for the same)**

674	Yes	No	Will try	Other
	79%	19%	0%	1%

**I support Pune Cycle Plan**

708	100%	Strongly	Can't say	Somewhat	Not at all
	74%	17%	1%	3%	5%

**If cycling and cycling-friendly infrastructure is created in Pune, would you cycle again? (if you are a 'used to' cyclist)**

235	Yes	No	Maybe
	86%	6%	9%

## Appendix

### 1. Dissemination of Information

- Newspaper articles
- Email sent through PMC Social Media cell to over 5 lakh addresses, and through the Pune Cycle Plan id to about 5000 individuals who had responded earlier
- Website update, and placement of an 'updates' link on the PMC main website, leading to the Pune Cycle Plan website
- Series of posts on the Facebook page of Pune Cycle Plan, and one post each on the Facebook pages of PMC and Pune Smart City
- Twitter post by PMC Pune
- WhatsApp posts on various chat groups, especially of civic activists
- Workshop/ Meeting Announcements



# for pune

With a preliminary estimate of ₹300 crore for the Comprehensive Bicycle Master Plan, a mega project by the PMC, can Pune return to its glorious past of being the cycle capital?

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# Can Pune embrace bicycles once again?

**MEGA PROJECT** Pune Municipal Corporation has proposed a ₹300 crore Comprehensive Bicycle Master Plan for an integrated cycle track network

Abhay Khairnar  
@abhaykha@ht.com

**PUNE:** Can Pune, which was once the cycling capital of India, return to its glorious past? Can citizens cycle peacefully and safely in their neighbourhoods for distances of five to seven kilometres? Or if they desire, longer distances on a daily basis?

With support from the Urban Development Ministry, a group of visionaries and planners led by Pune Municipal Commissioner Kanak Kumar certainly think so.

Last month, the PMC in association with a consortium of ITrans - a Delhi-based transportation planning firm, Prasanna Desai Architects and Centre for Environment Education (CEE), both from Pune, prepared the draft Pune Cycle Plan, known as the Comprehensive Bicycle Master Plan for Pune, presenting a mega project for integrated, city-wide cycle tracks across Pune.

With a preliminary estimate of ₹300 crore (which could easily go to ₹500 crore), the PMC has proposed a Cycle Network Plan of approximately 478-km of Segregated Cycle Tracks, Painted Cycle Lanes and Green Ways combined, of which about 75 km are existing cycle tracks, which should be retrofitted and brought into the cycle network.

The draft plan has been published on the PMC website <https://punecycleplan.wordpress.com> and citizens have been invited to give their suggestions till September 30, 2017.

Major policy changes have been suggested in the Comprehensive Bicycle Plan for Pune city and it would need political and administrative will for good implementation.

## PROJECT CHALLENGES

- Over the last decade, the PMC has contracted 300 km of cycle tracks in the city but failed miserably to make them user-friendly.
- These cycle tracks have suffered from encroachments of various kinds.
- An estimated ₹100 crore has been wasted in constructing cycle tracks and modifying roads on various occasions.
- The Pune Cycle Plan will also face a major challenge from the 240 water projects in the city for which almost all the major roads are going to be dug up in the coming months and years.
- Implementing the cycle track project would mean good coordination with the water department so that the same roads are not dug again.

One of the major recommendations in the cycle plan is to scrap the one-way routes which don't support cyclists.

Many countries have with-drawn one-way routes, according to experts.

Other recommendations are to make the central part of the city motor-free and discourage construction of flyovers.

Flyovers are seen as expensive, short-term measures which don't solve the problem of traffic congestion.

The draft cycle plan gives details of cycle track designs, its connectivity and maintenance.

The plan has proposed to construct the tracks of Asphalt, followed by concrete as the most preferred surface material for cyclists.

It has been proposed that different colours can be used for cycle tracks and cycle lanes.

Following the example of Netherlands, Belgium and some other countries, cycle tracks painted in red have been proposed for Pune.



Concept visualization of the proposed cycle track, as part of the Comprehensive Bicycle Master Plan, on SB road, Pune.

## desai says

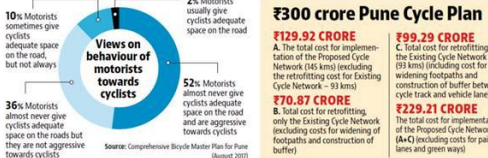
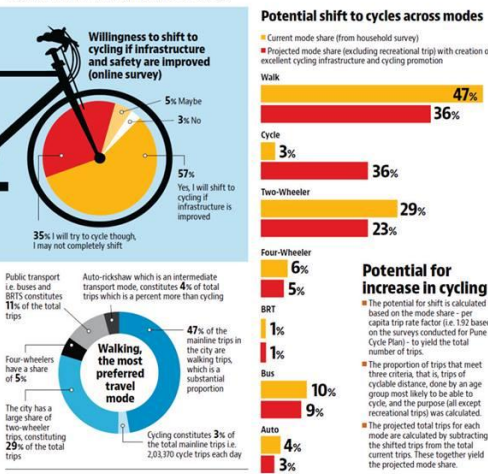
We must have cycles on the road so that shorter trips which are within 5 kms can be easily covered. Cycling has to be safer too with three layers of safety. We must have dedicated and segregated cycle tracks.

The inner residential street, where you cannot provide dedicated tracks or painted lanes, you have to introduce calming measure where the vehicle speed will reduce.

PRASANNA DESAI of Prasanna Desai Architects (PDA)

## Vision to make Pune the cycling capital

Having clearly recognised the need to promote cycling as a sustainable mode of transport, the Pune Municipal Corporation commissioned the preparation of the Comprehensive Bicycle Master Plan. Following are some of the observations drawn from online and street surveys:



## face to face

MAJ GEN (RETD) SCN JATAR, activist

## 'It will be difficult to change people and make them use cycles'

Major General (retd) SCN Jatar was the head of the Indian Military Training Team and chief instructor at the Nigerian Defence Academy, Kaduna, Nigeria. He is also a member of the Advisory Council for Public Concern for Government Trust (PAGT) Pune. Following are the edited excerpts from his interview to HT.

**How feasible is the cycle track project?**  
They have already constructed over 100 kilometres of cycle track and half of it is being encroached upon. It is being used by two wheelers and auto rickshaws and now they are making new ones. I have two points to make: Have they conducted a survey to find out as to which are the areas where there are more cyclists and if they will use it? They have not done one. And, when they do things without surveys, the tracks end up unused. It is a waste of money.

**Why won't cycle track work?**  
Cycle is an alternative means of transport but not for long distances as it is not practical. The type of vehicles people use these days is dependent upon their income level. One can afford a car, you will use that; if you can't then you opt for a two-wheeler or even a cycle or a bus. People haven't got this idea that use of cycle is good. It is a good thing to fight greenhouse gases. Since they can't afford other means of transport, they go by cycle.

**Where do you think the cycle tracks would work?**  
The areas which I think where cycle tracks will work are areas where there are educational institutes. Students could use cycles to travel within universities. In our days, we went to college for streams, but now you go wherever you get admission; there, you want less commuting time and these factors should be taken care by surveys and then accordingly use it to make cycle tracks. During our time, people use to cycle to work at Ammunition Factory Khadki, but now, the same factory uses a bus to pick up its employees. If we are trying to change those who then buses to work, I don't think it will succeed. I think it will succeed, if we can make school and college students that would make use of cycles. You can't make cycle tracks because you want to spend ₹300 crores, and make cycle tracks where no one will use.

**The aim of PMC is to spend money and not use the money for the citizens.**



(Top) A cycle track created along the road connecting Brennan chowk and Parhar chowk in Aundh as part of the Smart City project. One of the cycle tracks on Pune-Satara road is in bad condition.

## 'If PMC can spend money on flyovers, why not on cycle tracks'

PMC is erecting one flyover at an almost similar cost and thus, spending such an amount is not difficult for the civic body. Many institutions like World Bank would be happy to finance the project.

RANJIT GADGIL, citizen activist

harm if it spends an equivalent amount on the cycle plan for the entire city, he said while speaking to the Hindustan Times. The Pune Municipal Corporation had formed the bicycle advisory committee to keep a watch on Pune Cycle Plan where Gadgil along with Harshad Abhayankar, Jayant Joshi and Ajay Phatak are the members.

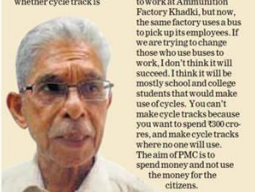
Gadgil said that the draft cycle plan is open to the public for their suggestions. The central government has funded the cost of the Detailed Project

Report (DPR) for the cycle track. Gadgil said that the PMC is erecting one flyover at an almost similar cost and therefore, spending such an amount is not difficult for the civic body. Many institutions like World Bank would be happy to finance the project, if required, he said.

The project would require five years to execute in the entire city at the rate of ₹100 crore each year, he said.

Gadgil said that the PMC has been urged by members of the advisory body which includes him, that the consultant's role should not be limited to preparing the document but should also include the year-wise and stage-wise execution plan. He welcomed the fact that the civic body had invited suggestions from citizens for this project.

Significantly, the central government has made it mandatory for the civic body to execute the project and is dependent on the elected members and the civic bureaucracy.



RANJIT GADGIL, citizen activist



# Cooperation between car owners and cyclists a must

## Public Cycle Rental System Most Suited For Short Trips

Sanskriti Menon

Pune, now a city with one of the highest percentage of vehicle ownership in the country, was once famous as a city of cyclists.

Old timers recall their cycling days in the 1950s, 60s and 70s, when the two-wheeled, pollution-free machine was the primary mode of commute for children and adults.

Cycles were even registered, and carried kerosene-run headlamps. The mornings and evenings were filled with sounds of cycle bells from those riding to work. Safety on the roads was not a

### POINT OF VIEW

Have a Point Of View to share? Write to [myspace@timesgroup.com](mailto:myspace@timesgroup.com)

major concern because the number of motorised vehicles was low.

But today, 'transportation' has become a major civic issue. Facilities for pedestrians and cyclists have not kept pace with the booming urbanisation even as the numbers of bikes and cars continue to grow rapidly.

Work on the Pune Cycle Plan started last year and extensive surveys have been carried out in consultation with cyclists, schools and big companies.

The findings underline the need for a city-wide cycle infrastructure which will promote cycling and related user safety.

Trips by cycles are currently at 3% in the city. It's about half the number of trips by car (6%) and a little less than those using autorickshaws (4%). So, cycling remains an important mode of transport in Pune.

Health, affordability, travel flexibility and convenience are the factors encouraging

## HOW YOU CAN HELP

The preliminary draft of the Pune Cycle Plan is now available for public inputs. Proposals include provisions for a bicycle hub at the PMC, cycle-inclusive planning, bicycle infrastructure (including over 470 km of biking network), regulation and enforcement, promotion and public awareness and monitoring. Please visit the website to study the proposals. Last date for inputs is September 30, 2017

For more, visit [punecycleplan.wordpress.com](http://punecycleplan.wordpress.com)

The writer says Pune must again start exploring pedal-powered transport



Work on the Pune Cycle Plan started last year and extensive surveys have been carried out in consultation with cyclists, schools and big companies

**REMEMBER** OVER 90% OF PUNEKARS SURVEYED SAID THEY WERE READY TO SHIFT TO BICYCLING IF THERE WAS ADEQUATE INFRASTRUCTURE FOR IT

Punekars to cycle. Interestingly, these are also the key reasons why women, young people and even the elderly are still sticking to cycling. For middle-aged men, reasons include fun and fitness.

Surveys also detected a pattern. Cycles are being used for short local trips all over the city. But at the same time, there are people covering distances of eight to ten kilometres in Pune. There's a high number of 'local trips' being made in the areas of Yerawada, Hadapsar, Sinhagad Road and Aundh. Data also reveals longer cycle trips being made between core city and Sinhagad Road; between core city and Satara Road; and from Baner-Pashan towards Magarpatta.

But traffic discipline remains a major concern. A whopping 98% feel motorists' behaviour towards cyclists is 'not okay'. Cooperation between vehicle owners and cyclists is a must if Pune is serious about a healthy future.

The most reassuring find-

ing though, is the enormous citizen interest in the revival of cycling. Many corporate groups and neighbourhoods now have cycling clubs. Over 90% of people surveyed stated a willingness to shift to cycling if safe infrastructure for the mode was in place.

There is also a demand for a public cycle rental system — most suited for short distance travel and last-mile connectivity to public transport.

Pattern-based research shows at least 8 to 10% of trips by bikes or cars can be converted into bicycle trips.

The vision in the Comprehensive Mobility Plan of Pune accepted by PMC's General Body in 2012 aims at "moving people safely and economically by emphasizing public transport and non-motorized transport."

The local government then, should support cycling, and the public demand for it.

(The writer is programme director of the Centre for Environment Education)



# Citizens put on thinking caps to promote Pune Cycle Plan

**ON TRACK** Residents planned ways to create and manage an ABB cycling volunteers group



• A presentation was conducted to make residents understand the Pune Cycle Plan. SANKET WANKHADE/HT



• Residents formed groups to give suggestions. SANKET WANKHADE/HT

**Abhay Khairnar**  
abhay.khairnar@htlive.com

**PUNE:** Citizens and citizen-activists from Aundh, Baner, Balewadi and Pashan attended a presentation on Saturday to understand the draft proposals of the Pune Municipal Corporation's (PMC) Pune Cycle Plan.

They also discussed how cycling could be promoted in the area and in the city.

The citizens also organised themselves in groups, with each group discussing suggestions for the draft cycle plan; how to work towards its approval and ensure that the draft Pune Cycle Plan is approved and implemented.

Citizen-activists also discussed ways to create and manage an ABB (Aundh, Baner, Balewadi) cycling volunteers group and promotion of cycling among schools, colleges, neighbourhood groups and corporates. The meeting at the Aundh-Baner Ward Office was orga-

nised by the Centre for Environment Education (CEE) to present the draft plan to the citizens and invite their suggestions. The plan has been prepared by the Pune Municipal Corporation in association with consultants and citizen groups from the city.

A new design to park and lock bicycles was also displayed. It will be tested on DP road in the coming days, said CEE's director Sankrit Menon.

Those present for the discussion decided to form an ABB Cycle Volunteers Group and reach out to individuals and groups who would be interested in promoting cycling.

Suggestions made at the meeting included introduction of a cycle track along the riverside and to Savitribai Phule Pune University, introduction of cycle signages as part of the road system, off-street parking for motorised vehicles so that on-street parking may be con-

## Ways to promote cycling in the city

Citizens presented suggestions at a meeting at Aundh-Baner Ward Office

- By contacting chairpersons of housing societies to champion cycling in their premises and surroundings
- Taking up audit of cycle infrastructure in Aundh, Baner and Balewadi
- Be vigilant about encroachments on the cycle infrastructure; can create a mechanism of reporting encroachments to traffic police, PMC and media, and keep note of vulnerable areas
- Create and sign a petition about cycling
- Enhance maintenance of cycles by networking cycle sale and repair shops, and skill building for cycle technicians
- Encourage the use of simple cycles that everyone can use and be easily repaired
- Organise cycling-related events like cyclothon, cycle rallies, cycling days and marathons, be mindful that even ts are one of the means
- to help promote cycling but cannot ensure long-term interest.
- Organise cycle training sessions
- Arrange for first aid
- Promote cycle stands at schools, colleges and interested societies
- Facilitate and felicitate PMC officials and elected representatives who cycle at least once a week

trolled and a number of activities to promote cycling by contacting chairpersons of housing societies to champion cycling in their premises and surroundings.

Citizens and cycle volunteers would be encouraged to be vigi-

lant about encroachments on the cycle infrastructure and create a mechanism of reporting encroachments to the traffic police, Pune Municipal Corporation, media, and keep note of vulnerable areas.

A number of events around cycling (cyclothon, cycle rallies, cycling days) are being planned to promote a mindset change in the city. Cycling training sessions could also be organised for the residents.

# PMC calls for ideas on cycle plan

**LOST GLORY** With the new draft plan, civic body aims to restore Pune's identity as the 'city of bicycles'

**Abhay Khairnar**  
abhay.khairnar@htlive.com

**PUNE:** After spending more than 1100 crore on failed cycle track project, Pune Municipal Corporation (PMC) has prepared yet another draft cycle plan and has invited suggestions in order to give back the city its old identity as the 'city of bicycles'.

According to the civic body, citizens can submit their suggestions on the draft Pune Cycle Plan by September 30.

The 100-page bicycle plan proposal, prepared by Centre for Environment Education (CEE) and Trans-a-Delhi-based transportation planning firm - and Prasanna Desai Architects, has been posted by PMC on its official website. The draft plan includes bicycle inclusive planning, the required infrastructure for around 470 km of existing cycle network, regulation and enforcement, promotion and public awareness and monitoring.

In 2008, the PMC, as part of Jawaharlal Nehru National Urban Rural Mission, tried to build 123-km cycle track by spending around 1100 crore. However, activists blamed the PMC for its failure to promote bicycles. The centre had given funds to the PMC for preparing the cycle plan. Now, PMC is preparing the cycle plan as per instructions given by the centre.

Municipal officers said in the draft report that transportation is one of the major issues identified by Pune's citizens. Over 500 motorised two-wheelers and cars are registered in Pune every day. The increase in motorised traffic is leading to air pollution, health impacts, accidents, congestion and more time wasted in traffic.

The vision for future transportation planning as accepted in the Comprehensive Mobility Plan of Pune (CMP) is, "Moving people safely and economically by emphasising on public transport and non motorised transport." Non motorised transport includes walk and cycle. Moving towards this vision, PMC is preparing a comprehensive Pune Cycle Plan in full swing.



• Man cycles on an existing bicycle track along the Pune - Satara road. RAJNORA JOSHY/HT PHOTO

## OBJECTIVES OF THE PUNE CYCLE PLAN

- To retain existing share of bicyclists in the city.
- To encourage potential users to use bicycles instead of cars and two-wheelers.
- To make cycle the preferred travel mode for shorter trips.
- To create a conscious vision and multi stakeholders buy in for cycling.
- To make strategies on travel demand management sensitive to cycling.

The vision for future transportation planning as accepted in the Comprehensive Mobility Plan of Pune (CMP) is, "Moving people safely and economically by emphasising on public transport and non motorised transport."

## face to face

**SANSKRITI MENON**, programme director at Centre for Environment Education (CEE)

### 'Having space allotted for cycle tracks is good'

Sanskriti Menon is the programme director at Centre for Environment Education (CEE), a national institute on environment education, supported by the ministry of environment and forests. Sanskriti has been working with CEE since 1991. Here are a few excerpts from her conversation with Prachi Barik.

**What is the idea behind Pune cycle track plan?**  
PMC started off with a tender in 2005 to prepare the bicycle plan. It has hired a consortium of consultants I Trans, a Delhi-based transportation planning firm, Prasanna Desai architects and CEE to prepare the draft plan. The draft plan is to be given to the PMC who will place it before the general body and later

present before the state for approval.  
**What is CEE's role here?**  
Basically, for the studies on which the draft proposals are based, we conduct household surveys across the city, where we actually record how people take the trips, based on which, we did a trip analysis of distance people cover, what purpose and by what mode. It gives us an understanding of how much of it is done walking, cycling, using autorickshaws, bikes or cars and buses, based on it we make inferences on trips up to four to five kilometres, which are cycling distances.

**How many did you find in the analysis?**  
We find that eight to 10% of

the trips are below 5-km, and basically eight to 10% of the total motorised trips can shift to cycling. We also find that lot of people are walking longer distances, but it could also be because there is not much choice. Pune has actually developed a large number of cycle tracks over the last 15 years though they are not completely functional but the good news is that the place is already allocated for the cycle track. Having such space already created is a big advantage.

**Are people in Pune interested in cycling?**  
There is a quite a lot of interest in cycling in Pune, and it is interesting that there is a large percentage of people who used to cycle in their

childhood and would like to cycle. The attitude of people is positive towards cycling, they are not seeing it as a backward mode of transport. It is fun, environmentally conscious and people find the bicycle as an affordable means of transport. The pattern we found is that younger people, women and men above 50 years of age prefer to use cycle. Mid-

age men use the cycle more for fitness, which was an interesting finding.

## City cyclists urge officials not to repeat mistakes in new cycle tracks

**HT Correspondent**  
punestor@indianexpress.com

**PUNE:** To make Pune an eco-friendly city, the civic body under the erstwhile Congress-led government's Jawaharlal Nehru National Urban Renewal Mission had laid cycling tracks in different parts.

As per records, these tracks covered a total of 123 kilometre distance.

However, due to a lack of commitment and a lack of proper planning and implementation, the project turned out to be a big failure.

Now, after 10 years, the state government has planned to build cycling tracks along arterial roads in 10 leading cities of Maharashtra.

The Pune Municipal Corporation, too, plans to build 300-km of cycling tracks in the city.

However, city cyclists are urging officials to avoid the same mistakes and come up with a proper plan.

The ideal cycling tracks should have adequate width, proper surface, segregation, connectivity and should be maintained in the long run.

There should be a proper dedicated committee which will work on this project. Otherwise it is of no use, said city cyclists.

## HT COVERAGE



HT highlighted the plight of cyclists in the city who urged officials to come up with a new plan for tracks.



# PMC pedal pushes another cycle track plan for the city

Civic body commissions report on tracks lying in disuse, sets aside ₹300 crore to promote cycling with new infrastructure; but cyclists sceptical of new venture, say earlier mistakes should not be repeated

Prachee Kulkarni  
@timesgroup.com

TWEETS @ThePuneMirror

**T**he Pune Municipal Corporation (PMC) is trying to give the Cycle City moniker back to Pune, with a Comprehensive Bicycle Master Plan this time. The civic body commissioned a study on the city's cycling tracks that lie in disuse after setting aside Rs 300 crore to promote the sport and lifestyle choice with new infrastructure.

Prasanna Desai, an architect and urban designer who was part of the three agencies that prepared the project report, told *Mirror*, "We were summoned by PMC about a year ago to prepare a report and plan for creating a cycle-friendly city. We have proposed cycle tracks on three layers, based on the width of the road, dedicated tracks for wide roads, painted tracks for comparatively narrower roads and mixed tracks on extremely narrow roads. This is nothing different from the existing track, except that we have suggested that the tracks should be made from tar or cement. Tracks made from interlocking blocks are not user-friendly."

Interestingly, while proposing the new plan, the draft highlighted the failure of the earlier cycle tracks built by PMC. While the existing infrastructure for cycling has failed as the tracks were not maintained by PMC, the report also mentioned that the cell which was specifically started to take care of this has been shut for a long time. During the implementation of the Bus Rapid Transit System (BRTS) project in 2008, cycle tracks were also built on major roads to create a dedi-



(Clockwise from above) The cycle track joining Prabhat Road and Law College Road, at Model Colony and near SNTD college are among the many others in the city that have fallen into disuse

icated lane for cyclists. But, most of these tracks proved to be of no use as either encroachments or track breaks made the cyclists approach the main road again and again. Nine years on, the fresh plan is being presented and is currently open for suggestions and objections. It aims to create a citywide cycle track network and cycle safe streets, along with the implementation of a public bicycle scheme and its integration with the public transport.

According to the master plan after the cycling infrastructure assessment, the reasons responsible for the failure of the project were — lack of awareness among commuters and violation on the cycle tracks by motorised vehicles,

ill designed cycle lanes with bollards breaking the continuity; vehicles parked over the footpath, blocking the cycle track; lack of maintenance; bus stops that came in the cyclists' path; and encroachment by hawkers. At present, there is no department in PMC primarily responsible for cycling facilities.

The new plan, whose estimated cost for building the infrastructure is around Rs 300 crore, suggests that this proposed network plan for the city covering a length of 471 km will have segregated, user-friendly cycle tracks of 270 km. But, in the end, the plan puts the onus of implementation and maintenance on the police and the civic authorities. "Encroachment and other things are imple-

mentation problems. PMC and police will have to take care of those. But it took foreign countries almost 10 years to implement the dedicated infrastructure. So, people will accept this system only if implemented properly. Our recommendation is that flyovers are not a solution as it is inviting motorists. So, they should be avoided," said Desai.

Leader of the House Shinath Bhimaleshwar, "We had allocated a budget for cycle tracks. While it was proposed during each budget, implementation was a problem. We wanted to see the work being done on the ground level. Cycle tracks should be built wherever it is feasible. But, that does not mean they should be built everywhere. The previ-

ous government built the infrastructure in a hurry, which has proved to be a failure. We now want to have a foolproof plan." Reacting to this, leader of Opposition Chetan Tupe insisted, "Cycle tracks are proposed in every year's budget and crores were spent till date. But, all this has been a failure. I am sceptical about the new plan as it would not be much different."

Even city cyclists were wary of the new plan, given their bad experience with the earlier one. Cyclist Amit Mishra complained, "We face many issues because there is no proper track. The existing tracks are full of motorbikes. The current tracks are also not in good shape. There should be a dedicated lane given to us. The same mistake should not be repeated when the new tracks are constructed. Maintenance remains a concern and the traffic police will always focus on motorbikers. Cyclists' issues will not be resolved."

Prasad Purandare, another cyclist and founder of adventure race Enduro in Pune, added, "All the stakeholders should be consulted before drafting the plan. Till date, even though there were plans in place, the implementation has been flawed. There is a need for new infrastructure, but that has to be user-friendly." Vishal Kale, yet another cyclist, maintained, "Cyclists are not treated respectfully. Also, there was no maintenance of the tracks constructed till date. If the onus is on PMC and traffic cops again, it will be difficult to say whether the new infrastructure will be useful. The police have to take care that the cyclists get their space."

The plan, open for suggestions and objections till September 30, will be submitted to the general body meeting for further proceedings.

Mirror

Title : Groups discuss pedalling cycling plan to success

Author : Aprajita Vidyarthi

Location :

Article Date : 09/24/2017

# Groups discuss pedalling cycling plan to success

Suggestions range from encouraging students to cycle to schools to increase in cycles on rent

Aprajita.Vidyarthi

@Timesgroup.com

TWEETS @ThePuneMirror

Last year, the Pune Municipal Corporation (PMC) started drafting the Pune Cycle Plan to rid the city tracks of its deserted look. With planning still in process, few city-based groups in a public meeting voiced out their recommendations for successful implementation. The meeting saw various suggestions springing up from different members — from letting parents let their wards pedal to school to increasing numbers of cycle on rent — all of which will be compiled in a report and given to the civic body.

Aundh Vikas Mandal and Centre for Environment Education (CEE) organised a meeting wherein various citizen groups came together to discuss the plan. The aim was to discuss the various challenges faced by the people with the cycling plan.

Vaishali Patkar, president Aundh Vikas Mandal, said, "A prominent reason as to why parents don't let their wards paddle to school is because they feel that the roads are quite unsafe for the children and people overtake the cyclists recklessly. So, we have to ensure that



Aundh Vikas Mandal and Centre for Environment Education (CEE) organised the meeting for various citizen groups

the traffic is well-managed when the schools cycle to school."

She also feels that cycling should be included as extra-curriculum at schools, which should actively promote cycling clubs and form 'cycling banks' in premises.

The attendees agreed upon the promotional requisites and added that they could build on the cycling fad among the youngsters at school and college level itself. Furthermore, they also said that housing societies' chairpersons should organise cycling championships for the residents.

Aundh-resident Ganesh Kalapure emphasised on the need to promote the plan as he has seen a significant dip in the activity. For two decades, his family has been running a cycling busi-

ness and overtime has seen people forgetting "to ride cycles due to lack of security on the streets".

"Earlier cycles were easy to maintain, but now they need high maintenance, especially the ones that are used for longer routes. I think if the cycle plan is properly implemented, citizens' health will improve," he said.

Another Aundh resident Sachin Bendre recommended that celebrities and other prominent people should involve themselves in cycling to give it better visibility.

Availability of cycles on rent along with cycle stands at every 500 metres was another recommendation made in the meeting. It was also suggested that cycle signs should be put on the roads so that the other commuters follow the rules and the safety of cyclists is ensured. Before the complete implementation, a pilot testing of different models of the infrastructure should be done following which the report should be sent to the PMC.

Sanskriti Menon, programme director from Centre for Environment and Education, said, "We are planning to compile and submit the report by mid-November. Before that, we will be conducting meetings with police and other government officials to understand their opinions on the matter and include them in the report."

## Public Events



**Pune Cycle Plan** shared their event.

Published by Sanskriti Menon [?] · 30 September at 17:14 · 🌐

Pune east-side folks, lets meet to help make Pune cycle-friendly, on 7 October, 10 am

**East-side Meet-up For Cycle-friendly Pune**

7 October 2017 • 10 am to 12.30 pm  
Community Hall, Viman Nagar Joggers' Park

**All are welcome!**

- Presentation on Pune Cycle Plan
- Discussion and QA
- Refreshments

Confirm participation at  
Email [punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)  
Phone 020 27298860 (10am - 5pm, Tue- Fri)  
+91 99701 63801 (WhatsApp/ SMS)

**OCT 7** **Cycle-friendly Pune: East-side Meet up**  
Sat 10:00 · Viman Nagar Joggers Park  
Anant, Jagdish and 3 friends

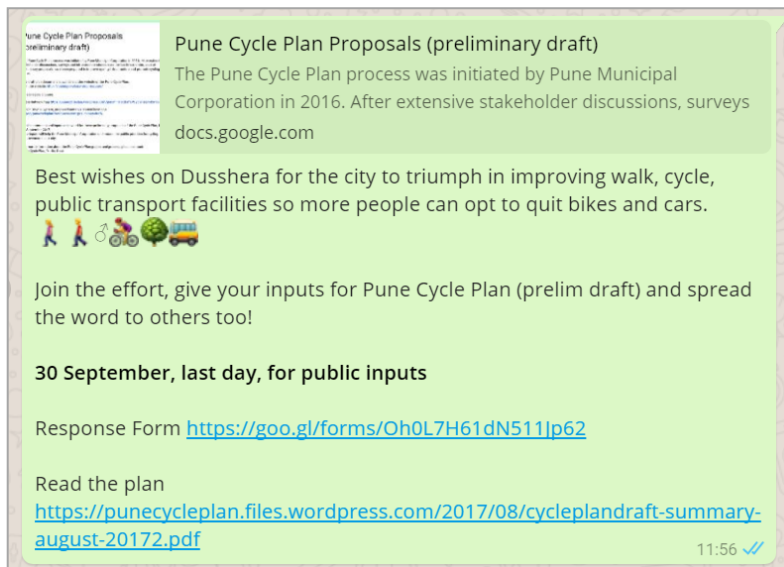
✓ Going ▾

👤 4,532 people reached


📌 Boost Unavailable



## WhatsApp Invites



**Pune Cycle Plan Proposals (preliminary draft)**  
The Pune Cycle Plan process was initiated by Pune Municipal Corporation in 2016. After extensive stakeholder discussions, surveys [docs.google.com](https://docs.google.com)

Best wishes on Dusshera for the city to triumph in improving walk, cycle, public transport facilities so more people can opt to quit bikes and cars.  


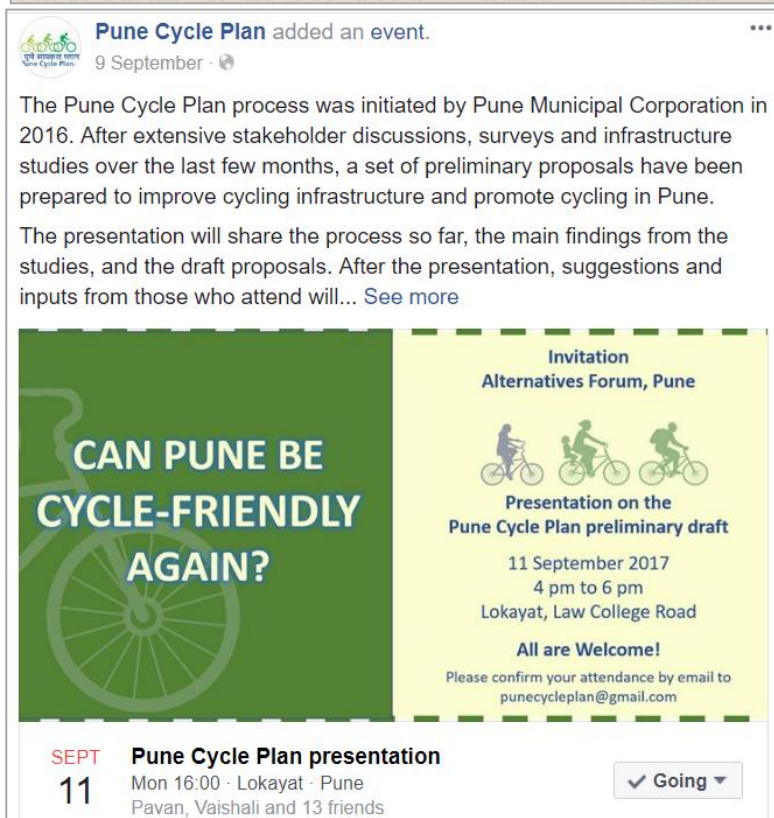
Join the effort, give your inputs for Pune Cycle Plan (prelim draft) and spread the word to others too!

**30 September, last day, for public inputs**

Response Form <https://goo.gl/forms/Oh0L7H61dN511jp62>

Read the plan  
<https://punecycleplan.files.wordpress.com/2017/08/cycleplandraft-summary-august-20172.pdf>


11:56 ✓




**Pune Cycle Plan** added an event. 9 September · 🌐

The Pune Cycle Plan process was initiated by Pune Municipal Corporation in 2016. After extensive stakeholder discussions, surveys and infrastructure studies over the last few months, a set of preliminary proposals have been prepared to improve cycling infrastructure and promote cycling in Pune.

The presentation will share the process so far, the main findings from the studies, and the draft proposals. After the presentation, suggestions and inputs from those who attend will... [See more](#)



**Invitation**  
**Alternatives Forum, Pune**



**Presentation on the Pune Cycle Plan preliminary draft**

11 September 2017  
4 pm to 6 pm  
Lokayat, Law College Road


**All are Welcome!**

Please confirm your attendance by email to [punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)

**SEPT 11 Pune Cycle Plan presentation**  
Mon 16:00 · Lokayat · Pune  
Pavan, Vaishali and 13 friends

✓ Going ▾

## Facebook Posts





### Pune Cycle Plan

Published by Sanskriti Menon [?] · 24 August · 🌐


Public inputs invited on preliminary draft of Pune Cycle Plan!

Visit the Pune Cycle Plan website to see the proposals, and submit inputs by 30 September 2017. Show you care for cycling!  
<https://punecycleplan.wordpress.com/>

Proposals include provisions for a Bicycle Dept at PMC, Cycle-inclusive planning, Cycle infrastructure including over 470 km of cycle network, Regulation & enforcement, Promotion and public awareness, Monitoring etc.  
... See more








- Segregated Cycle Track
- Retrofit Cycle Track (existing, segregated)
- Painted Cycle Lane
- Cycle Only Greenway
- Pedestrian-Cycle Merged Track




**Pune Cycle Plan**  
Community

[Learn More](#)

 37,191 people reached [View Promotion](#)

 Like  Comment  Share 

 4.2k Chronological ▾

121 shares

[View 34 more comments](#)






## CAREPMC-PUNE MUNICIPAL CORPORATION BLOG

Official Blog of Pune Municipal Corporation

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KNOWLEDGE

# PMC Pune Cycle Plan: Share Your Inputs



[For A Pollution Free And Healthy Pune](#)

Date: September 26, 2017  
Author: PMC Blogging Official  
0 Comments

Pune has witnessed the rapid industrial and infrastructural development in the last decade. This has also caused the problem of traffic congestion in last few years. The use of public transport has been encouraged to tackle this issue.

Pune Cycle plan is being discussed as a prominent supplementary solution for public transport system. The goal of this plan is to improve the connectivity in the city, resolve the traffic issues and make Pune healthy in true sense.



Image For Reference Purpose

It's no secret that cycling makes you healthier and physically fit. Research shows that it also sharpens your thinking and helps you to manage stress. It also gives you an opportunity to maintain environmental health along with your own health.

## 2. Comments and Suggestions Received on Email, Website and Facebook

### Notes from 7 Oct 10 am: Cycle-friendly Pune: East-side Meet up

#### Suggestions for PMC

1. Take up confidence building measures and pilots to further evolve the approaches for design, enforcement, engagement etc
2. The Pune Cycle Plan is a plan; detailed strategies should be developed by PMC to start implementing
3. Take up some confidence building measures right away:
  - Make existing tracks operational as a first step, e.g. a long stretch like Wagholi to Yerwada Nagar Road Cycle Track
  - Select footpaths which are model implementation
  - Demonstrate enforcement measures
  - Develop methods of deterrence and fines that are effective; for example, it may be more effective if people find that the penalty causes loss of their time and requires effort, than having to pay a large fine
  - Improve last mile connectivity, provide cycle parking at BRT bus stands
  - Organize cyclothons, and officials from PMC can take part in a cycle rally to show their support
  - Make some cycle areas for children to learn and practice; for e.g. Sahyadri Hospital to Moze School and PMC Krida Sankool in Shastri Nagar area could be locations for a pilot project for practice cycle track for school students
  - Create a WhatsApp/ App to start reporting obstructions on cycle tracks – linked to PMC Care
  - Closed community / townships / university / agriculture college premises may be approached to develop internal cycle share systems; PMC could request or explore if townships may be made responsible for providing cycle facilities
  - Publish few success stories of implementation even small ones, citizens reporter can show positives; put cycle stand in the BRT station area itself
  - Pune has some of the best cyclists in the country, weekend warriors as well as cycle to work, which should be publicized
4. Explore schemes for group insurance of cyclists
5. The enforcement plan should be better worked out, with clearer rationale

#### Suggestions for Cycle Volunteering

1. Cycling training activity could be started up, to develop the systems for requesting training, providing training, certification of trainers, graduated curriculum from learning how to cycle to ability to cycle safely in traffic
2. Provide guidance on how to deal with dogs that run after cyclists (area level work, as well as personal tips)
3. Projects for education of motorists (may be combined with penalties for violations)
  4. Cycle for Pune is promoting school-based cycling, corporate cycling and other cycling events, with good response at the school at Nanded city. Some trials are also on in Magarpatta for providing cycle facilities within the township.

---

From: **Rahul Purandare** <rrpurandare@gmail.com>

Date: 2017-10-06 22:00 GMT+05:30

Subject: पुणे सायकल प्लॅन बाबत उपयोगी माहिती व सूचना

To: punecycling@googlegroups.com, punecycleplan@gmail.com

Cc: पुणे महानगरपालिका<info@punecorporation.org>, manjushreekhardekar@gmail.com, Deepak Pote <Deepakpote07@gmail.com>, Jayant Bhawe <jgbhave@gmail.com>, Madhuri2856@gmail.com, Deccan Gymkhana <dgpspune@gmail.com>, editorial@lokmat.com, editor@esakal.com

राहुल पुरंदरे  
23, सितास्मृती, शांतीशीला सोसायटी,  
लॉ कॉलेज रोड  
पुणे 411004  
मोबाईल 9823567847

विषय:- पुणे सायकल प्लॅन बाबत उपयोगी माहिती व सूचना

महोदय,

आपण सुरु करत असलेला पुणे सायकल प्लान खूप चांगला प्रोजेक्ट आहे. मी स्वतः नियमितपणे सायकल चालवतो.4 ते 5 किलोमीटर अंतरावर जाण्यासाठी मी मोटारसायकल न वापरता सायकल चा वापर करतो. तसेच बरेचदा ऑफिस ला देखील सायकल वर जातो. याचा मला आरोग्यासाठी चांगला फायदा होत आहे.

पुणे सायकल प्लॅन बाबतीत खलील माहितीचा उपयोग करून घ्यावा ही विनंती.

पुणे महानगरपालिकेच्या पुण्यातील विविध भागात 67 व्यायामशाळा असल्याची माहिती भूमी जिंदगी विभागाकडून मिळाली. ती आपल्याला फॉरवर्ड करत आहे. या व्यायामशाळांच्या इमारतींचा वापर सायकल स्टॅन्ड साठी करण्यात यावा. या इमारती आधीच वापरात असल्याने या ठिकाणी नाममात्र खर्चात सायकलिन्या देखभाल दुरुस्ती साठी जागा उपलब्ध होऊ शकते. तसेच या व्यायामशाळांमध्ये येणाऱ्या नागरिकांकडून सायकल प्लॅन ला मोठा प्रतिसाद मिळेल. तसेच या व्यायामशाळांमध्ये असलेल्या कॅन्टीनमध्ये सायकलस्वारांना हेल्थ ड्रिंक्स व हेल्थ फूड मिळण्याची सोय करता येईल. तरी आपण वरील गोष्टींचा विचार करावा ही विनंती.

त्याचप्रमाणे कर्वे रोड वरील SNDT कॉलेज पासून अग्नीकलचर कॉलेज पर्यंत पूर्वी असलेल्या कॅनॉल च्या बाजूने पुणे महानगरपालिकेने सायकल ट्रॅक बनविला आहे. परंतु हा ट्रॅक BMCC रोड वर खंडित हितो व फर्ग्युसन कॉलेज च्या दुसऱ्या गेट पासून पुन्हा सुरु होतो. या भागातील कॅनॉल मराठवाडा कॉलेज व फर्ग्युसन कॉलेज च्या हद्दीत आहे. तरी या भागातील सायकल ट्रॅक तयार करून तो अग्नीकलचर कॉलेज पर्यंत अखंड चालू करावा ही विनंती. यामुळे कोथरुड भागातील सायकलस्वारांना डेक्कन व फर्ग्युसन कॉलेज रोड वरील गर्दी टाळून थेट मॉडेल कॉलनी व शिवाजीनगर भागात जात येईल.

कळावे,  
आपला विश्वासू

राहुल पुरंदरे.

प्रत-

पुणे महानगरपालिका पथ विभाग.  
श्री दीपक पोटे, नगरसेवक प्रभाग 13, पुणे म न पा.  
श्रीमती माधुरी सहस्त्रबुद्धे, नगरसेवक प्रभाग 13, पुणे म न पा.  
श्रीमती मंजुश्री खर्डेकर, नगरसेवक प्रभाग 13, पुणे म न पा.  
श्री जयंत भावे, नगरसेवक प्रभाग 13, पुणे म न पा.

----- Forwarded message -----

From: **Satish Kulkarni** <[satish.kulkarni@punecorporation.org](mailto:satish.kulkarni@punecorporation.org)>  
Date: 2017-05-09 17:13 GMT+05:30  
Subject: Re: आपला दि ०२/०१/२०१७ रोजीचे ऑनलाईन माहिती अधिकार संदर्भात  
To: [rrpurandare@gmail.com](mailto:rrpurandare@gmail.com)

महोदय,

आपला दि ०२/०१/२०१७ चा अर्जा मध्ये नमूद केलेल्या विषयाबाबतची माहिती आपणाला पाठवीत आहोत. आमचे खात्याकडे असलेली व्यायामशाळेची माहिती आपणास पाठवीत आहोत व उर्वरित माहिती साठी आपण संबंधित क्षेत्रिय कार्यालयाशी संपर्क साधावा .

2017-05-09 17:07 GMT+05:30 Satish Kulkarni <[satish.kulkarni@punecorporation.org](mailto:satish.kulkarni@punecorporation.org)>:  
महोदय ,

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From: **Anirudha Risbud** <[anirudharisbud@gmail.com](mailto:anirudharisbud@gmail.com)>  
Date: 2017-10-31 21:30 GMT+05:30  
Subject: पदपथ दिवे  
To: [punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)

महानगर पालिका आयुक्त आणि महापौर यांस,  
मी रोज सकाळी 5.30 वाजता सायकल घेऊन साधारण 40 ते 50 k.m. चालवतो. कित्येक पदपथ दिवे चालू नसतात त्याच प्रमाणे मोकट कुत्री भरपूर असतात. आधी त्याची सोय करावी मग सायकल ट्रॅक आणि बाकीच्या सुविधा द्या.

कळावे आपला नम्र  
अनिरुद्ध विभाकर रिसबूड

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On Tue, Oct 10, 2017 at 8:48 PM, amrita gugale <[amritagugale88@gmail.com](mailto:amritagugale88@gmail.com)> wrote:

I would really like to appreciate the initiative taken by PMC. I would like to make a few suggestions in this regard.

1. Instead of focusing on building new cycle tracks please maintain the previous ones. Make the older cycle tracks hawker free and two- wheeler free.
2. Massive drive for public sensitisation must be undertaken. Vehicle owners need to acknowledge the needs of cyclists on the roads .

Let us know if we citizens can help in this wonderful initiative!!

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From: **Shrikant Oak** <shrikantvoak@gmail.com>

Date: 2017-10-06 11:35 GMT+05:30

Subject: अतिक्रमण व बेकायदा बांधकाम बाबत.

To: dmc1@punecorporation.org, Mayor Pune <mayorpune@punecorporation.org>, Pune Cycle Plan <punecycleplan@gmail.com>, पुणे महानगरपालिका<info@punecorporation.org>

महोदय,

आज दि. ६ ऑक्टोबर २०१७ च्या Today सकाळ पुरवणीतील बातमी नुसार,

आपणास कळवू इच्छितो की, सिंहगड रोड वर पानमळा चौकात दररोज सकाळी ८.३० ते ११.३० पर्यंत वाहतूक कोंडी होते. पुढे जाण्यासाठी वाहन चालक Cycle Track चा बिनदिक्कत वापर करतात. एवढेच नाही जर Cycle Track वरून महिला, जेष्ठ नागरिक, शाळेतील मुळे जात असतील तर त्यांना हॉर्न वाजवून बाजूला सारून पुढे जातात. असो, याकामी मी duty वरील पोलिसांना वारंवार सांगतले असता ते तात्पुरती वाहने वळविण्यास भाग पडतात. पण पोलीस जरा दूर झाले की, पुनः नवीन वाहने पुनः बहुसंख्येने उभी राहतात. तसेच जवळच्या पीठ गिरणी समोर एक उर्मट भाजीवाला अजिबात हातगाडी हलवत नाही. पोलीसही त्या "आशा" हॉटेल व मारवाड्याच्या किराणा दुकानदाराला सांगून सांगून कंटाळले आहेत.

मुळात ही अशी वेळ नागरिकांवर का येते, हे नीट अभ्यासले तर, पानमळा चौकात १५-२० घरे-झोपड्या असून त्या अगदी रस्त्यावर आल्या आहेत. त्यातच "आशा " नावाचे चहा-नाष्ट्याचे एक हॉटेल वर्षानुवर्षे चालू आहे. त्याचे दारात १०-१२ दोन चाकी वाहने बिनदिक्कत रस्त्यावर वाकडी तिकडी उभी असतात. त्यामुळे PMT बसही नीट वळू शकत नाही. खरंच बस वळवणे ही बस चालकाची कसरत असते.

तरी पानमळा सिग्नल चौकातील १०-१५ झोपड्या व ते "आशा" हॉटेल व एका मारवाड्याचे किराणा मालाचे दुकान कायम स्वरूपी हटवावे. म्हणजे वाहतूक कोंडी होणार नाही, नोकरदारांचा वेळ व पेट्रोलचे पैसे वाचतील व प्रदूषणही कमी होईल.

आपला स्नेहांकित,

श्रीकांत ओक,

एक पुणेकर, जेष्ठ नागरिक.

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From: **Nachiket Janardhan Patwardhan** <nachiket48@rediffmail.com>

Date: Tue, Oct 3, 2017 at 12:23 PM

Subject: infrastructure should start with footpaths and cycle tracks.

To: [pmcmco@gmail.com](mailto:pmcmco@gmail.com)

Cc: [anvitaa@gmail.com](mailto:anvitaa@gmail.com), [bmp.pune.itrans@gmail.com](mailto:bmp.pune.itrans@gmail.com), [buis\\_j@yahoo.com](mailto:buis_j@yahoo.com), [harshad.abhyankar@itdp.org](mailto:harshad.abhyankar@itdp.org), [jayant.joshi@savepunetraffic.org](mailto:jayant.joshi@savepunetraffic.org), [jjoshi.junk@yahoo.com](mailto:jjoshi.junk@yahoo.com), [joshirutul@cept.ac.in](mailto:joshirutul@cept.ac.in), [jugalsrathi@gmail.com](mailto:jugalsrathi@gmail.com), [Parvesh.sharawat@gmail.com](mailto:Parvesh.sharawat@gmail.com), [patwardhan.sujit@gmail.com](mailto:patwardhan.sujit@gmail.com), [pdapunebicycleplan@gmail.com](mailto:pdapunebicycleplan@gmail.com), [phatak.ajay@gmail.com](mailto:phatak.ajay@gmail.com), [pranjali.deshpande@itdp.org](mailto:pranjali.deshpande@itdp.org), [prashantinamdar.pf@gmail.com](mailto:prashantinamdar.pf@gmail.com), [ranjit@parisar.org](mailto:ranjit@parisar.org), [sanskriti.menon@ceeindia.org](mailto:sanskriti.menon@ceeindia.org)

Dear Shri Kunal Kumar,

the bicycle plan being circulated with a questionnaire is a most welcome document and I hope the response and the follow up (ACTION TAKEN) is as enthusiastic and sincere.

However, there are TWO CRITICAL ISSUES that I could not present on the form and hence this letter:

1) All the wonderful plans made by us fail on account of a COMPLETE LACK of implementation. As a Nation, we have a well earned reputation world wide for being UNABLE to get our act together and the reasons can be many, but they apply to EVERYTHING from garbage, to footpaths and public transport.

The PMC must URGENTLY SET UP a department for non motorized movement that will be headed by a HIGH RANKING OFFICIAL to exclusively execute PEDESTRIAN & CYCLING spaces. As we all know these are MOST economical items of urban expenditure and they will effect a MAXIMUM number of citizens. If these two activities remain a sub-section of the ROAD Dept. we will not see any effective change for the citizens.

2) The second issue is the totally inept and inadequate plan for the multiple fly over complex at Chandni Chowk for which the foundation stone ceremony has already been completed. The plan has NO PROVISION AT ALL for cycles and pedestrians and especially in view of the PMC cycle planning elsewhere, this will become an inexcusable scandal.

There SIX SETS of PEOPLE who arrive and depart from this junction, but the plan appears to cater EXCLUSIVELY for motor vehicles and PEOPLE as well as CYCLISTS seem to be totally missing from the otherwise wonderful and colourful presentation.

We recommend an immediate study and analysis of the failures and mistakes of four earlier fly-overs (University, Engineering College, Hadapsar and Swargate) and a proper TECHNICAL PRESENTATION of the proposed complex at Chandni Chowk - this could be carried out by any NGO as well.

Please treat these two proposals with urgency, as urban infrastructure collapse is imminent, and nobody in authority seems to be aware of the immediate future; the very idea of infrastructure is mistakenly seen as airports, metro and expressway at the cost of footpaths and cycle tracks.

Thanking you,

sincerely yours,  
Nachiket and Jayoo (Patwardhan)

----- Forwarded message -----

From: **Shirish Patil** <shirish\_patil\_1@yahoo.com>  
Date: Tue, Oct 3, 2017 at 11:05 AM  
Subject: Suggestions  
To: punecycleplan@gmail.com

Hello Sir/Madam

There is a suggestion to the route of the cycling between Bremen Chowk to Parihar Chowk Aundh.

the red color road made for cycle, is actually creating traffic issue. People do not use the path for cycling, most of the time, the cars are parked on that and there is no way to the cyclist because of parked cars. So suggestion is just remove that road or made the strict rule of not parking the vehicle on the Red color road.

Regards

Shirish Patil

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From: **Prashant Inamdar-PedFIRST** <prashantinamdar.pf@gmail.com>  
Date: Sun, Oct 1, 2017 at 8:14 PM  
Subject: Comments on Draft Bicycle Master Plan for Pune  
To: Pune Cycle Plan <punecycleplan@gmail.com>, punecycleplan@punecorporation.org  
Cc: PMCMCO <pmcmco@gmail.com>  
To,

Pune Cycle Plan, Traffic Dept  
Pune Municipal Corporation  
3rd Floor, Veer Savarkar Bhawan,  
Shivaji Nagar, Pune 411005

Subject : **Comments on 'Comprehensive Bicycle Master Plan for Pune Preliminary Draft for Public Inputs August 2017'**

Dear Sir,

I am happy that PMC has published the Draft Bicycle Master Plan and fully support the initiative to develop a cycling network in the city.

I am submitting my comments on some of the vital aspects in the preliminary draft of the Bicycle Master plan.

**A) Pg 20 - 'Cycling infrastructure assessment'**

The assessment given in the document for 'Safety', 'Comfort' and 'Attractiveness' is that the major proportion of existing cycle tracks are 'safe' or 'fairly safe', 'comfortable' or 'fairly comfortable' and 'very attractive'.

This cannot be a factual statement considering ground reality. *In fact the above assessment is in stark contrast with an earlier statement under the same section which says - 'The audit of the design of the current cycle tracks in Pune reveals the lack of a systematic approach of street design, leading to improper infrastructure.'* Also a good indicator about the quality of cycle tracks

is the usage by cyclists. This figure being negligible clearly shows that the existing cycle tracks are not safe, comfortable and attractive.

**It is necessary that the assessment for Safety, Comfort and Attractiveness be corrected to reflect ground reality and prevent misleading impression which may adversely influence the upgradation plan for existing infrastructure.**

**B) Restoration of existing cycle tracks**

Top priority should be given for restoration of existing cycle tracks to usable status without waiting for the entire final Cycle plan to be ready.

**C) Pg 56 - Use of interlocking paver blocks for cycle track**

The description for 'Figure 40' states that 'Use of interlocking paver blocks for cycle track surface may be appropriate provided these are affixed at level.'

The above statement goes dead against the basic requirement of a comfortable and safe surface for cycle track as there is no way to ensure that the paver blocks would get fixed at same level. Moreover the joints between paver blocks are also a cause of high discomfort for cyclists. Also regular maintenance of paver blocks is never done.

The net result will be that the cycle tracks would not be used by cyclists as is the experience with existing tracks with paver blocks.

**Paver blocks should be strictly avoided and hence this statement about use of paver blocks should be deleted from the document.**

**D) Pg 59 - Painted cycle lanes** (without physical segregation)

In the Cycle plan, 71 km of painted cycle lanes have been proposed as part of the cycle network.

Considering the volume of motorized traffic, speed of motorized traffic, lack of vehicle parking space, lack of footpaths, auto-rickshaws halting at roadside etc. non-segregated painted cycle lanes would not be workable as these will always get encroached upon. Cyclists using the cycle lane would have to weave in and out of the lane into the vehicle carriageway which would be more dangerous than riding on the carriageway. Motorized vehicles crossing the cycle lane to access parking lane would also be hazardous for cyclists.

Connectivity seen on the map by virtue of the cycle lanes would thus not be practically available. Providing such painted lanes could hence at best only add to the length of cycle network on paper giving a misleading picture about ground reality. Such painted lanes will get reduced to only a symbolic gesture without any practical utility for cyclists and result in wastage of public money.

**Hence as a policy painted cycle lanes should be avoided.**

**E) Pg 63 - Segregated Cycle Track**

In the Cycle plan 271 km of segregated cycle tracks have been proposed.



The design recommended is that of raised segregated cycle track.

My comments as under -

- 1) Recommended material for cycle track is asphalt as first choice and concrete being the second. It is a tedious task to construct the narrow raised stretch of cycle track sandwiched between carriageway and footpath. If done manually the quality suffers.
- 2) Cost of construction high
- 3) Time for construction high
- 4) Demolition and reconstruction required for shifting cycle track in case of road widening, redesign, change in alignment or for whatever reason.
- 5) Raised cycle tracks do not prevent encroachment, vehicle parking and vehicles being driven on the track
- 6) Raised cycle tracks adjacent to footpaths are used by pedestrians causing conflict with cyclists. A nominal 50mm level difference separating the two is not enough as an effective segregation. Normally it will not be possible to provide a horizontal buffer zone between footpath and cycle track.
- 7) In case of raised cycle track without a separation verge (which could be the case on many roads) only a level difference of about 100 mm from the road surface would not protect cyclists from encroaching vehicles. Road side parking would aggravate the matter.

#### **Suggestion**

- a) Recommended material for cycle tracks is same as that for roads (asphalt or concrete). Hence it would be best to use the same road surface and carve out cycle track at the road side by providing curbstones with 200 mm height above road level as physical segregation.
- b) Cycle also being a vehicle, it would be convenient for cyclist to be at road level for better connectivity to side lanes, changing direction or exiting the track.
- c) Bollards should be provided to prevent vehicle entry but at the same time facilitating cycle movement without hindrance. (Required also in case of raised tracks.)
- d) Road level cycle tracks would require considerably less capital expenditure and also less time for construction. The money thus saved can be used for other NMT related needs.

**The policy should be to provide road level cycle tracks with curbstone segregation and drainage. If necessary, raised cycle tracks can be considered only in some special cases as exception.**

**I request you to consider above comments while finalizing the Comprehensive Bicycle Master Plan for Pune.**

I hope that in view of the past experience the matter of cycle tracks will be taken up for final planning and execution with due seriousness and diligence including effective set up for enforcement and regular maintenance.

Regards,  
Prashant Inamdar  
Convenor  
Pedestrians FIRST

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**Inputs on the Bicycle Master Plan by PMC**

by Sujit Patwardhan  
[patwardhan.sujit@gmail.com](mailto:patwardhan.sujit@gmail.com)  
+91 98220 26627

I have already submitted my comments through the online questionnaire and have confirmed my support (strongly agree) to most of the recommendations set out in the form.

However I have serious misgivings about whether the Comprehensive Master Plan will be implemented as designed, for the following reasons. I am giving the points in writing so that they may be considered with necessary seriousness if the Pune Municipal Corporation (PMC) is serious and actually committed to the Bicycle Master Plan.

In other words is the Master Plan going to be a "game changer" and a key component for bringing about major changes in our traffic and transportation vision and projects or will it remain just one more toothless plan published with great fanfare but left unimplemented.

### **The background**

Pune once known as the cycling city with high percentage of cyclists biking to work, shopping, entertainment, recreation, leisure etc has seen the share of bicycle rides drastically shrink over the last several decades to a point where if the current trend continues, bicycling will only remain a part of the city's history.

On the other hand if transport infrastructure and supporting policy for bicycle promotion is taken up with earnestness and honesty the ridership of bicycles can rise substantially. Transport planners have long known that **"if you design roads and infrastructure for cars and two wheelers, you will get more cars and two wheelers, but if you design roads for bicycles, you will see substantial increase in bicycles ridership". Modal shift back to the bicycle is not only possible but indeed do-able.**

Replacement of the bicycle by motorised two and four wheelers is a worldwide trend beginning with the post Second World War period where novelty, speed, apparent convenience and comfort of the motorised modes coupled with the higher purchasing power of the urban population led to a surge in the ownership and use of the motorised vehicles. But it didn't take very long for many motorised cities in Europe to notice the negative aspects of car domination (and car dependence). Congestion, Pollution, Accidents, Physical Damage to the city form, destruction of communities, and economic loss caused by all the above, made worse by the tripling of fuel prices in the mid nineteen seventies led to a serious questioning of the personal motor car as the best mode of travel for all the citizens. After some initial tentative steps to challenge the "business as usual" scenario, a major shift to sustainable transport began to take roots in many cities across the globe.

Some early examples of these are the Ownership Permits for new cars and Area Licensing Scheme for personal cars in Singapore, innovation of the Bus Rapid Transit (BRT) system in Curitiba, Brazil (1974), Congestion Charging scheme in London, UK (2003) and Public Bicycle Sharing Scheme – Velib, Paris (2007) are now part of the success stories highlighting the U-Turn in transportation vision of city and transportation planners. Less publicized but perhaps creating deeper long term impact was the promotion and investment in bicycling infrastructure in

Amsterdam (Holland) and Copenhagen (Denmark) as also in many cities in Germany, France, Switzerland and Italy. Now this new transport vision based on sustainable transport is being practiced to varying degrees in most European cities where bicycle and non-motorized (NMT) infrastructure gets increasing budget each successive year.

### **Situation in Indian Cities**

Unfortunately the traffic and city planning vision in most Indian cities continues along the old paradigm of unsustainability, which is - relying on bigger and wider roads, building flyovers and underpasses and creating more and more parking spaces for the least desirable mode - namely the personal automobile. This is not only undesirable if the goal is to reduce congestion, pollution, road accidents and economic losses caused by these impediments but downright undemocratic and iniquitous for a poor country like India where majority of citizens have to bear the most extreme conditions of personal discomfort and prohibitive costs when it comes to their travel mode.

These conditions have hardly changed despite Government of India's adoption of the National Urban Transport Policy (NUTP) in 2006 which though not flawless has many good recommendations at the policy level. In addition to NUTP, cities funded under the Jawaharlal Nehru National Urban Renewal Mission (JnNURM) of which Pune is a part, were required to prepare a Comprehensive Mobility Plan (CMP) with proposals in line with the NUTP. Pune city too has prepared a CMP and touts this when projecting itself as a smart and enlightened city.

However despite these policy documents (NUTP and CMP) Pune continues to brazenly violate their recommendations when building transportation infrastructure throughout the city. It will therefore be naive to assume that recommendations of the "Comprehensive Bicycle Master Plan for Pune" will be put in practice by PMC with any seriousness or real commitment.

### **Specific Examples from the Bicycle Master Plan that are a cause for serious concern to supporters of the Bicycle Master Plan**

#### **1) Creation of city-wide cycle track network and cycle-safe streets (1.1 Scope and Purpose of plan. page 4):**

It is ironical that while creation of city-wide cycle track network is a high priority item of the Bicycle Master Plan, PMC has permitted gross and criminal neglect of **existing** cycle tracks in the city.

Some examples - Model Colony Canal Road had a dedicated cycle track protected by vertical tiles to prevent two wheelers/cars from entering the cycle track. Just under a year back (while PMC's consultants were busy preparing the Bicycle Master Plan) this canal road was taken up for concretization, during which time the dedicated cycle track was removed and replaced by a poorly visible painted line. Now cars and two wheelers drive and park on what was the old cycle track.

The second example is of the Wakdewadi underpass for bicycles only. This was a path-breaking infrastructure put in place sometime in the nineteen seventies, for safety and convenience of bicyclists. This has over the years been invaded by motorised two wheelers and even cars.

If the city is unable to protect such existing pro-cycle facilities, will anyone have faith in PMC properly executing a citywide bicycle master plan?

**2) Institutional Mechanisms, capacity-building and budget estimates for implementing the plan (1.1 Scope and Purpose of plan. page 4):**

Not clear what this means. Unless there are specific targets set for officials in charge of bicycling and NMT, this will remain a mere intention and will do nothing to achieve the objectives of the bicycle master plan.

**3) The Pune Cycle Plan (Preliminary Draft) has been prepared based on (page 5):-**

This page gives a long list to show various assessments of current transportation plans and projects as well as numerous surveys, traffic counts and ward level meetings. Apparently presentations on the bicycle master plan were made in many ward offices, mohalla committees and housing societies

However it is not clear if inputs were sought and received from the local elected representatives and if any interactions were held with them about the Bicycle Master Plan. Elected representatives often demand arbitrary changes in traffic plans and infrastructures without adequately acquainting themselves with the provisions, objectives and vision of the NUTP or the CMP. Hence sensitizing them to the benefits of the bicycle master plan for the city and its potential to reduce the traffic problems of the city would have paid rich dividends.

There are numerous examples of ill advised interventions by political elements -(elected representatives) Corporators, MLAs and MLCs in transportation proposals put forward by the PMC administration. There is no reason to believe that such interventions will not be made in the Bicycle Master Plan too. In the draft Bicycle Master Plan there is no cognizance of this.

**4) Situation Analysis (2 page 6),**

**5) Transport policy, plans, and projects (2.1 pages 6, 7, 8, 9 and 10)**

This part reiterates the concepts in the NUTP, CMP and quotes supporting statements such as:-  
***"the safety concerns of NMT modes have to be addressed....Further the NUTP recommends the involvement of users in the appraisal of cycle infrastructure designs" (page 6)***  
***The NUTP is the primary overall policy guidance for the Pune Cycle Plan. (page 6)***

It also says:-

***The CMP seeks to make public transport facilities available to all residents within a reasonable distance from their homes, workplaces etc etc etc (page 6)***

That's not all. There are statements such as:-

***Measures suggested to discourage the use of motor vehicles and to attract a large part of the growing travel demand towards public transport (PT) and NMT. (given as 11 bullet points on page 6)***

These can at best be considered as a “wish list” with no clear plan set out to show how these will be actually achieved. With the PMPML periodically increasing its fares and monthly Pass charges (without improving its performance) it is steadily losing customers –so the prediction of attracting commuters to PT is hollow and unconvincing.

***Identification of a number of trunk mobility corridors along which high capacity public transport systems such as BRT/Monorail/LRT/Metro, etc would be considered based on a scientific and detailed alternatives analysis***

This is a laughable statement considering that PMC has no history of conducting a scientific and detailed alternatives analysis. When the DPR prepared by the Delhi Metro Rail Corporation (DMRC) was accepted by PMC, many individuals and NGOs posed specific questions about the routes, ridership, elevated versus underground options, need for extra FSI in the Metro Influence Zones. Unfortunately other than saying that “DMRC are the experts and they know best” PMC did not answer any of the questions in a transparent and scientific manner. It was only after the Urban Development Department insisted did the PMC most reluctantly and partially try to answer the questions.

***Pedestrianizing important portions of the core city area and linking them with strategic parking places to encourage people to walk in such areas***

How this will be achieved (when previous efforts to pedestrianize even a small part of the Lakshmi Road failed due to lack of determined action by PMC and the Traffic Police) is not clarified or explained.

***Introduction of physical and fiscal measures to discourage the use of personal motor vehicles.***

There are no details given to show how this will be achieved. Hence this is likely to remain yet another statement in vacuum with no chance of being implemented.

**In conclusion**

Pune city is presently involved in many projects that are not in the CMP and are in fact contradictory to the vision and the spirit of the CMP/NUTP. To name a few:-  
- a spate of flyovers (Nal Stop, Khanduji Baba Chowk, Grade Separator at the Pune University Junction, Multi layered Chandani Chowk Flyover).

None of these are in the CMP but the PMC administration has not rejected the proposals. On the contrary it is going along with their construction on high priority.

PMC is also defending its decision to build the riverbed road near Vitthalwadi, demolition of which was ordered by the National Green Tribunal (NGT) and is planning to build several more riverbed roads, tunnels through ecologically sensitive urban forests and hills and the so called High Capacity Mass Transportation Route (HCMTR) which is a total travesty of justice, because the original HCMTR (proposed in the 1982 Development Plan) was defined as an **access controlled Public Transport ONLY** ring road. In its present avatar this road will mainly be for personal auto vehicles (with 4 or more lanes for personal vehicles) and only two lanes for BRT.

These are only some examples of how PMC is talking the language of sustainable transport but is in fact continuing along the old and outdated car dominated vision of transport.

If PMC is honest and serious in its intentions to make Pune a Cycling City again it must indicate how all its good intentions, goals and objectives will become a part of the Development Plan

(DP) to be executed in a time bound manner. Both - its inclusion in the DP and a time bound schedule are essential components, as merely including the provisions in the DP will not ensure execution as one can see from the original HCMTR proposal, which was in the 1982 DP but allowed to collect dust for over 30 years - and now that it is on the anvil it is in a totally mutilated form.

**There is real possibility that the Bicycle Master Plan is likely to go the way of these projects instead of becoming a “game changer” for Pune’s traffic and transportation woes.**

- 2 October 2017

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Comments and feedback on Pune Bicycle Plan, 2017  
Yogesh Dandekar, BArch (Pune) MDes (IDC IIT-Bombay)  
30 September 2016 1  
Place: Pune  
Date: 30 Sept 2017

To, The CEO Smart City Pune

Dear Sir,

I am a citizen of Pune and wish to share my observations and comments on the Pune Bicycle Plan.

Firstly, I sincerely want to appreciate the efforts by the team in putting together this document. The document in addition to giving directions and recommendations on making Pune, Bicycle friendly, is also an eye opener on very sad state of our traffic conditions.

I strongly believe, People behavior is a problem, which, only people can solve. There are more detailed notes in the document below. However, I would like to point out some important aspects, which probably seem missing, which could have made the exercise more focused and user centered. Use design thinking methodologies and journey mapping exercises to look at the opportunity of making Pune Bicycle friendly from the point of views of “Personas”. It is critical to study these people, their needs and aspirations and their journeys. It will help us to dive deeper to empathize with their day-to-day challenges.

Some questions. Why is the parent of a teenager just entering 11th std, first thinks of two wheeler purchase. Where does cycling figure out in the list of available options (If he really considers it) Why are Parents scared of sending their kids to school on a public transport bus and where does Bicycle come in their list of options and what leads them to take the decisions.

An Entrepreneur who has to work very hard to make his business run, is racing against time. He is sacrificing his own health at times, sleeping less, missing meals and at times has unclear values to ensure he stays ahead in the game and is able to live a lifestyle. But he will not miss refueling. A housewife has a very major duty of dropping the kids to school/classes/extra coaching and probably pick up the kid from a Day-care-center and also pick up groceries and vegees on the way. She is multitasking to the fullest to get all these things done. You have touched upon only a single persona of a college going student for whom owning a motorcycle is more of a status symbol.

I wanted to take my bicycle on the bus – Attached is my sketch. Is this Bicycle plan thinking of ideas like this? It was a regular morning. I had a meeting in Mumbai and hence had to leave early. I dropped my son at the bus stop. He was in Standard 3. The bus came, I helped him joyfully jump on the first step, wished him a great day and fun at school. As the bus left, I stopped an Autorikshaw for going to Pune station. At 7:15 in the morning, there was traffic jam at Paud phata under the flyover. A strange time to get stuck in a jam.

As my driver inched ahead in the bumper to bumper snail speed, I saw a bus standing at under the flyover and people gathered around it.

A tiffin bag on the street caught my attention and then I saw a school kid silent and still, on the road along with his crumpled cycle. Till today, that scene flashes in front of my eyes quite in detail as the the colour of his school uniform and the red coloured tiffin bag. The tiffin must have had freshly made lunch and lot of hopes and aspirations. Since that incident, though I cycle a lot in the city very often, everytime my son is out with a cycle, I only relax once he returns though he has to go through my numerous instructions before stepping out. If your kids cannot cycle to school, who are within 2-3 km from home, we have not made any progress to make our cities better. These kids are tomorrows citizens. If they cycle, they will honour and respect their own efforts and others as well.

I am hopeful that my feedback would be considered and I am open to contribute in the future design and implementation of this program if given a chance. Some points may have very personal reaction but I am open for discussion but always want to contribute in a positive manner.

Some Key Highlights of my comments.

I am attaching the PDF file (Comprehensive Bicycle Master Plan for Pune, Preliminary Draft for Public Inputs, August 2017) on which I have made comments.

1. A very robust and professionally managed Operational plan is a must for such program. A capable leadership with keen interest, an optimistic approach and perseverance is required to implement and manage this system.
2. Definition of a Trip. 2.2 Travel trends and Current patterns. - What is definition of a trip? Is it a full trip, which included Access, Mainline and Egress? OR each part of the trips counted separately – Access, Mainline and Egress. This is not getting clear.
3. Figure 2. chart needs more work to be seen from the perspective of modes of transport. Almost all private vehicle journeys are A- Mainline single mode. At times even cycles come under it. Hence the Multiple mode trip needs to be understood to find out its mode share of Auto, Walk, Cycle in Access and Egress. These trips behave very differently than mainline single mode trips. Attached is a simple graphic, which I have prepared. This can explain the challenge of urban transport. It is a very complex system, and even more tough to explain – how to use and equally difficult to make it easy to use. – No wonder, people prefer Scenario 1 over 2. Scenario 1 is mainline single. Scenario 2 is the Multiple Mode.
4. What we miss is that there is a very big problem in connectivity at the interchange. Cycling also faces it and we need to understand how this issue can be addressed.

5. Section 2.2.1, What is a Zonal trip? 6. Section 2.2.1, Trip length 4.3km. What trip length is this? Is this A (single mode) or B (multimode)
6. Section 2.2.2, Current travel patterns, Wish to understand this chart? 47% trips are walking. Are these full trips or part trips. 8. Has the survey tried to understand why are these trips happening? The purpose, reason, need, work, frequency. Because why one travels is intrinsically connected to what mode he uses. There is a small section which focuses on Purpose of travel. But it is not substantial data to generate useful insights. I will use bicycle to buy groceries/haircut. But not for main day long work. And there is a changed dynamics in, group travels v/s individual travel.
7. Figure 3. This figure should be created for both types of trips. A single mode and B multimode. It will give real picture. We cannot look at these 2 trips in the same manner. The reason I am saying this is – The goal is to convert single mode to Multimode. And it is the toughest part. But what can be achieved by – making the trip B more easy, user friendly and safer. So focus on Interchange and activities at the nodes is also very critical over the details of the pathway. And Selection of mode of Access/Egress depends on the full trip.
8. Figure 3. The chart says that 68% trips are below 4km. Would like to understand it in more detail looks a bit wrong.
9. 2.2.2 Travel Mode and Travel time , “There are 11-20min trips on two-wheelers.....” This is a great Insight But what types of trips are these. A person chooses the mode of travel basis his purpose of travel... And There are a lot of 2 wheeler trips by Mothers to drop their kids to classes and whole lot of things. How is this captured. going to classes is a trip which needs to be captured and whether cycling fits this application - needs to be evaluated. If yes, then design the system to facilitate this travel and promote it strongly.
10. Enforcement of traffic regulations. This possibly is one of the critical element for the success of any projects like this Bicycle plan or even making better pedestrian streets.
11. Figure 25. Willingness to change. This is a very important point to be debated and researched. Shifting to Bicycle for the Mainline haul needs a big lifestyle change. It is true that providing infrastructure definitely enables. But the Lifestyle change needs one to accept the fact of peddling to work and may go to the nitty-gritty of having Bath/wash and changing room facilities in Offices, workplaces etc. 14. Shared cycle is not preferred because more respondents may have seen a shared cycle but not experienced it. Such a lukewarm response is natural. Asking someone- Would you like to cycle in Amsterdam. They will say yes. But it is a nightmare to cycle in Snow and low temperatures.
12. Customer Service Officer: What will this person do. Ideally I would recommend having a Customer Experience manager (The name can be anything) He should be responsible for ensuring the system is kept customer friendly, anything not maintained, damaged, not working should be immediately updated, replaced and attended to. As such the Bicycling system will be almost like a bicycle, low on technology complexity.
13. The challenge in such project is - there is very less control on the infrastructure. Its a very open system and subject to inappropriate use, vandalism and ignorant motorists.
14. Cycling Inclusive mobility Planning Proposals. I sincerely hope that the implementation of cycle plan is not subject to getting all these recommendations complete. If we wait for these



changes to happen, the cycling plan will not realize. De-motorization of City core, Controlled Parking, Dismantle One-ways, Design flyovers in cycle inclusive way etc. These are multi-agency coordination initiatives and would face a lot of resistance and very complex and wicked problems. These require a very strong will from all sectors of political establishment and administration. I may have a skeptical bent of mind but optimistic about this getting done. Demotorisation of Laxmi road has been proposed for more than 30 years now. If we have a hope that Bicycling will bring this change, we need to get realistic. There are far more challenges which need to be addressed. Bicycling is just a small part.

15. I see a lot of comparison to the European cities. It is important to understand, Indians are different and Indian cities are different. We would need to get deeper into this and have to find out why we claim that, what worked in Amsterdam would work here. One clear aspect is of people. The values and beliefs of people are very different. Europeans have a mindset of an arrived society while here everyone is in the mode of catching up. And different people approach this catching up differently. There is some sort of race for existence. Darwin would prove right here. Mobility is connected to livelihood here. Everyone is racing to get ahead because there is a huge pressure to perform or fade out. And why the fear? There is someone else just behind your back to take the seat and grab the opportunity. And this is a socio-economic pressure generating stress. In addition to this ruthless race - a definite absence in respecting presence of other people on the roads or an absolute lack of sensitivity that – one's action is a problem for others and society. If you ask 100 people a question - would you litter on street. YES or NO. 100/100 would answer No. But still our streets are dirty and filthy. I am not digressing from the topic but - we are individually smart but collectively dumb. There are challenges to implement such projects, which we all know, but the ability of questioning status quo is suppressed.
16. The Existing cycling infrastructure is not used by cyclists. It is important to identify the reasons behind it. May be I have missed out – Is the report documenting the reasons for its failure? 20. “Demotorisation” and “Economies dying due to congestion”. These are excellent words in the documents or research reports. Ask this to a street vendor who is paying a monthly charge to get right of a space on the footpath. We don't honour pedestrians, forget bicycles. 21. Start a Cycle Card. This will offer discounts for the groceries and regular purchases. You will get 10% discount at restaurants, cafes and also cinemas.
17. It is very important to find out that, - People don't use cycles due to lack of infrastructure/safer streets? OR they don't use cycle at all because it does not fit their daily travel demands, convenience of type of work, requirement of multitasking, speed of work and probably the lifestyle. 23. The Urban development guidelines should abolish the standards of 6m, 9m roads. Roads should be specified as 6V+2C+3P (V= vehicle, C= Bicycle, P=Pedestrian) the numeral stands for the width of road for each purpose. In an immediate effect, start implementing the new developing roads on this system before thinking of the city center. Even the Gated communities don't have this system. The city center is a wicked problem. But the spread of this cancer can be stopped.
18. What is the maximum width of a vehicle in a city? The truck may be. The lane should very tightly fitting the size. Realign all the lanes on the road and you would be able to carve out a 2m lane for cycles easily. Currently the lanes made on the roads are just decorations. They are very wide and at places – 2 cars can fit in 1 lane. The roads should be very well defined with curbing. Lane driving is an uncommon sense as the 2 wheeler drivers have migrated to 4 wheelers and drive the same way without noticing, they have a much larger footprints and more lethal.

19. Impose ZERO tolerance zone and cycle infrastructure on roads around the school.

Regards

Yogesh Dandekar

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[yogesh.s.dandekar@gmail.com](mailto:yogesh.s.dandekar@gmail.com)

LinkedIN profile - <https://in.linkedin.com/in/dandekaryogesh>

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From: **Mr. Mulay Pravin** <mulay.praving@gmail.com>

Date: Thu, Sep 28, 2017 at 5:20 PM

Subject: Accepted Vision Statement in the CMP

To: punecycleplan@gmail.com

Hello,

As per the details on PMC website, the vision for future transportation planning as accepted in the Comprehensive Mobility Plan of Pune (CMP) is *“Moving people safely and economically by emphasizing **public transport and non-motorized transport.**”*

I am sure, this Vision statement must have been formalized after lot of deliberations. However, I humbly feel that the same can be revised as

*“Facilitating and enabling people to traverse safely and economically by emphasizing **public transport and non-motorized transport.**”*

Please let me have your feedback.

*Thanks and warm regards.*

*Dr. Pravin Mulay,*

*चरैवेति| चालत रहा.. Let's keep walking!*

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From: **Nitin Nalawade** <nalawadenitin54@yahoo.com>

Date: Thu, Sep 28, 2017 at 11:21 AM

Subject: cycle plan

To: "punecycleplan@gmail.com" <punecycleplan@gmail.com>

This is going to be 100% failure because we cannot plan any thing right

Some clear examples

BRT

And cycle track

And another greatest failure pmpl

So let the citizens live on their own and die .

No one can do it right.

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From: **Padmakar Joshi** <sanikaj2001@gmail.com>  
Date: Thu, Sep 28, 2017 at 6:55 PM  
Subject: Suggestion for cycle plan  
To: punecycleplan@gmail.com

Dear Sir,

It is a very good idea to avoid pollution and car road congestion.

- But for that for initial period the students upto age 21 should ride only cycle or public transport in Pune city. Cars below age 21 should not be driven as a user but not applicable to drivers who work as an employee or car driving as a business. All eligible school going college going and capable students should use cycle only as recommended means of transport.
- Initially on all Laxmi road walk, public transport and cycles must be only used. On those places car parking, two wheeler parking facility to a place a distant from market place must be made available. E-Bike, E-Rikshaw can be also allowed for transportation means.
- A good training of bicycling must be given in schools or colleges or to other users with cycling Safety rules. Without Cycling Safety no body is recommended to use bicycle.
- Increase use of private cycle users as much as possible which will reduce the burden on public bicycle system. This will be done by ease of dedicated cycle tracks and proving them to be more economical, faster and safer mode of transportation. For that certain routes to the colleges schools stations market places should be made atleast a small lane only for cyclists.
- To make safe cycle traveling lane should not have encroachment by other vehicles. Signals cannot be avoided.
- Critical part is if you make separate lane for cyclist people will love it upto certain age.

With kind regards. Thanking you.  
Padmakar Vasant Joshi

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From: **Anil Gugale** <anilgugale63@gmail.com>

Date: Wed, Sep 27, 2017 at 3:05 PM  
Subject: Cycle plan  
To: punecycleplan@gmail.com

Please keep d cycle tracks encroachment free. Do everything to promote cycling to make this city liveable

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From: **Harprit** <harprit\_lamba@yahoo.co.in>  
Date: Wed, Sep 27, 2017 at 1:33 PM  
Subject: Support  
To: punecycleplan@gmail.com

I support the initiative.

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From: **abhay lune** <abhaylune@gmail.com>  
Date: Wed, Sep 27, 2017 at 1:02 PM

Subject:  
To: punecycleplan@gmail.com  
Dear sir,

1. Dedicated cycling tracks on all major roads required.
2. Maintain these and avoid their encroachment.
3. Install sign boards.
4. Heavy fines for violations.

Your's sincerely,  
Abhay Lune

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From: **ADESH BUTALA** <disha.adesh.b@gmail.com>  
Date: Wed, Sep 27, 2017 at 1:02 PM  
Subject:  
To: punecycleplan@gmail.com  
Make it safe for school children  
Reliable cycle parking.  
Trace all bicycle theft

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From: **VS Kochar** <vskochar@gmail.com>  
Date: Sat, Sep 23, 2017 at 7:59 PM  
Subject: Re: Your response on Pune Cycle Plan proposals  
To: Pune Cycle Plan <punecycleplan@gmail.com>

Thank you replying. It consoles me that there are a few people trying to work.

As regards your ideas that BRTs in the center of the Road are viable, it seems like it will be a waste of time and effort trying to explain to you how such systems work. Just to get you thinking, the populace has to be law abiding. To give you an example, if you go out at midnight and the streets are totally empty, you would still stop at a RED Light in case the signals were still working at that late hour. India unfortunately, hasn't yet reached or is anywhere near self discipline, even during day time. Very few like us from the Services do so, also putting our lives at risk as other motorists behind honk and scream to jump lights.

Your efforts should be to undertake a nationwide education about road safety and self discipline. Just as a starter check if you yourself know the answer to these road markings.

- a) Center line painted as broken lines.
- b) Center line continuous lines.
- c) Center line painted as two continuous lines.
- d) Crossings painted with yellow cross-lines.

In my growing-up days, we could not even walk with a bicycle the wrong way on a one-way street. You know the chaos that exists today. We were taught Civics on how to be good citizen. These subjects have been replaced by others today. The youth today do not want to cycle, other than in a Gym. They all want super-bikes (dangerous on these crowded roads, and, India is a rare country that does not have a requirement for separate driving licence for super-bikes).

The need of the hour is to educate and inculcate self discipline. Sadly most of our Cops are on VIP duty and not available to regulate traffic.

The amount of money that will go down the drain by this plan is a foregone conclusion. I am optimistic though that you are thinking and taking in views. I went out today and stood at a few Chowks, I counted 22 bicycles in total. At the moment I think only those who would get contracts and make money would be interested in this plan.

I would rather go all out like Swacch Bharat Road Disciplined Bharat teaching. Cycles are passe. Even abroad it is rare to see people using cycles as transport. Mostly used as exercise or sport.

I wish you see reason and take appropriate action. Too much of money has been wasted in Hare-brained schemes just to fill a few pockets.

Regards and Jai Hind.

Virender

On Sat, Sep 23, 2017 at 7:09 PM, Pune Cycle Plan <[punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)> wrote:

Thank you for filling out the response form.

With regard to your comment about BRT being for less populous cities, we would like to place before you the facts that some of the best run BRTs are in cities more populous than Pune, such as Bogota with a population of 8 million and Guangzhou with a population of 14 million.

The idea of having the bus lane in the centre is to give priority to public transport, rather than to private motorized vehicles. This helps increase the throughput of the road since more people can travel faster in the bus.

Customer surveys have been done for people traveling by Rainbow BRT, including before and after the creation of Rainbow BRT. You would be happy to know that bus commuters have given much higher ratings for BRT than for the earlier bus service. You may also like to consider that over 11% of the trips are made by bus in Pune, as compared to 5.5% by car/cab. The facilities for public transport have to be improved more and more, which is the reason why a system like the BRT is a good idea.

Often, people think that it is difficult to reach the station in the middle of the road. However, commuters anyway have to cross the entire road width at least twice in their journey up and down. In the BRT, the commuter has to cross only half the road both times.

You may like to refer to the materials about Rainbow BRT on this site <https://rainbowbrtpune.wordpress.com/>

Thanks and regards

Website <https://punecycleplan.wordpress.com/>

Facebook <https://www.facebook.com/PuneCyclePlan2016/>

**Google group Pune Cycling** (for updates on the Pune Cycle Plan)

<https://groups.google.com/forum/#!aboutgroup/punecycling>

(contact owner to join)

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On 25 Sep 2017 9:32 am, "Bharat Datar" <[bdatar@yahoo.com](mailto:bdatar@yahoo.com)> wrote:

Hello,

Thanks for prompt reply. Frankly I didn't expect!!

Yesterday I couldn't find my suggestions in draft plan. Hence sent mail. Grateful if you could please guide me to correct section.

I will be happy to contribute my best possible efforts to make Pune Of Cycles again. Except for cycle track which will be a disaster at this point of time. Main reason is already roads are narrow for many reasons and vehicles are huge.

I had given one more suggestion for forthcoming mini buses. Interior could be like metro. Benches on sides only. Middle huge area for standing. Number of passengers will increase. Bus cost will be less. Grateful if you could pass this message to appropriate authorities.

Thanks  
Bharat

On Sunday, September 24, 2017, 5:11 PM, Pune Cycle Plan <[punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)> wrote:  
Dear Mr Bharat Datar

Thank you for the article, and it makes eminently good points, including the public bicycle system, and range of methods for promotion of cycling.

You would be happy to know that several of these are incorporated in the preliminary draft of Pune Cycle Plan.

Please take a look at the document uploaded at this site <https://punecycleplan.wordpress.com/preliminary-draft/>

We look forward to your suggestion on the draft proposals.

Regards

Website <https://punecycleplan.wordpress.com/>  
Facebook <https://www.facebook.com/PuneCyclePlan2016/>

Google group **Pune Cycling** (for updates on the Pune Cycle Plan)  
<https://groups.google.com/forum/#!aboutgroup/punecycling>  
(contact owner to join)

On Sun, Sep 24, 2017 at 12:01 PM, Bharat Datar <[bdatar@yahoo.com](mailto:bdatar@yahoo.com)> wrote:  
Hello,

Nowadays each house is having many two/four wheelers and the numbers are growing every day. Hardly we see any cycle on road. Designing of cycle track should be taken up only when number of cycles increase on road.

First task should be to make people think to use cycles instead of 2/4 wheelers. It is not easy task. Now people are used to the comfort of automatic vehicles.

Last year I had sent following three plans  
at [punecycleplan@wordpress.com](mailto:punecycleplan@wordpress.com), [punecycleplan@gmail.com](mailto:punecycleplan@gmail.com).

1) Short Term :- School, Collages, Companies to give certain benefits to students / workers coming on cycle.

2) Mid Term :- Battery operated cycles. New 3 wheel models to invent for easy balancing. Provide some storage space. Allow to use them as Rikshaws for commercial usage.

3) Long Term :- Solar Power Batteries to invent. Plug-and-play model cycles to invent. These cycle should be able to generate power while operating. User should be able to sale this power to government.

Existing proposed Budget should be used to invent, design and manufacture cycles as mentioned in Mid/Long term plan above. Such cycle price should be Rs.500/- max. This will make people think and use cycles.

Just for information, please read my enclosed document "bharat-datar-abu-dhabi-Cycle- Yug", which was published in esakal in 2010.

Regards,  
Bharat Datar  
Pune  
[9881166505](tel:9881166505)

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----- Forwarded message -----

From: **Sonawane Satish** <sonawanesk@yahoo.com>  
Date: Mon, Sep 25, 2017 at 10:38 AM  
Subject: Fw: पुणे सायकल प्लॅन  
To: "punecycleplan@gmail.com" <punecycleplan@gmail.com>

Good study and plan.

We need to pay major attention to use of investment done, in order to bring in transformation.

1. Wardens won't suffice. ( BRT experience). Empower cyclists to "help" report people doing encroachments, tress-passing on cycle tracks. The fine should be collected by warden and should be heavy.
2. Keep cycle parking free everywhere. Collect pollution tax from motor bike and car parking providers at schools, colleges, offices, & commercial complexes ( business owners) .
3. Don't approve new petrol/diesel fuel pumps capacity addition in city. Promote transformation to CNG, cycle repair facilities at fuel pumps, solar based battery charging. etc.
4. Keep cycle tracks free from garbage, littering, open air loos, etc.
5. Keep waste recycling plants ( they stink & irritate cyclists more) at least 100 mts away from cycling tracks.
6. Organize collection of unused cycles from housing societies, retrofit and put them to use. ( Distribute to needy or put on rental )

Thanks & Best regards,  
Satish Sonawane

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2017-09-22 22:02 GMT+05:30 shrinivas nimkar <[shrinivasnimkar@gmail.com](mailto:shrinivasnimkar@gmail.com)>:

प्रस्ताव अत्यंत चांगला आहे परंतु त्याची अंमलबजावणी दिलेल्या वेळेत व ठरवलेल्या कार्यक्षमतेने करून दाखवावी. विशेषतः क्र. ४ - सायकल ट्रॅकवरची संभाव्य घुसखोरी व अतिक्रमणे संपूर्णपणे व कोणाचाही अपवाद न करता दूर झाली तरच योजना यशस्वी होईल. तसेच सायकल ट्रॅक चांगल्या स्थितीतच असले पाहिजेत कारण सायकलला साधारणपणे शॉक ऍबसॉर्बर नसल्याने ट्रॅकवर खड्डे किंवा खडबडीत पणा असल्यास कोणीही सायकलवाला त्यावर जाणार नाही (सध्याच्या अनेक ट्रॅक्सची स्थिती अशी आहे)

From: **Abhijeet Marathe** <abhijeet.marathe@gmail.com>

Date: Fri, Sep 22, 2017 at 1:12 PM

Subject: Inputs

To: punecycleplan@gmail.com

1. Plans are always good, monitoring and implementation is hard. Any plans on how to monitor and making sure plans stay on track?

Solution: 1. Make a committee that will monitor and take actions to ensure the plan is on track and infrastructure is not misused.

2. Train traffic police for action.

3. Open a complaint cell for easy complains, online.

2. We are not in Europe, we need to understand we are populous country with huge amount of vehicles.

Solution: Give enough space to everybody, pedestrians, cyclists, public transport and private vehicles.

3. Footpaths and cycling tracks are occupied by hawker's, shopkeepers, bikers. Pedestrians and cyclists use the road.

Solution: Strict fine on footpath used by shops, hawker's and vehicles.

4. Rainy season, Not many use cycles in rains. The public transport has to be efficient to consume extra load in rainy season.

Bottom Line:

- Solid and convenient and comfortable public transport.

- Monitoring and strict implementation of plans

- Strict action against defaulters.

Best Regards,

Abhijeet

(M) 955 251 6647

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From: **Brian Middendorf** <brianmiddendorf@aol.com>

Date: Tue, Sep 19, 2017 at 6:27 PM

Subject: Re: [punecycling] Pune Cycle Plan Proposals (preliminary draft)

To: punecycleplan@gmail.com, punecycling@googlegroups.com,

punecycleplan@punecorporation.org

Good Day,

I visit Pune every two years or so, since my wife is from Pune Camp. I can only give you some insight into how the bike lanes in new York are designed. many of the bike lanes are dangerous and restrict the flow of traffic in many instances. Putting bike lanes on main thorough fares is just looking for an accident to happen. When you have a street with parking on both sides, two way traffic, and install a bike lane, the traffic is impeded, and a safety concern comes into play. I would not eliminate parking, since people live on the streets and need parking. Cycling is healthy, but can also be dangerous for cyclists and motorists. I will send a few pictures of our lanes and you can see the problems many of the bikes lanes have created. There have been accidents here where bikers have disregarded pedestrians right of way and seriously injured them and a few have died. In a City like Pune with all of the traffic, the congestion will



get worse by adding bike lanes, reduce traffic flow, and inconvenience people who ride their motor bike to work.

Regards,  
Brian Middendorf

---

From: **Aneesh Gundu** <gunduaneeesh1@gmail.com>

Date: Thu, Sep 14, 2017 at 10:24 AM

Subject: Input for cycle track.

To: punecycleplan@gmail.com

The initiative of constructing a cycle track is appreciated. The tracks constructed earlier are in shambles now. The only suggestion I would like to give is, please provide barriers or any other obstacle by which the two-wheelers(bikes,mopeds) would not be able to enter the cycle track. Thank you.

---

From: **Shrirang Joshi** <shrijoshi.bus@gmail.com>

Date: Tue, Sep 12, 2017 at 10:56 PM

Subject: Re: suggestions on the Comprehensive Bicycle Master Plan

To: Pune Cycle Plan <punecycleplan@gmail.com>

Hello Madam,  
Thanks for your prompt response.

I would be happy contribute to this effort beyond just written opinions. Let me know if there is a possibility.

- Shrirang Joshi  
+91.9860045627

On Tue, Sep 12, 2017 at 9:20 AM, Pune Cycle Plan <[punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)> wrote:  
Dear Mr Joshi

Thanks for the detailed comments.

The parameters used are:

Safety: encroachment of cycle lane, signage, buffer zone characteristics, height of cycle track, traffic calming at intersections

Comfort: Pavement quality, slope of cycle track, shade quality

Coherence and directness: continuity, barrier free, cycle track signage

Attractive: land use along footpath, cycle lane type and width of cycle track

The form that was used to assess the infrastructure is at

<https://punecycleplan.files.wordpress.com/2017/08/a05-cycle-infrastructure-audit-report.pdf>

Your suggestions about the cycle track surface and safe passage for cyclist school students are noted.

There is a google response form, seeking response on the key recommendations of the draft plan at <https://goo.gl/forms/rZDPp5Ajp81WPAGd2>

Request you to fill it up, if not already done so.

Thanks and regards,

### **Pune Cycle Plan**

Website <https://punecycleplan.wordpress.com/>

Facebook <https://www.facebook.com/PuneCyclePlan2016/>

Google group <https://groups.google.com/d/forum/punecycling>

On Sun, Sep 10, 2017 at 10:54 AM, Shrirang Joshi <[shrijoshi.bus@gmail.com](mailto:shrijoshi.bus@gmail.com)> wrote:  
Hello,

I read the Comprehensive Bicycle Master Plan and would like to thank the team for such a detailed analysis done. It does reflect the depth and breadth of the exercise.

There two points that I would like to emphasize on.

1. Safety - On page 20, the plan says that Most of the tracks are **fairly safe**. I would like to know what scale has been followed to decide to define what is safe and what is not. The biggest flaw that I see in most of these tracks is that they are made of tiles which catch moss during rainy seasons and that makes these tracks slippery. **This is obviously not safe**. Has this factor been considered at all in designing the material of the tracks ?
2. Comfort - already pavement quality has been mentioned above. What makes these tracks uncomfortable is there is no single stretch which is continuously connected even for a kilometer and the cyclists need to come to the regular roads whose quality we all know. Here too, may I see the detailed readings of how this factor was calculated ?

General suggestions

1. There is a strange custom in Pune that the traffic lights go off after 9:00pm and they are back up and running at about 7:30am. 7:00 am is the time when school children start for their schools. If we want our children to be able to use cycles (which is probably the most likely group to use them), traffic lights have to be strictly functional early in the morning. If required, the junctions need to be strictly controlled by policemen. Only then, small children will be able to use cycles freely. **There is every reason to encourage this age group to use cycles**. This a low hanging fruit with very high returns.

- Shrirang Joshi  
[+91.9860045627](tel:+919860045627)

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From: **Pushkar Kanvinde** <[pmkanvinde@gmail.com](mailto:pmkanvinde@gmail.com)>  
Date: Mon, Sep 11, 2017 at 6:43 PM  
Subject: Re: Presentstion

To: Pune Cycle Plan <punecycleplan@gmail.com>

Unless there is political will and guts to implement certain drastic measures not much is expected to happen.

Few suggestions

1. PMC should insist that all its employees, right from commissioner down to class IV, and corporators must come to PMC by walking/ public transport/ cycles. After reaching PMC they can use official PMC vehicles to move around when required.
2. On PMC premises and around in 200 meters radius, parking should be only for cycles, (except PMC official vehicles). Even visitors should use one of the above modes.
3. Same should apply to all Government offices in city.

Once we start this, it will percolate to educational institutions and later corporate offices.

Laxmi road and Mandai area should also have access by above three modes.

Parking, if provided, should have heavy charges escalating by time. say first 30 minutes 5 Rs. Next 1 Hr 20 rs. Next 4 hrs 50 Rs. / hr, later 100 rs./Hr, etc.

Unless cyclists are seen on road in numbers there will not be much respect.

Upto 1983 scene was dominated by cycles only because PMT buses were not adequate and motorised two wheelers were simply not available. To buy a bajaj scooter one had to wait 13 years.

पुष्कर कानविंदे

Pushkar Kanvinde

Architect, Urban Designer

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From: **Amarjyot Singh Gurung** <amarjyot@gmail.com>

Date: Mon, Sep 11, 2017 at 12:36 AM

Subject: Re: Feedback... useless cycle initiative

To: Pune Cycle Plan <punecycleplan@gmail.com>

Really happy to know someone reads emails of feedbacks. I will going forward continue to be positive and continue to follow rules as i have done all my life.

Another negative question perhaps... Why was the meeting kept on Monday 4pm tomorrow? Was a weekend not a better choice on a subject like this? People in my organization followed me to cycling and walking to office in dozens... they all love to do that... but do you think they will all come to a meeting leaving their daily bread on a Monday?

Aundh has a new walking plaza... big gain for the lovely people staying there... but just a few days into its operation and have you seen the toilets?

My worry looks like criticism to you but that is what i foresee this initiative to become.

Just to share with you... about 20 years back I was one of the main centerpage writers for the Indian Express to improve PMT bus service... today I can clearly say that we have improved... can I?

Would be good to know if things improve... specially to a person like me who wishes to see my Pune the best... but then time teaches other lessons... and that too hard ones.

Ignore me if you want to... or use me for being the right critic.

Happy cycling...  
Happy walking...

BTW... I will be participating in a 100km fund raising walk with my office colleagues this Dec... you can join if you are interested. Completely organized and managed by my organization.

Thanks again for your reply... this response from you is in itself the biggest change and a positive one.

I will write positive if i see a positive change. Till then I will keep working in my office non stop to pay taxes and help with the infrastructure.

Regards,  
Amar

On 10 Sep 2017 10:09 p.m., "Pune Cycle Plan" <[punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)> wrote:  
Hello

Thanks for your mail, and feedback in the response sheet.

Indeed, the condition of cycling in Pune needs enormous improvement.

Many cyclists (including some of the people who are involved in preparing the plan) have not been waiting for PMC to provide infrastructure, they just cycle everyday.

As such, the aim of the cycle plan is to make conditions safer for current cyclists and attract future cyclists. Good infrastructure, regulation or promotion would not come about without a plan.

I am sorry to know you have little faith in the implementation of the plan. No one claims that it would be smooth-sailing either. You can blame the system, be critical etc. However, a negative attitude that things will never improve - this will certainly not make things improve. While trying some thing out may have some chance of succeeding.

Its your choice and perception of course whether you want a cycle plan to be made, or not made.

Those of us who are involved in preparation of the plan do certainly hope it will get implemented. Some of us are also cyclists.

Wish you safe cycling.

Regards,

On Tue, Sep 5, 2017 at 11:25 AM, Amarjyot Singh Gurung <[amarjyot@gmail.com](mailto:amarjyot@gmail.com)> wrote:  
I have given so many feedbacks but I am impressed that you still go on with this initiative. Personally I have been risking my life for a long time in cycling and about 2 decades back there was an initiative which lead to a lot of mony wasted on cycling tracks and today there is not even decent footpaths to walk let alone cycling.

Why are we fooling people and giving them the heaven looking dream of a cycle loving city where today we cannot get space to walk.  
Have you yourself done cycling? Will the builders who construct the next set of cycle track or the people who will earn from this initiative done that themselves? I am sure people who earn from this type of propoganda actually only drive SUVs and BMWs.

Have you ever crossed a BRTS side zebra crossing to catch a bus? Is there a concept of zebra crossing for that mattet in your mind? Has the mindset of people being changed for using cycles and PMc busses? You are targetting something which should come last.

Please stop this non sensicle initiative before it is too late and we spend my tax money on a farce.

Let people ride bicycles and walk to work as I do on their own risk and let them die. You at least stick to the facts and dig out the previous cycle initiative 2 decades back and see where is that on status and where is that money gone.

Would love to see a sensible response to this mail or if you are one of the earners from this initiative... ignore me and let me takr life in my own hands on the Pune roads. But please please no more cycle track and hoarding and funding... stop this.

Amar  
7875553250

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From: **Rahul Meher** <[rahul.meher@outlook.com](mailto:rahul.meher@outlook.com)>  
Date: Thu, Sep 7, 2017 at 11:16 PM  
Subject: Re: [punecycling] Request your inputs - draft Pune Cycle Plan Proposals  
To: "punecycleplan@gmail.com" <[punecycleplan@gmail.com](mailto:punecycleplan@gmail.com)>,  
"punecycleplan@punecorporation.org" <[punecycleplan@punecorporation.org](mailto:punecycleplan@punecorporation.org)>

Hi

There are so many question based on motorized parking pay and park.

In first place if PMC can publish master plan before the survey, it will help citizens to know what is there on platter.

If PMC can work on Public Transport , automatically motorized vehicles population will decrease and will save young generations life's.

reg

Rahul Meher

---

On Thu, Sep 7, 2017 at 2:16 PM, Himanshu Paliwal <[adityapaliwal34@gmail.com](mailto:adityapaliwal34@gmail.com)> wrote:

Hello,  
I wish to help PMC as a volunteer to implement #PuneCyclePlan.

**About Me:**

I am a Software Developer in an MNC. A regular cyclist and use cycle for the commute purpose.

**Why Me?**

I am a founder of a group "The Sprocketeers" for all the cyclists across Pune. We do rides in and around Pune.

Being a cyclist I have explored most of the city roads and observed things closely. So I believe I can help the team to develop a robust plan.

Feel free to connect with me on given number.

Looking forward to a positive response.

--

**THANKS AND REGARDS**

**HIMANSHU PALIWAL**

**+91 8989884134**

[Twitter](#)

[Facebook](#)

---

From: **Shrirang D. Athavale** <uniquedentalpractice@gmail.com>

Date: Mon, Sep 4, 2017 at 12:21 PM

Subject: Re: Pune Cycling Group

To: "punecycleplan@gmail.com" <punecycleplan@gmail.com>

Cc: "Shrirang D. Athavale" <shrirangdathavale@yahoo.co.in>

Hello,

I am Dr. Shrirang Athavale. I am from PUNE. I am practicing dentist. I live in the heart of the city- Shukrawar peth and my clinic is in Narayan peth.

I am into cycling since last 8 years. Initially cycling was for the fitness purpose only- 15 to 20 km early morning- back home by 7 am before traffic. But now I use cycle as a mode of transport wherever it is possible. My clinic is 1.5 km from my home and I cycle to clinic almost 4-5 times a week.

I am looking forward to make Pune cycle friendly town. In the mean time I heard about similar project implemented in Mysore city 2 months back. I am willing to offer all possible help to make Pune Cycle plan successful.

Regards

Dr. Shrirang Athavale

Unique Dental Practice.

020-24494977

---

**नाव Name\*:** Nitin Nikhare

**इ मेल Email\*:** [nitindba@gmail.com](mailto:nitindba@gmail.com)

**फोन Phone:** +919881308601

**सूचना Comment\*:** Please remove encroachment from existing cycle tracks.  
Stop 2-wheeler and Auto movement from cycle track.  
Keep cycle track smooth and maintain consistency.

**I am a cyclist:** Yes (cycle everyday or occasionally)

---

**नाव Name\*:** Manoj Ramteke

**इ मेल Email\*:** [manoj.ramteke@gmail.com](mailto:manoj.ramteke@gmail.com)

**फोन Phone:** 8600222057

**सूचना Comment\*:** Dear Sir/Madam,

I am against the cycle road plan on the main roads. The reason is, day by day the motor vehicle traffic is increasing and we already have less space for driving. We need to increase road size for all over Pune first. At many places its very difficult to acquire land from public and expand or construct roads.

Therefore its a waste of money. Instead use the same money to speed up metro project and provide extra parking to accommodate more vehicles at each metro stops.

**I am a cyclist:** No (do not cycle or used to cycle but not anymore)

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On Sat, Aug 26, 2017 at 12:23 AM, Ranjeet Dighe <[ranjeetdighe@hotmail.com](mailto:ranjeetdighe@hotmail.com)> wrote:  
Here are a few of my suggestions:

1) If you see the utilisation of bus lanes is very low. Most of the times, these are empty. Precious space is being wasted on roads.

If you make these bus lanes exclusive for cyclists... that may encourage large portions of people on bikes and cars to use cycles. This will majorly elliviate the congestion problem.

Of course, you will need to run an experiment to prove this. So, my suggestion is to try such an experiment for a week or even on a weekend... and see what happens.

Such an experiment may not change the commuting habits over long term, but if it gets significant cyclists on road , you will get data points to chalk out plans.

Lastly, you will get more data on who benefits from this. My gut feel is unless such an initiative benefits and gives an independent mode of transport to poor people , it may not work. It will only work if you see workmen move around on cycles proudly and comfortably.

2) start a campaign to make cycling cool in colleges. That will reduce the prevalent bike culture. Cool dudes and gals only cycle!

3) enforcement: RTO and police is least interested in creating a safe environment for cyclists. There are significant interests in gathering bribes from encouragement from all quarters.

To remove encroachments from cyclist zones, there will need to be significant penalties. And these penalties will need to be enforced through a joint citizen and government program. If only a government entity enforces such penalties, it will become another source of income for some.

Thanks,  
Ranjeet

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----- Forwarded message -----

From: **SHARAD MISRA** <sharadkmisra@hotmail.com>  
Date: Fri, Aug 25, 2017 at 12:00 PM  
Subject: Public Suggestions :Pune Cycle Plan  
To: "punecycleplan@gmail.com" <punecycleplan@gmail.com>  
Cc: "punecycleplan@punecorporation.org" <punecycleplan@punecorporation.org>

This is an excellent proposal. We strongly support. Please consider fwg suggestions.

1. All major city bus stop must be provided Cycle parking space. This will help us to commute on bicycle between our home/work loc for onward and return trip.
2. Cycle mounted on four wheeler with carrier bracket must be allowed by City Traffic Police. This will facilitate us to take our four wheeler and park away from congested area . Thereafter we could cover our onward and return trip on bicycle.



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From: **V Balaji** <vbalaji65@hotmail.com>  
Date: Wed, Aug 16, 2017 at 11:48 AM  
Subject: Bike sharing plan  
To: "punecycleplan@gmail.com" <punecycleplan@gmail.com>

Dear Sir/Madam,

what is the status on bike sharing plan for Pune ? When shall it begin ?



I am a cycling enthusiast. I would like to render my services for this environment friendly mission of PMC.

Thank you

Regards

V Balaji

---

ONLINE ON WEBSITE

SEPTEMBER 26, 2017 AT 6:21 PM | EDIT

It is a welcome move to consider a way to decongest city and promote health life style.

However, i do not feel it is addressing following issues:

1. As it is, the existing roads are falling narrow and falling short of future needs.
2. BRTS and Metro will and has eaten up space from existing roads.
3. More than planning this for long range, can it even work within localities as feeder mode of transport? For example from future metro stations to home.

I am afraid it may end up being wasteful expenditure.

Regards

Biren

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SEPTEMBER 26, 2017 AT 12:01 PM | EDIT

- 1] There are a few cycle tracks in city and on BRTS Roads – but –
    - a] they have been encroached and are unfit for cycling.
    - b] tracks are not maintained to at least so cyclist can't use them.
    - c] Corporation should ensure that existing cycle tracks are made fit for cycling.
    - d] bikers should be fined hard driving on cycling tracks.
- 

SEPTEMBER 22, 2017 AT 4:29 PM | EDIT

प्रस्ताव अत्यंत चांगला आहे परंतु त्याची अंमलबजावणी दिलेल्या वेळेत व ठरवलेल्या कार्यक्षमतेने करून दाखवावी. विशेषतः क्र. ४ - सायकल ट्रॅकवरची संभाव्य घुसखोरी व अतिक्रमणे संपूर्णपणे व कोणाचाही अपवाद न करता दूर झाली तरच योजना यशस्वी होईल. तसेच सायकल ट्रॅक चांगल्या स्थितीच असले पाहिजेत कारण सायकलला साधारणपणे शॉक ऍबसॉर्बर नसल्याने ट्रॅकवर खड्डे किंवा खडबडीत पणा असल्यास कोणीही सायकलवाला त्यावर जाणार नाही (सध्याच्या अनेक ट्रॅक्सची स्थिती अशी आहे)

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Saurabh kanhed

[SEPTEMBER 22, 2017 AT 4:17 AM](#) | [EDIT](#)

अतिउत्तम कल्पना पण मी हडपसर ला राहतो आणि तिथे सायकल ट्रॅक आहेत पण त्याचा वापर नेहमीच मोटरबाईक वाले करतात मला त्याच ट्रॅक वर एका मोटरबाईक वाल्याने अक्षरशः ढकल होत तर माझी सूचना ही आहे की थोडा कायदा पण कडक करा जर कोणी बाईक वाला विरुद्ध दिशेने किंवा सायकल ट्रॅक वर आपली गाडी चालवत असेल तर त्याचे लायसन्स रद्द करा। नाहीतर सायकल ट्रॅक त्यांच्या साठी फास्ट लेन होऊन बसेल व सायकल स्वारांना त्याचा उपयोग होणार नाही

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[Mukesh Kumar](#)

[SEPTEMBER 18, 2017 AT 9:31 AM](#) | [EDIT](#)

Warm wishes to govt for extensive analysis and collecting citizen feedback to make this project success for better environment and better health. As already collected in survey more tree shades needed as we need more cooling rather than European where they need more heat.

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Subhash Khandekar

[SEPTEMBER 14, 2017 AT 12:18 AM](#) | [EDIT](#)

Abhinandan shubhechya

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shyamal basu

[SEPTEMBER 13, 2017 AT 2:13 PM](#) | [EDIT](#)

It is absolutely right that each area needs to be studied with respect to available road space vis a vis minimum width of cycle track needed. Can it be accommodated?

Also the profile of cycle users in terms of numbers who use it and the time of the day.

It may even be possible to block a road for motorised vehicles for short times during the day if the cycle users are large in a particular time band.

Wadgaon Sheri has a road past the Arnold school which typically fits into this category

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Maj. Gen. S. C. N. Jatar, Retd

[SEPTEMBER 13, 2017 AT 7:57 AM](#) | [EDIT](#)

It is essential to first establish the need for 300 km of cycle tracks. In doing so, PMC will get the O-D, lengths and consequently the costs. You should also publish the basis for arriving at the figure of 300 km. It cannot be taken for granted because large sums of money are involved.

Secondly, it is essential to get actual origins and destinations of cyclists who are using cycles to day and also those who might like to switch over to cycles. It is only then that the PMC would know the O-D of cycle tracks. This data collection will need elaborate and scientific 'traffic' surveys by experts in the field. Video shooting should be done to support the figures of the number of cyclists on particular stretches.

Do not go by the old idea of Pune being a cycle city. I have gone to school and college here in Pune on cycle when it was a cycle city. Apart from school and college-going students, many office goers used cycles when Pune was a cycle city. E.g. a majority of workers of the Ammunition Factor went to work on cycles as late as late fifties.

It is only after the feasibility is established that a DPR should be done after all the documents are put in public domain including video shoots.

Actual design of the cycle track is the least important aspect of this exercise. It appears that more stress is being laid on this aspect because that element is where the cost is.

Please remember that there is no short cut to carrying out feasibility surveys. The costs involved

are 1/10th the cost of the project. However if PMC fails to carry out the feasibility, the entire funding will go down the drain.

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[Ajay P](#)

[SEPTEMBER 13, 2017 AT 5:15 AM](#) | [EDIT](#)

If cycle tracks can be separated from the motorcycle roads, accidents will be removed. The speed difference is the problem. Immediately, cars will also be separated. It is a great move!

---

Harshal

[SEPTEMBER 13, 2017 AT 3:30 AM](#) | [EDIT](#)

It's really long term approach.. And most do for health and natural wealth.. Let's make it happen..

---

Dr. Prakash Thombare

[SEPTEMBER 5, 2017 AT 5:57 PM](#) | [EDIT](#)

It's really excellent and needful initiative. We should give preference for safety first. Then only more and more people will participate in it. Also we can give some credit points to citizens who regularly used cycle as a first preference for attending their work place. Same for students of school and college.

Best wishes for the project, and like to be a part earliest.

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Narendra Nandekar

[SEPTEMBER 4, 2017 AT 8:35 AM](#) | [EDIT](#)

Great initiative ! There has been significant increase in number of cyclists in the city, but most of them use it for leisure or fitness. Major hindrance to using cycle for commute are the crazy traffic conditions and lack of special tracks.

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Yogesh Shetty

[SEPTEMBER 4, 2017 AT 4:54 AM](#) | [EDIT](#)

1) The current cycle tracks in some parts of city are either being used by two wheelers or occupied by street vendors or road shops for the convenience. What steps would the PMC take for this current scenario and for future cycle tracks to ensure that the tracks are free of this encroachment.

2) Increasing bicycle parking by 2000 in key public locations and installing bicycle maintenance stations and counters.

3) To make bicycle routes easy for people of all ages and abilities

4) Construct or design bicycle lane in such a way that no two wheeler can enter the lane. it should be accessible for only pedestrians and bicycle riders.

5) Plan an active role in the encouragement and promotion of cycling.

6) Provide more education and training for all road users, and increase the viability of cycling to develop an inclusive and vibrant cycling culture.

7) The attitude towards a cyclist needs to change. People still think that a person riding a cycle is third rated citizen and anyone (even a 2 wheeler rider ) can manipulate them on road.

8) Benefits of cycling needs to be promoted for eg.

a) They can be a biggest contributor of environment. Getting rid of pollution.

- b) Maintain an individuals health
  - c) Bring towards nation building (bring down our fuel import bill)
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Amin Shaikh

[AUGUST 24, 2017 AT 9:06 PM | EDIT](#)

Thanks for taking this impressive initiative and also taking my opinions on Pune cycling...I would like more updates on this. All the best

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Adarsh

[AUGUST 24, 2017 AT 5:37 AM | EDIT](#)

Thank you for taking this initiative. There are some very good suggestions from people and will great if put into action.

There are still many people in Pune who commute to work or ride a bit late during peak traffic hours and face lot of issues with the polluting vehicles. Cyclist are already breathing heavily during their ride and smoke from polluting vehicles does more harm than good to their health. at the top of the pyramid are PMPL buses, Six sitters , School buses and small tempos. There is no regulation on these vehicles. authorities should find a to solve this. If this can be plan immediately then it will bring some relief to cyclists in near future.

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Swanand Apte

[AUGUST 25, 2017 AT 6:27 AM | EDIT](#)

absolutely true. currently zero effort is being made to control the huge amount of harmful pollution from diesel vehicles like PMPML, ST buses, 3 wheeler tempo, trucks, cars etc.

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Bhushan

[AUGUST 24, 2017 AT 4:41 AM | EDIT](#)

A holistic long term approach and commitment is must. Changes will occur in a phased manner. Maintaining what is delivered while New Developments are launched is necessary. Public – Private Partneship opportunities can be explored to make sustainable efforts...

Several cities around the world that have made considerable process could provide guidance and support...

Looking forward to progressive implementation of this proposal/ plan...

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[Yash Shah](#)

[SEPTEMBER 13, 2016 AT 3:36 PM | EDIT](#)

Hi Pune. I'm a proud Puneekar, currently studying in Netherlands.

The Netherlands' transportation model is one of the best I have seen as it relies heavily on its citizens' ability to cycle to their respective workplaces. The Dutch people are not shy or do not whine about cycling an average of 10-15 kms per day. What enables them to cycle these long distances is a combination of factors:

1. Their sheer motivation to stay fit and healthy and cycling is a great way to achieve that.
2. A comprehensive network of cycling paths built across the entire country. These cycling tracks are present alongside each and every road (highways, main roads as well as all the internal roads/alleyways etc.) and canals but a safe distance is kept between them. In most places the

roads and cycle tracks are separated by large bushes/railings in order to maintain safety of the cyclists from a mishap on the roads. These bushes also prevent the vehicles from coming onto the cycle tracks in case of a traffic jam. Although I cannot imagine this situation happening in the Netherlands, it is quite common in India that some people will drive their motorized vehicles on the cycle tracks. Apart from the cycling tracks, sufficient space for parking cycles is easily available at public places such as railway stations, supermarkets/Malls, parks, most govt./private offices etc. It is free of cost at most places. Cycle sharing/rental systems are also easily accessible and cheap.

3. Smooth cycle tracks with lots of greenery around them makes the cycling trip quite a delightful experience. Such an experience will surely motivate people to cycle more and more.

4. The drainage systems on the roads and the cycling tracks work effectively and flawlessly to ensure that water-logging does not take place. In this regard, the design of the roads and the material used proper and regular Maintenance of the cycle tracks and the drainage systems plays an important role.

5. The most important factor, the cyclists are given immense respect on the road and the motorized vehicles offer the cyclist a safe path by either stopping or slowing down from a distance in case the cyclist is crossing, be it a large truck or an expensive BMW.

The govt. and municipality of Pune took some steps to build cycling tracks along the major roads some years ago. But this initiative turned out to be a failure because of several reasons which can be identified from the Dutch model.

1. The network of cycling tracks was not comprehensive, meaning that they were built only on the major roads.

2. The cycling tracks were not separated from the main roads posing a threat from the fast vehicles going beside them. During traffic jam and also otherwise, I have watched motorbikes and small cars using the cycling tracks to escape quickly.

3. The drainage systems were not effective and water-logging on the tracks was quite common in the rainy season. The cycle tracks were made with good quality material, however the design was faulty as the rainwater remained stagnated on the road for a long time. In most places the cycle tracks were either extensively damaged or were occupied by hawkers/Auto-rickshaw stands or even garbage bins with garbage spilled all around it.

These obstructions are definitely not pleasant for a cyclist and will immediately cause even the most enthusiastic cyclists to abandon cycling.

It would be great to see if the PMC is able to take a leaf out of the Dutch Cycling Model.

It has to be a combined effort of the PMC and the PuneKars!

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o [Vikram Karve](#)

[SEPTEMBER 14, 2016 AT 3:50 PM](#) | [EDIT](#)

There are a few cycle tracks on BRTS Roads – but – they have been encroached and are unfit for cycling.

Before embarking on ambitious plans – PMC and PCMC must ensure that existing cycle tracks are made fit for cycling.

[haddock54joe](#)

[SEPTEMBER 25, 2017 AT 11:10 AM](#) | [EDIT](#)

<http://joezachs.blogspot.in/2017/09/pune-and-cycling.html>

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Bhushan

[AUGUST 24, 2017 AT 6:53 AM](#) | [EDIT](#)

Very good points.

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[vskocharVirender](#)

[SEPTEMBER 26, 2017 AT 9:41 AM](#) | [EDIT](#)

I do not understand your calculation of mode share. You have shown a total of 12.5%. What about the rest? Motorised Two-wheedlers? Going by your logic only 3% of road surface should be earmarked for ONLY Cycles. The rest of the mode share use a common surface. Since I do not understand your calculations I cannot term it SKEWED. Though any time spent on Pune roads does show BRT lanes being used by less than 1% of total traffic is SKEWED use of Road surface available.

BRT should be on the side of the Road, since Buses have to stop frequently, whereas other modes of transport usually cover larger distances. LONDON and SINGAPORE has bus lanes along the sides of the Road, and they work efficiently. It makes it easier for alighting and boarding these Mass modes of Rapid Transportation.

Today on my trip from Hinjewadi to Wanowarie I counted only 10 bicycles. With no population control in effect after the Sanjay Gandhi Fiasco, I think you have to plan for 2050, taking execution delays. Otherwise by the time any project is executed it is already under stress.

I am for Development, but sadly I am not a YES Man, I do not agree with the views that already less road surface available be further reduced for non-existent cyclists. I think its time to wake up and smell the coffee. Reality is very different and it takes tremendous effort to find Solutions that ACTUALLY address the issues.

Educating and explaining the need and then ENFORCEMENT. I am quite aware of the fact that till strict ENFORCEMENT is not implemented, you can keep sitting on your drawing boards. 50% of traffic woes will reduce with strict ENFORCEMENT. Just like 50% Swacch Bharat will be accomplished with ensuring the Municipal Corporations do their side of the job. You just have to look at a Cantonment and to realise the effect of strict IMPLEMENTATION and according RESPONSIBILITY.

I wish you all the best, but sincerely in my heart of hearts hope that a feasible plan is executed rather than a Fancy Sounding Dream Plan.

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Girish

[SEPTEMBER 25, 2017 AT 2:54 PM](#) | [EDIT](#)

A good initiative. Having seen the state of the existing bicycle track on the Solapur Road, I really hope that the tracks are of good quality and not encroached for other purposes (2/4 wheeler parking, hawkers, etc)

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Nitin Shah

[SEPTEMBER 23, 2017 AT 2:08 AM](#) | [EDIT](#)

I have seen the development in Aundh and also along the Ganesh khind road. We look forward to similar development across Pune. The biggest challenge is from the floating population, the

nuisance creators . Tackling these would be a challenge and strong punitive measures need to be implemented.

Phase wise time lines are missing.

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Rashmi Bhardwaj

[SEPTEMBER 22, 2017 AT 11:52 PM](#) | [EDIT](#)

I am very excited about this but I am not sure that it will work. I am watching that even the footpaths are not safe for walking. Every where the two wheelers are riding on the footpath. I find it so stressful to walk around. The civic sense doesn't exist. There should be strict traffic police to make sure that these drivers do not come on the cycle track. Otherwise there will be lots of accidents. My friend's father was hit by a two wheeler and he was bedridden for a year. He died without being able to communicate with his family. The cycle tracks will be used for parking vehicles and hawkers. It's imperative that rules are made and strictly followed

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[Deepesh Kumar](#)

[SEPTEMBER 18, 2017 AT 6:18 AM](#) | [EDIT](#)

Looking forward for its execution

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Raju Marshiya

[SEPTEMBER 11, 2017 AT 8:50 PM](#) | [EDIT](#)

Eagerly waiting for the implementation, do not compromise with quality of track. Priority wise start work in the radius of 2 km distance of all schools and colleges. Also, during initial period of 6 months, would need traffic departments help near educational institutes with commando police for effective implementation, during school timings. This to control speed of heavy vehicles on main road and 2/4 wheeler/school vans on internal roads. Ensure that all schools have sufficient place for parking.

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Dr Mahendra V Oswal

[SEPTEMBER 9, 2017 AT 9:25 AM](#) | [EDIT](#)

As the cycling infrastructure will be planned developed and executed by the P M C. I strongly recommend that all the engineers CORPORATORS M L A the Mayor must compulsory cycle to work at least once a week. This way they will come to know what cycling facilities are there for the citizen how safe it is and indirectly the maintainance will be under pressure to see the tracks are paved and there's no encroachments

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Shankar Vetal

[SEPTEMBER 8, 2017 AT 2:12 PM](#) | [EDIT](#)

Really good plan.. Liked it very much.. Hope it will get implemented in 1-2 years.. Hats off to BJP government for their futuristic road plans for betterment of pune.

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SUNIL B KSHIRSAGAR

[SEPTEMBER 4, 2017 AT 12:37 PM](#) | [EDIT](#)

Some 40 years back Pune was known for it's cycling public. But slowly motor cycles and scooters replaced bicycles. It will be great idea to go back to cycling for future generation's health and ofcourse saving on petrol cost which is increasing every day.

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Snehal Jadhav

AUGUST 26, 2017 AT 7:16 PM | [EDIT](#)

We would love to have all these facilities. Let's make Pune clean and green.

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[Bhavik Shah](#) I don't think building cycle tracks in the city is a problem..

Maintaining them and keeping them usable is something none of the officials have been able to do..

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[Shailaja Deshpande](#) Initiative is really great & must be prompted at all levels.

If proper rules & policies are made & implementation is done on ground level. Govt can take help from ngo's the way RTO is taking from volunteers to manage traffic in peak hours. This has been implemented successfully. So if Govt decides to remove encroachments, and govt officials do not get pressurized by politicians for taking stringent actions, corporators support the movement & encourage their own wards' population to cycle, one can effectively utilize existing cycle tracks by spending less in creating new ones. Strong policy, stringent implementation & public support can play key role in implementation.

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[Subhash Bhate](#) Been cycling for years incl on cycle tracks, which were usurped by others & neglected by PMC, so they became unusable! In contrast, saw cycle tracks safely & extensively used in Europe! Pune, a city of cycles in my childhood, generally UNSAFE for cycling now from personal experience! Welcome initiative of Pune Cycle Plan!

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[Shriprasanna Bavadekar](#) Please note that in order for Pune Cycle plan to succeed, it will also have to consider Monetary benefits part to Policymakers other than off course the obvious ones like Environment, Health etc. So please also suggest some provisions like 10 Lakh Bicycles will be Manufactured in India and another 10 Lakhs will be imported from Finland every year which will then start making commercial sense to our Policymakers for years ahead. Without commercial motivation to Policymakers I can not imagine the Pune Cycle Plan succeed However great it is in its true objectives. So please take into account my humble suggestion before finalising and submitting Pune Cycle plan to policymakers to execute.

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[DrSuniel Ghagare](#) Really good plan.. Liked it very much.. Hope it will get implemented in 1-2 years..

Hats off to BJP government for their futuristic road plans for betterment of Pune.

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[Vinay Deshpande](#) Please implement a pilot for major and very busy roads. That way, people will understand by demonstrating its effectiveness.

The contrast in above two illustrations are obvious. Track looks fantastic in presentation, by the time you implement it, it should be found by experts in real pic. That summarizes it all.

All the best. I would love to be proven wrong.

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[Vivek Sabnis](#) It is positive initiative. This will catch gradually but definitely. All the best!

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[Mahendra Oswal](#) Make all cycle tracks FREE of encroachments and make it cycleable Most of the routes we cannot cycle because the tracks are so badly made and maintained Make it compulsory for all government employees elected corporators M L A to cycle on these tracks at least once a week or THEY LOSE THEIR JOB/SEAT

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**Sayali Deo** Hope this plan gets executed soon, ready to support in every way to make this successful

**Rupesh Sharma** If separate cycle track People like me will be committed to ride to work.

**Rupesh Sharma** Metro and cycling is must for Pune.

**Rupesh Sharma** But unfortunately both have been avoided till date.

**Rupesh Sharma** Dange chowk to Hinjewadi cycle track will solve six seater and hanging bus issue.

**Ashok Thombre** The basic concept is good, but almost all tracks r seen in bad condition, only those portions r ok on which taprees, thelas, haathgadees encroach. These encroachments take place as it becomes an additional source of income for pmc staff by getting monthly h...[See more](#)

**Kunal Tilekar** Sounds a good initiative if sustainable.

**Nilesh Kale** Fabulous initiative. I'll provide some detailed inputs.

Infact I think it's worth taking learnings from cities like London (building cycling highways) n Amsterdam

**Seema Kumavat Shiurkar** Sounds good

**Justin Douglas** [Pune Cycle Plan](#) What kind of timeframe are you looking at, especially for the painted lanes? I'm from the US but planning to stay in Pune for a few months later this year and would love to see some pro-cycling initiatives happening in the city. Also, do the purple lines represent road segments with no special provisions?

**Vishweshwar M Raste** what happens to the already existing tracks, do we start from there ?

**Nilesh Kale** Yet to see the plan -- however here's a link to Cycling scheme in London incl maps. I'll try and post photos/videos soon.

[https://tfl.gov.uk/modes/cycling/...](https://tfl.gov.uk/modes/cycling/)[See more](#)

**Pavan Iyengar** [#MoreCycleWardens](#)

**Kaustubh Dikshit** कात्रज मध्ये Cycle Track होता। तो फोडून परत रोड केलाय.

Mg ata parat kay he

**Shreyas Patwardhan** सायकल मार्गावरील अतिक्रमण हा फार मोठा प्रश्न आहे. वापर वाढल्यावर शिस्तही लागेल. तरी मार्गावर वाॅर्डन असावे. छान उपक्रम. शुभेच्छा! 🙏🙏🙏🙏🙏🙏🙏🙏

**Pranjit Parasar** Before executing any plan Punekar should take oath that they will not drive over footpath and breach traffic signal which will be proved as biggest joke as this mentality of mera khudka sochna will never change. In short this plan will be one of many flop plans.

**[Yogini Jagtap](#)** फक्त पोस्ट fb वरची प्रत्यक्षात येईल का ??

**[Pune Cycle Plan](#)** Please see the detailed proposals suggested in the draft plan, which is available on the website. The Fb post is to spread the word that a draft plan has been made. Once the plan is approved, it is expected to go forward into implementation. The effect...[See more](#)[Manage](#)

**[Vivek Salunke](#)** Have elevated track so that two wheelers and squatters wouldn't use it

**[Pune Cycle Plan](#)** Cycle tracks will be designed based on templates developed by professional cycle transportation planners and urban designers.

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**[Anand Vanjape](#)** What a joke!! This is just another plan to create more space for hawkers. All the current Cycle tracks in the city are encroached. I have been cycling in this city for six seven years now. Almost every day from Hadapsar to Kothrud for three years. It looks like is just a feel good crap for Facebook and social media. I actually don't care for your cycle tracks. Leave cycles alone. Some day you will end up with a cycle ban to justify encroachments.

**[Pune Cycle Plan](#)** The cycle plan is designed to address exactly these issues. Cycle tracks will now be developed based on templates by professional urban designers, which wasn't the case earlier. Properly designed cycle tracks (and streets) ensure usability of the track...[See more](#)

**[Anand Vanjape](#)** Let's see if PMC can get rid of the hawkers and political hoardings on Paud Road, FC Road and MG Road foot path in next ten years. I have no suggestions for this. It's a waste of time.

**[Pune Cycle Plan](#)** The focus of the cycle plan is that cycle infrastructure be usable by cyclists, and not be obstructed by any other activities, such as motor vehicles, utilities, garbage, vendors, signage or hoardings. As it happens, our country has also a central Act...[See more](#)

**[Anand Vanjape](#)** Agreed 'get rid of' is not appropriate. Let's see if it happens. I didn't wait for that to happen to start cycling is what I wanted to point out, if someone wants to start cycling they can do it with or without the cycling infrastructure. Depending on PMC or any other body for that matter is too much to expect.

**[Pranjit Parasar](#)** absolutely true .. first thing first..people here should change mentality for success of any plan

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**[Amitabh Pande](#)** It's not a Cycle Plan but a foolish plan. Like footpaths netas would also encroach on any such space. Where are the roads left in Pune? Neither drivers care nor PMC shows any competence.

**[Pune Cycle Plan](#)** Please take some time to read the provisions, including on enforcement. What is your suggestion to strengthen traffic discipline?

**Amitabh Pande** Well, as if there are takers for that. Poor priorities & no town planning has killed the city. Small steps can be taken to decongest roads first. That needs political will to fight with an organised menace.

**Upendra Deshpande** Please consider the metro routes while planning ...if haven't ...this will help office going people who wants to take a connecting train in between

**Pune Cycle Plan** The new metro policy also recommends: In view of inadequate availability and even absence of last mile connectivity at present, the new policy seeks to ensure it focusing on a catchment area of five kms. on either side of metro stations requiring State...[See moreManage](#)

### TEXT RESPONSES ON SURVEY FORMS

#### Please add any suggestions or comments you have for the Pune Cycle Plan

1)SafeCheapParking2)Tracks3)FinesForHarassmentToCyclists4)Incentive5)AwarenessDrives6)Mayor Celebrities should drive in Pune and raise profile of cyclists7)Read water-engine.blogspot.com Tuesday, March 27, 2007  
Indian Oil Thirst

1)Similar to zebra crossing there should be cycle crossing painted on the roads at appropriate places.  
2) Pedestrian should have first right of way followed by bicyclist and followed by motorised vehicle on shared roads where there are no dedicated lanes for bicycle.  
3) Parking places should be 100% reserved for bicycles on ground floor of multi-storey parking lots so that cyclist don't have to carry their bicycles to upper or lower floors. Upper or lower floors can have lower percentage for bicycle parking.  
4) Offices and Malls should also follow above rules for reserving the parking space for bicycles  
5) Corporates should be involved to encourage their employees to use bicycles for commuting to their work places

1. Arrange to carry own cycles mounted on local buses enable convenience of availability of cycle as soon as you get off the bus. This facility is available all over use and canada. 2, Include electric bikes and segway units in the system for those who can not ride bicycle due to medical issues etc.

1. Create cycle parking on each BRT bus stop for at least 40 cycles. 20 for owned and 20 for shared cycles. 2. This space can be easily created at dead end of the bust stop by extending it few metres. 3. This will be cost effective and quick solution.

1. Cycle plan can be implemented only if there isa critical mass of cyclists who can take over roads and can be visible in large numbers so that it motivates others. probably making it mandatory to cycle to work on one of the days in the week say Fridays. And it has to start from top downwards, eminent people, politicians, leaders should cycle to work.  
2. Cycle plan cannot work in isolation , has to be integrated with other public transport options, like bus connectivity has to be improved. Buses have to made more glamorous so as to become the preferred mode of transport.  
3. There should be phased planning starting with gradual active discouragement of motorised vehicles: reduced parking spaces, strict enforcement ( a huge manpower has to be employed for enforcement of rules), increase in parking charges, incentivise public transport: buses should have right of access in railway stations/ airports and other public places.  
4. Encourage taking cycles in local trains.

1. Improve public transport so that more and more people will use it. Thus traffic will be reduced. 2. Create and develop infrastructure that will help improve traffic condition. Don't just reserve roads for Buses (BRT) and cycles. By doing this you are infarct worsening the traffic conditions. 3. At present cycle tracks are occupying at least 20% of available road, and we hardly ever see any cycles on it. These cycle tracks are as if made for shop keepers for ready encroachment. I am referring to the Satara road. 4. Conduct a survey and try to find out how many cycles are sold as Hobby, Fitness equipment, and actually as a way of commutation.

1. Introduce tax incentives for people who use cycles for commuting on a regular basis. 2. Introduce free/subsidised personal accident insurance for cyclists.

1. Provide cycle parking space at all major city bus stop so that from our home we could use bicycle to bus stop . Thereafter we can continue on city public transportation.  
2. Four wheeler veh should be allowed to carry bicycle mounted on bracket carrier. This will allow us to park our veh at convenient place and onward / return trip to be covered by bicycle. City traffic Police need to issue an order to this effect so that we may carry our bicycle on four wheeler.

1. Regulation of bicycle traffic that includes safety and convenience at the same time.  
2. Mapping cycle routes with various Corporate Partnerships will help build cycling traffic and propagate it faster  
3. Major issues are faced by children riding to school, sport cyclists and daily commuters  
4. Tourism can engage a lot of cyclists, also help in advertise and market use of cyclists

1. Some tax relief for employees who come on bicycle. That will drive many to cycling. RFID Swiping mechanism near cycle parking lot will check the people coming on bicycle.  
2. The biggest problem that cyclists face is due to people coming from wrong side of the road who share the same lane as cyclists. Need some strict action against such people.  
3. Technology to setup camera on bicycle in the front which can be operated by cyclists with the single click will capture perpetrators and accidents/mishaps can be reported at police stations with photographs.

1. Start of pedestrian + cycle/buses zones for 1 day a week on Sundays in busy area (e.g. laxmi road/deccan etc)

2. Think of shortcuts for cycle lanes (e.g. allow two way cycle lane traffic on JM road and FC road) - the more easy for people to get around the more people will adopt cycling

3. Park and ride schemes: provide schemes on outskirts that let people commute in cars from west pune to say Agriculture college/ range hill and then take shuttle bus to Deccan/camp. Keep family ticket that make it cheaper. Same needs to be integrated with Metro

4. On key long routes, keep space in PMT buses/BRT to carry bicycles so people can use them for last mile connectivity.

5. Keep cycling routes thru all the parks in pune.

6. Design entrance/exits to cycle lanes in a innovative manner so two wheelers cannot enter - not just simple bollards. Can involve twisted or zig-zag gates where motorcycles cannot enter.

7. Mark/paint a box for cycles space in front of all traffic when waiting at a traffic signal. Like in London.

<p>1.Cycle routes not to combine with pedestrian route.</p> <p>2.School, Colleges to target first to provide infrastructure for cycling. A dedicated cycle route to provide, so parents will not worried about their child's cycling. We can create cycling cultured city.</p> <p>3.Opposition to cycling plan to be ignored strongly.</p> <p>4. We have little hope and we want some changes from you, otherwise good people will loose hope in govt. We are ready to help you, you just ask for it.</p>
<p>1.cycling is suitable for upto 5 km per trip. Planning to consider this.</p> <p>2.Ownership of cycle should be promoted along with PBS,</p> <p>3.Cycle theft is major problem, only few get reported. future survey should have a question : Has you lost cycle to thieves ?, to assess quantum of problem.</p> <p>4.Gifting cycle as scholarship from govt authorities/schools instead of money.</p> <p>5.company and govt/PMC/PCMC should give cycles for next five years as part of bonus.</p> <p>6Within universities/ company campus only cycles and electric vehicles to be allowed.</p> <p>7.College hostel should be first to have stand for PBS</p> <p>8.Minimum parking for motorized two-wheeler should be equal to cost of half a lite of petrol,</p> <p>9.parking charges to be collected directly by govt without human interface as the employee of contactors and contractors are dishonest.</p> <p>10. skilled repairer ( two-six month course for cycle repairs- with prepublised repair rate chart ) and free air pumping at PBS and mechanic ( on payment available ) at PBS sitewho will also to guard/guide automation passively and give other owner service for non PBC cycles.- preferably exservicemen.</p> <p>11.free advt for corporates who donate cycles on PBs stand and on cycles. No cycles should be bought by govt. but accept as donation from corporates.</p> <p>12free annual health check-ups for Diabetes, hypertension at govt/PMC hospital/camps for regular cyclist eg those who have used PBS for more than 100 days per years.</p>
<p>1.The public should be made aware about the good Company of bicycle to be purchased . Even the electric bicycles will be good option for long distance commuters especially on days when the wind is in the opposite way. The design of bicycle is also important especially for office goers. It should be able to hold the laptop bag and tiffin box in a secure way.</p> <p>2. It is a fact that people will not use bicycle in rainy season or during summer afternoons. So we can start with the winter season to creat awareness.</p>
<p>1&gt; Identify &amp; design special cycle ring roads for tourists. 2&gt; Design river side cycling tracks. 3&gt; Bring a strong regulation for clean foot-path to avoid road side vendors, bhaji-walas. 4&gt; Many major connecting roads are 60% blocked with residential car parked for 24hrs 365days, bring Mohola multi level car parkings in such areas so that roads are clear for its main purpose.</p>
<p>A lot of enthusiasts use road bicycles which have thin tyres and no suspension, therefore make sure that the cycling lanes are smooth and even made of tar road surface, and not cement blocks or cobblestone, as these tend to be uncomfortable for cycles</p>
<p><b>ACTUAL ACTIONS MUST INITIATE ON PRIORITY</b></p>
<p>Affordable charges and good infrastructure for public cycling should be the target to make the plan successful</p>
<p>against trees cutting for developing cycle track in city. Have seen the tree cutting on aundh-University road .this is not the way of save environment</p>

<p>Allow pedicabs for inner core cities. Make it mandatory for all big gated communities like Magarpatta, Nande City etc. to have free cycle share systems allowing visitor to use one when needed. Encourage youth participation by annual cycle events and fairs. Have a Pune Cycle Day (suggested Nov 10th) where maximum people are encouraged to use cycle on a single day. Encourage restaurants/event spaces to give spcl. discounts on people arriving on cycles. Reduce/avoid local taxes on cycles. Invest in a cycling park in Pune (will be the first in the country) to encourage families taking out time to cycle and also have a part of dedicated to cycle sports.</p>
<p>Along with Cycle we should also process some free travelling system through PMC busses for once in week, which will help public aware for how the PMC busses are reliable and convenient to travel.</p>
<p>Announce "Cycle day" every month on lines of " BUS DAY". Announce cycle festivals, cycling competitions, awareness/promotional activities in schools &amp; colleges</p>
<p>Any plan to include cyclists and buses in the same zone requires that bus drivers are sensitised to cyclists. Current bus driving styling is very dangerous with no regard to pedestrians and cyclists. Also buses and short distance trains/metro should provide to transport cycles and cyclists.</p>
<p>Any roads that are being upgraded or redone, should compulsorily have a cycle track put in then rather than later. Does the new 60 foot road parallel to the existing Baner Pashan Link Road have a cycle track plan? If not, then can it be put in, as the road is currently being laid. Can the cycle Mitra volunteers be given the power to fine offenders? Can the bollards on pavements be removed? It is an obstruction for wheelchair users who have greater mobility issues than even cyclists.</p>
<p>Any violation of rules on cycle lane will have catastrophic consequences, PMC should should show uncompromising attitude towards violators. Launch an accidental insurance scheme for cyclist and in case of accident with another vehicle all the cost will be recovered from vehicle owner and RTO should have the power to impound vehicles in case of non - payment.</p>
<p>Apart from making big plans. Lets also look at short tem and fastest way to increase cycling.</p> <p>A small investment in Cycle renting will in itself improve cycles on the road Cycles parking is a big issue. We need safe parking spaces for cycles on every road Cycling lanes etc are a good idea. But before we get there lets invest in rental cycles and make cycling a part of the daily lives.</p> <p>Parking spaces for motorized vehicles. All parking should be paid by e-payments. No cash transactions to avoid corruption. Anyone parking vehicles on the road overnight regularly should also be made to pay a monthly parking fee.</p> <p>The old cycling tracks were a complete waste of public money. Lets not make big plans and waste money again. Paver blocks on cycle tracks are a stick NO. Paver blocks belong to foot paths. They have no bussiness to be on a road or cycle track.</p>
<p>Arrange discounted cycle rates so that people can own &amp; maintain. No need for bicycle loaning through PMC or PMC investing in to it.</p>
<p>As far as possible keep the footpath and cycle track separate else people will start walking on the cycle track which will not serve the purpose</p>
<p>As initial stages to promote cycle rally/cyclothon,etc activities should be started.</p>

As said earlier, just mindlessly creating cycle tracks will not solve the problem of Traffic congestion. Suddenly all the vehicles from the Pune city will not disappear. It will only create more congestion like BRTS has done. Scrap BRTS. Make roads wider. Build more and More and More flyovers. Build buildings for parking. Only then will any cycle track be useful.
Ask corporates to promote cycling, give incentives to employees, make cycle parking mandatory in companies, arrange change rooms near IT parks. Improve road conditions in PMRDA areas like manjri, kharadi.
Awareness, advertisement & cycling events (age wise) on different cycling routes to be organised on holidays basically to know the cycle routes in the city.
Be 100% committed to ensuring public transport alternatives are developed alongside this plan, especially since commercial groups will heavily oppose anything they see as a threat to their business
Be very very strict with traffic violators and with without helmet
before introducing this cycle plan,traffic police must ensure the discipline of 2 and four wheelers on the existing roads. its pathetic to see, these guys having no fear of law and brazenly violate traffic rules infront of police. Infact, i fully blame police too for this as they take bribes and leave the irresponsible drivers. Police catch only car fellows as it is easy to take a bribe from them and can not escape as two wheelers. once these cycle tracks are ready,,i have my doubt that they will be mis utilised by encoraoachers ,,thela waalas and then two wheelers...implementation part is very poor and no enforcement takes place as police is busy with netas on the roads. who cares for common man..In late 80s,, i cycled from CME to camp and golibar maidan..Now you have no place only...no foot paths...existing foot paths are brazenly occupied and road side eateries are making roaring business,,, with the connivance of local goons ....corporators, MLAs, police , ward members,, ward staff too gets their share from these encoraoachers ..So, how these cycle tracks will be monitored god only knows.
Bicycle friendly Pune = Green Pune
BRT has consume lot of space & is not at all effective. Large bus stops at the mid of the road & public crossing has added chaos in traffic. Compared to BRT if we follow the idea of centre lane fast without any traffic signals and side service roads with bicycle path it is more advisable. We can see that there is smooth trafic flow from Khadki to Nigdi where these concept is implemented. While there is total chaos on Hadapsar , Swargate , Katraj road. People will not turn to cycle until they feel safe on road and the pollution level is reduced.
Can think of any kind of incentive or value added benifits to users?
Can we get those rumble strips removed from the roads. Those are the biggest challenge a cyclist faces while on the road. It is harmful for the cycle as well as the rider. The whole purpose of cycling gets beaten by those rumble strips.
Considerable increase in green cover required adjoining cycle tracks to make it comfortable and enjoyable. Encroachments should be removed. Security and maintenance of cycles is imp. High parking charges for vehicles on all major roads is must.
Contracting and Tendaring process of related to infrastructure of cycle plan need to be strengthen....
Creating awareness about use of bicycles is most important
Current cycle track design is flawed. A cycle track should be easily identifiable, should have a seamless connectivity and motorist should not be able to use it.
cycle days to be organized
Cycle is one part of infrastructural planning. People still go to office on motorcycles or car. Though the idea is good, but firstly the city should be made well enough to handle its vehicles on road. Poor transport system is the reason for the same. Bus, train what not is needed for the same. Mumbai nearby is a good example despite having high population. Urgency is to have proper infra and plan for existing things. Cycle plan is good to have and not must have as of now.

Cycle only road lane or tracks shouldn't be used by anyone else anyway.
Cycle paths need to be smooth. Not like the sorry excuse we have now. Paved roads are terrible for cyclists.
Cycle plan is good but implementation is crucial as cycle tracks are often misused as motorbike tracks. Regulation is very crucial. Fine must be imposed if motor vehicles are seen on cycle tracks and cycles are seen on roads.
Cycle plan should make sure it's only used by cyclist and bikes. need to find some kind of mechanism to discourage bikers to use it.
Cycle safety is important if I plan to cycle by my own cycle.
Cycle track is definitely needed, but the priority should be to do basic infrastructure usable and safe first. No road in Pune has a walkable footpath even for 100 mtrs without seeing a manhole, urine, MSEB, etc etc.
Cycle tracks takes huge place on main road. But it is rarely used by the cyclists.
First consider the road size then only allocate the cycle track. When road is small then please reconsider the plan.
Cycles are widely used in England. We may take some guidelines from that system.
Cycles on rent basis
<p>Cycling is one of best tool for following improvement in pune and near by...</p> <ol style="list-style-type: none"> <li>1. Less pollution results good air</li> <li>2. A very good cardio exercise keeps heart healthy</li> <li>3. Saves money and less traffic on road.</li> <li>4. Best tool for making society healthy....</li> </ol> <p>We are a part of sports NGO (Indo cyclist club - ICC) already promoting cycling for health fitness....Member approximately 1200 plus from pune and various cities from india and few countries..</p> <p>short distance Long distance Office commute etc...</p> <p>We believe in burn FAT on cycle</p>
Cycling should be optional not enforced especially on a city like Pune with a very undulating terrain. Strengthen public transport by adding Metro, PMPML, Electric rickshaws(for short distances). And please ensure that all footpaths are barricaded to prevent spillage of pedestrians onto the vehicle carriageway and vice versa.
Declare zones as only cycling zones. These can be specific days as well so that people are encouraged to bring their cycles to work. Work with corporates to incentivize cycling at workplace
Do it n make it fast
Don't use paver block or Cement for cycle track. Use alternatives
Educate and participation of school students in this plan a must
Educate people about cycling benefits, respect the cyclist. Provide people cycle at subsidized rate so that will promote people to go for cycle.
Encourage educational institutions to provide perks to students and staff to use bicycles.
Enforcement is critical. The most critical bit. Cycle track is available on 80% of the stretch of my office commute. But most of it is unusable. Bikes drive on it, hawkers sit on it. The track itself is broken/absent in places where encroachments have happened.



Engage Industrial parks, IT parks to encourage use of cycling for commute to work for the employee who stays in the vicinity. Give incentives to purchase cycle and stop cab service for very near pickups.

Ensure encroachment free footpaths and ensure that the Pedestrians are restricted to using it and not walking anywhere and everywhere by imposing a fine for jay walking in the middle of the road or cycle tracks

Ensure the current cycle only track is not used by motorized vehicles or hawkers dont occupy it. Also ensure the cycling track is also not left as it is after the repair work.

Even we can look forward to hire and ride options, where people can hire cycle per hour/per day basis for commuting rather than buying a cycle.

Existing Streets need to be repaired, and extra cycle tracks should not be added, since the ones already present are in poorest conditions. Extend road width instead.

Fast Implementation is key. Create car/motorbike free roads in every area (suburbs) of the city not only the core city.

Few Suggestions:

Opening Thoughts:

- “Pune Cycle Plan” - an excellent concept and plan.
- The trick would be in implementation!
- Amazed with the detailed and comprehensive spadework done by PMC. Please keep it up.
- Few suggestions are given based on my individual perception. May be considered on merits.

Suggestions:

These suggestions are divided in two groups

- Booster Actions – Preventive actions to prevent failure risks and Encouraging (Promotional) actions which boost the chances of success (These are more important)
- Corrective Actions – Including detective controls

1. Booster Actions – Preventive Actions aimed at preventing failure risk and for boosting the chances of success:

§ Named ownership – responsibility of various segments of plans to be assigned to named officials and the same to be published with expected results and actual results.

§ Proposal 3.3 Public Bicycle System – Absolutely necessary. To be taken as a very critical segment, can be tested through Pilot Tests also. Use of technology is an essential pre-requisite.

o Proposal 5 – Outreach and Promotion

§ Inclusion of “Traffic Etiquettes” in school curriculum

§ Exhaustive plan, schedule, targets and budget – for related training/knowledge inputs to different groups of commuters with focus on schools – Teachers and Students

§ Exhaustive plan, schedule, targets and budget – for related hoardings, advertisement campaign and marketing and promotional activities

§ All seniors – starting from elected representatives, officials from government offices, PMC, public and Private sector ... to start using bicycles – regularly with proper frequency – say on a particular day of a month. This will have a great demonstrative effect as well as those in authority will get first-hand feel of the situation on grounds!

§ Rewards and recognition – might be annual - for schools, wards, organizations etc. for increased usage of bicycles and for individuals for their contribution in Pune Cycle Project

2. Corrective Actions – Including detective controls:

o Proposal 6 – Monitoring and Evaluation (should cover “Traffic Management, Regulation and Control”)

§ Extensive and integrated network of CCTVs – on ALL cycle tracks – supported by BCPs and Penal Action Systems. This would be a very critical (preventive and detective) control. May need extensive planning as well as budget – but would be worth doing!

§ Efficient slapping of penalties – online – for ALL violations.

§ Deterrents for automated two-wheelers on cycle tracks e.g. suitable chain of barricades...

Some of these actions are focused on long term, will yield results slowly but surely – will require patience – but are utmost critical.

Will appreciate acknowledgement and feedback about my suggestions.

Dr. Pravin Mulay,  
mulay.praving@gmail.com

Submitted on 29/Sept./2017

Few thoughts have already shared it above. More thoughts can be shared with concerned individuals / committee.

First create footpath AND cycle tracks. Today there are only BIKE PATHs. Bikers should be FINED Severely for encroaching on Footpath and Cycle tracks.e.g License blocking for 1 year AND Rs.10,000 spot fine /Jail of 1 week in lieu of that.

First PMC has to develop confidence into PuneKars mind since past projects of Cycle plan on new widened roads in city and nearby areas, BRT on Satara Road, etc have been failed miserably. Let us start project on min 10 roads in city - make it successful and then go ahead. PuneKars are always with PMC.....

first remove all ILLEGAL HAWKERS . KEEP CITY CLEAN . DO YOUR BASIC JOB FIRST WELL THEN WE CAN THINK OF ALL THIS IN FUTURE

First see that existing roads are good and public transport and its rates are affordable Then talk about cycling and tracks

First thing to look at is to make cyclist feel safe on roads.

First we should implement fast in one model area and publicise, citizen appreciations and create urge for other areas and participation by citizens

For most crowded areas like Peth Areas, Mandai PMC can develop strong Public transportation services. This will help to reduce the traffic and congestion problems. Also, specially Bajirao Road and laxmi road and Phule Mandai declare these places as only walking and cycling zones and avoid any kind of vehicles in that area, in this way we can control huge traffic in those areas. Also, there is need of Traffic Signal monetization and calibration. Currently all signals timing is not calibrated and vehicles are not following the same. I work as a Cycling leader and organizes Cycling ride within old Pune, Camp, Koregaon Park area. I would like to contribute in designing of cycling routes. Thanks

Get into action mode ASAP!

Get the roads repaired and memorable first, then have multi level parking at strategic locations so that people can park their vehicles and walk. Have multiple roads to reach the city. Like there is only one road for baner, pashan and aundh to cross the university. Nobody is going to use cycle and it is not possible to implement such an idea. Improve the buses (quality is pathetic) and routes so that people use the transport. Implement metro. Reduce import duty on electric vehicles and have them ply in the city. Study the roads and see how many people walk on a stretch of the road before have a cycle path and footpath which is bigger than the road. See for yourself on the JM road and DP road (Parihar chowk).

<p>Good initiative. While looking around, Huge Infra work is going on without considering Pune Cycle Plan. for example, Bridge near COEP, New Harries Bridge-Dapodi, You can not ride cycle on these bridges safely. Can not ride cycle safely on any road after 9am to 10pm in current situation.</p>
<p>Good thing</p>
<p>Horrible traffic condition in Pune. It is very risky to drive, to walk especially woman &amp; children. So, please implement the cycle plan as early as possible.</p>
<p>I am currently not in India and in Munich where cycling is strongly encouraged. Due to cold climatic conditions its difficult in winter. We in Pune should be really thankful when we can cycle all year around. Maybe the rules can be relaxed a bit during the harsh summer or monsoon months.</p>
<p>I am very much disappointed with PMC work in Pune. Amsterdam is the best example in world to be cycle friendly metro city to learn from. PMC is not at all making any efforts to make Pune city as best city to live.I hope this initiative is implemented and there is no curruption( Curruptive officers then dont think that they want a better city to live)</p>
<p>I did it as follows:</p> <ul style="list-style-type: none"> <li>a] There are a few cycle tracks in city and on BRTS Roads but,</li> <li>b] They are encroached and are unfit for cycling.</li> <li>c] Tracks are not maintained to at least level, so cyclist can't use them.</li> <li>d] Corporation should ensure that existing cycle tracks are made fit for cycling.</li> <li>e] Bikers should be fined hard driving on cycling tracks.</li> </ul>
<p>I feel cycling is most beautiful mode and should start with lot of awareness sessions, rallies, trails etc. Mere reports will be kept in cupboard like Pune CMP. Also the statistics in report is felt to be wrong especially modal share and trip distances etc. Putting correct picture in front of people is very important . Cycling in Pune is probably 0.3% walking is 8% bus is 13%, auto is 7% car is 21% rest two wheelers. Single occupancy cars are in huge numbers which should be heavily penalised. Cycle track is an pull factor , before implanting it push factors need to be implemented. They will bring real success.</p>
<p>I have been commuting on a cycle regularly for the past 7 years in Pune.</p> <ol style="list-style-type: none"> <li>1. Currently there are cycle tracks on some roads. Pillars have been erected on these paths to stop motor cyclists from using them. However the height of these pillars is so high that the cycle's handle cannot go through. The distance between two pillars is also not proper. If this is corrected, it will help a lot.</li> <li>2. Traffic rules violation is rampant in Pune. Now an attempt is being made by traffic police to fine / punish the offenders by use of CCTV footage. Some percentage of this collected fine (which will be huge) can fund cycle infrastructure.</li> <li>3. Bicycle prices: Light weight, geared bicycles are a pleasure to ride. They also reduce the effort significantly. Most of these good quality bikes are imported. Their prices are very high. The technology in making these types of bikes is available in India. If all taxes for these bikes are exempt - only if completely MADE IN INDIA, they could be made affordable. Will also help "make in India" initiative.</li> <li>4. Dedicated space should be allotted for bicycle repair shops.</li> <li>5. Cycle rickshaws are used in many cities in India. They can be introduced in Pune for commuting and goods transport within the city.</li> <li>6. School &amp; college going children can be given concession (in some form) to use cycle for coming to school /college.</li> <li>7. Arrangement to carry bicycles on PMPML buses.</li> </ol>
<p>I have cycled in many European countries, many places the cycle track in on the same road but distinctly marked and all NON CYCLE users respect and do not use that track. So there should be an effort to develop respect and priority for a cyclist amongst other vehicle users, particularly 4</p>

wheelers and large vehicles.

I live in Europe and have seen the effectiveness of bicycle and motor use.

I love cycling and best part is its cheap and separate infra like brt will be waste of public money to contractors pockets. For sustainable model limit motor traffic in core areas, add electric six seaters only with cycle and pedestrians. Pune already have green roads..waryof infra as do not waste money on brts like wasteful system that is so unplanned and only serves purpose of wasted money to politicians or buerocrats contractors. Add cyclic joints with gps system where people can rent bikes with credit card swaps and. Have a network of such terminology terminals...it will be cheaper than creating roads. You can not boost cycle and motor traffic hand in hand..you need to limit one to boost other. I love cycling and below initiativeis long term cheap but sustainable. In india do what indians require not what amstradam have. Small steps would be better than non completing long plans

I really wish Pune to be very cycle friendly. Cycles should be massively used by everyone as much as possible. I am ready to contribute.

I strongly suggest for the cycle tracks to be made in tar or concrete and avoid using the paved tiles which then are confusing for pedestrians and cyclists. Also, it is safer and comfortable to ride on asphalt than those tiles (who require more maintainance cost too).

I support Pune Cycle Plan, but doubt PMC's capability to implement & operate the same. Just have a look at existing cycle tracks, no one can ride cycle on it, who is responsible for this? If same thing is going to repeat about this plan then please don't waste money.

I think, the government should increase the price of motor vehicles, or should stop/decrease the motor vehicle production. Doing this the public would not have any choice but to adopt cycling.

We should spread more awareness by,

- 1) Conducting cycle rally.
- 2) Making an advertise and publishing on Television.
- 3) Sharing website's link on social networking sites.

Thank You for taking such a great initiative. I truly believe this plan would work. I would always be ready for any kind of volunteership.

I visited smart city Tel-Aviv - Israel , Where battery operated cycles are used...And these cycles are available on rent also....They kept separate lane for cycles and pedestrians ... You can study their Plan ,Their infrastructure is very good.just you can google it,Their drivers , twoweeler owners follows all the rules...Their implementation is very good...To implement in pune you need to create Safe roads for cycles and Good understanding ,well mindset of car,two wheeler drivers....I strongly support this cycle plan implementation

I would like to recommend the following:

When i was visiting USA in the Year 2014, I used a bicycle to travel upto 50kms a day. The facility of having their Public Transport fitted with a "Bicycle Rack" where upto 4 cycles could be mounted. Hence, I used to cycle to the nearest bus stop, mount the bike on the rack, travel to the destination bus stop, remove the bike and continue to work.

In India, more than a bicycle sharing plan, we need to address the community with the cycles they already have. This should be done before any public bicycle sharing system is promoted. There are a large number of households that have a bicycle or are capable of buying one Over the number of people who can efficiently use a PBS.

Im not promoting one over the other. I propose a sequential implementation.

If this is something the team wants to explore, I can make a presentation at the next meeting.

Regards,

Sudeep Mane

CEO

I would like to see less garbage that attracts dogs that are dangerous.

If all the proposals are well implemented, it will be great for cyclists in and around pune, and also people will get more motivated towards the fuel free transport.

if cycle use by any person then this family reduce property tax by some %.

If cyclist don't use given infrastructure or drives on roads, he should pay fine.

If possible, two wheeler & four wheeler should have separate track as BRT.

If this plan is to be effective then make sure it is implemented and used. Not spend money like the bus lanes and then keep them shut.

If we want to reduce pollution, heat and the resulting पित्त, a cycle-friendly and greener Pune is mandatory.

Implement the plan in a step-by-step process and not all in 1 go. Also, do it in a pilot phase targeting 1 area at a time.

Implementation is the key. God ideas are always around. But we need excellent implementation

Impose heavy fines on vehicles on cycle tracks. Also remove small signborads put up by local shop people.

In the city we shuould have.more walking and cycling zone. And motor vchile should be restricted upto certain distance.

Initially make cycle lanes which are separated by a small divider which prevents motorcyclists from crossing over into the cycle lane. Fit the exit end of the cycle with stump barriers which cannot be overcome by motorcycles easily, only cyclists and pedestrians. So if a motorcyclist enters the lane has to back track all they way to the beginning of the track. Put constables / cameras at the exit end to catch and fine, or radio constables to catch back-trackers. Example the side lanes of the Koregaon-Kalyani Nagar bridge. This could be smartly implemented for increasing Pune traffic division's revenues to further implement better penalty system and increase constable salaries. Similarly a lot of revenue can be generated at the railway crossing when people go the wrong way. e.g. Ghorpadi railway crossing near B.T. Kawade road.

Instead of phase wise development implementation in full force is suggested as phase wise development discourage the use of the provision or it can be said that if we plan if phase wise then those parts where the development is proposed should be done completely with all the needs completely taken care of.

Involved educational institutes both public and private to make use of cycles by students by giving grace marks.

It has to be a public private partnership approach. I would suggest to take this campaign to corporates in congested IT parks.

<p>It includes almost many aspects in terms of implementation, enforcement etc. One of the things that i am mostly worried about is the Education of on-ground staff (in this case wardens and the department). The staff is mostly under paid or the shelters/booth are constructed quite unappropriate that one notices frequent change in staff. That creates lack of ownership, interest and obedience in them. That is reflected then on the cyclist (in this case). Transparent ways of fines, punishments etc could also help. Secondly, I feel mobilisation and sensitising non-cyclists is equally importance. Two-wheeler riders are mostly riding on the footpaths and happily honk at the pedestrain is insane. understanding the importance of eo-existence is utmost important.</p>
<p>It is an excellent initiative which should have been brought in force few years back. Anyways I will always welcome &amp; support this initiative and participate in all events whenever possible.</p>
<p>It is necessary for protecting Environment.</p>
<p>It is not at all required</p>
<p>It is surprising that none of the options in the plans above suggest installing bike racks on public transport buses that allow riders to load bicycles on the exterior of a bus for long distance journeys. Please see this video for illustration: <a href="https://youtu.be/j2rQCvoBVjk?t=34">https://youtu.be/j2rQCvoBVjk?t=34</a>. This is a very common and popular option abroad.</p>
<p>It should be implemented as early as possible.</p>
<p>It should not fail like BRTS . Strong will to change pune and money spent should be transparent. No cut for any neta or officers</p>
<p>It will be a good idea if all of this is done through active Public Participation and involves less expenditure.</p>
<p>It will very good platform, if it is materialize. It is need of hours. It will also save carbon footprint and save or beloved city.</p>
<p>it would great if all the changes and development of infrastructure happen with foresight and with minimum disruption to people's lives</p>
<p>Its a difficult proposal to implement as nobody wants to exert. However, if we can make using cycle more convenient that motorcycles and cars it can be successful. A very strict and effective automated (without human intervention) penalising system required to stop intruders on cycle tracks. Top of all, political will is must. If anyone can sabotage this plan, it will be two wheeler manufacturers followed by elected representatives.</p>
<p>Its very good and benifits for nature</p>
<p>Just make sure it doesn't get delayed like metro</p>
<p>Just make this work.</p>
<p>Keep the current bicycle lanes clear of parked vehicles. There are always cabs and buses parked on such roads.</p>
<p>Lets first work on Pune Traffic System. Half of the problems will be solved if traffic rules are followed properly.</p>
<p>lets make Pune Netherlands of india</p>
<p>Life is fast. Noboday spare time on cycling. Instead people will purchase jim.instruments forvexercise. Some plan may be wastage of money.</p>
<p>Like Amsterdam we must have cycle rental system.</p>
<p>Make a dedicated cycling path/expressway for commuters which can also be used by long distance cyclists for exercise and practice</p>
<p>Make cycle tracks along major roads karve road, jm road</p>
<p>Make dedicated motorbike track on left side of every road to restrict motorbike movement on same track and rest of the road on right side for other vehicles like cars and heavy vehicles and a dedicated cycle track on extreme left of every road. So from left to right cycle, motorbike and light/ heavy vehicles likewise.</p>
<p>Make foot paths and cycle tracks free, without encroachment and parking.</p>

Make rented cycles available by the public transport / private partnership.
Make sure that all rules are IMPLEMENTED. Our main concern is implementation of the rules.
Make this happen at the earliest. This is one of the best initiatives of PMC till date.
Make us volunteers to support traffic police.representatives of pmc. Pls do help the poor kids on streets as well.
Making Videos,Trainings, Start-up's springing up supporting the concept, a Cycling CEO for Pune,PCMC-Pune Cycling HighWay,Pune-Mumbai cycling HighWay,Cycling Cafe's,Academic Institute's for cycling and research on cycle {including how a cycle works},Cycle Art,Streetplay contests,Dance using cycling and cycles
<p>Many of the questions do not strictly pertain to cycling. Some others are not practicable. Some others are non-implementable. Some require surveys to take a view on. Hence, the questionnaire needs redrafting. As such, my replies are accordingly tailored.</p> <p>There is nothing about surveys e.g. classified volume count to decide on the places where cycle tracks are feasible. It appears that the whole of Pune is being targeted for cycling!!</p> <p>Please explore the possibility of planting trees from the funds for cycle tracks because it is likely to succeed. Please do not take any decisions based on the results of this survey because the sample is bound to be abysmally low. At the outside this can be termed as a Perception Survey not to be used for making decisions.</p> <p>Generally, this plan is unlikely to succeed. Only time will tell.</p>
Many people are travelling at least 8 to 10 kilometers for school, college and work purpose , there is no need of introducing cycling . it will be useful only for short distance of 1 or 2 km . for travelling above 5 km people will prefer 2 wheeler or pmpml bus . pmc should improve pmpml services or shuttle service rather than cycle plan.
Maximum plantation across city
maybe give tax benefit to cycle shops willing to maintain bike sharing facility
Most people using motorised transport know little about the Rules and their Value! In the 60s and 70s in the West, the first step was advertising (radio/TV/print etc) basic traffic rules, showing graphic representations of common dangerous driving methods and their disastrous/dangerous results. Let us show people how driving fast does not necessarily get you to your destination faster. Let us show them that while some of our family members might be 'safe' in that car, other family members might be walking on the street and we would not want other poor drivers to hurt them.
<p>My #1 concern is how are we going to keep motorized vehicles out of bicycle lanes. Clear signage, lane colours etc will not help as people who violate them do not do so because they don't notice these signs but they consciously disregard them.</p> <p>It is already a very common sight to see motorcyclists use the footpath/platform and knocking down pedestrians. Motorcyclists on bicycle path will be a huge menace for sure.</p> <p>Perhaps a hefty fine, definitely not the Rs. 200 (which is currently levied for most traffic violations) which is a minor inconvenience for most people who manage to own a motorcycle. The fine should be large enough so that it stings hard to pay it and it should be a strong reminder. Why not Rs. 2000 or Rs. 10000 or Rs.20000? (Well one clear downside is people would rather prefer to bribe a lower amount and get away. It's up to the official enforcing the rule then). This may not be the only or best solution, but something worth thinking about.</p>
My detailed comments are being sent to PMC separately

<p>My very first suggestion is to create awareness among masses so as to use this mode of transportation as we see the cases for helmet compulsory matter . Latter on the proposed plan should be all inclusive which contains regulatory authorities and monitoring through social audits by means of NGO or others for its effective implementation. Overall plan seems comprehensive to cover all possible aspect but there must be TIME BOUND framework for completion of the infrastructure and legal processes .</p> <p>Thank you all for bringing this environmental friendly initiative so that a little help for our country carbon commitments in the ray of PARIS CLIMATE AGREEMENT .</p> <p>THANK YOU</p>
<p>Need to consider electric bicycles and tricycles as a part of the plan. This will further promote "cycling to work" as it would eliminate sweating and exhaustion due to normal cycling. People would be happy to buy and use their own ebicycles.</p> <p>Extend support to organisations who are willing to sponsor/offer/promote cycle/ebikes usage as part of their CSR initiatives.</p>
<p>No</p>
<p>No Plan will be successful unless traffic indiscipline of Puneites is addressed and vehicles of the violators impounded for a fixed period thereby inconveniencing the offender</p>
<p>One of the best initiative</p>
<p>Open the current useless cycle tracks for all type of two wheeler. Two wheeler should use only that track and should not come on main road. This will streamline the congestion to great extent.</p> <p>Implement the cycle plan in next phase.</p>
<p>Our best wishes for the new revolutionary idea in relieving the general public from this congested and chaotic traffic of 3 and 4 wheelers and re</p>
<p>People must be made aware of importance of zebra crossings in traffic system.</p>
<p>People should be encouraged to use bicycles by providing incentives and facilities. The cities funds should not be wasted setting up infrastructure which does not work. The brt is an example of wasted public funds.</p>
<p>People should be encouraged to use bicycles by providing incentives and facilities. The cities funds should not be wasted setting up infrastructure which does not work. The brt is an example of wasted public funds.</p>
<p>Phase I should be to connect all the IT parks for people working and staying within a radius of 5 kms.</p>
<p>Phase I should cover all the IT parks in Pune and connect them with the residents staying within a radius of 5 km</p>
<p>Pl implement the cycle proposal in an expedient and timely manner.</p>
<p>Plan is well thought and would like to see Pune in its old glory. This will help transform their static lifestyle into active.</p>
<p>Plan must be time bound, transparency of progress or bottlenecks and accountability of delivery must be monitored and shared with citizens</p>
<p>Plan should be Discussed and asked for suggestion with Implementation</p>
<p>Please add strong barriers through out the cycle tracks, so that motorists won't be able to use the track. Only cyclist and pedestrians can cross the barriers. Also please install more efficient working condition CCTV, it will help to get hold of motorists who misbehave or hurt cyclist.</p>
<p>Please consider Government premises, educational institute premises for cycle plan as these are available without any additional investments for cycle parking, repairs etc.</p>
<p>Please do it seriously</p>
<p>Please dont cut trees to create bicycle road</p>



Please don't give any reservations here atleast.
Please execute the plan instead of just discussing
Please explore elevated bicycle paths (like elevated walkways in Mumbai) to create network of bicycle routes. They are cheaper to construct than flyovers and dont take up road space.
Please first make current traffic conditions breathable and safe for pedestrians and cyclists. Everyday I see major number of vehicles violating traffic rules like signal violations, occupying zebra crossings, using pedestrian/cycle tracks, creating pollution in large quantity with poorly maintained vehicles (auto-rickshaws use kerosene as a fuel!!!). And surprising part is that all these violations are happening in broad day light. Not sure traffic cops intentionally neglect such violations or they are really in less number to control on such things or they are not educated or not sensitive towards it. Please seriously think about it and take necessary actions to tackle this. Without these prerequisites met it is impossible to create a cycle friendly city no matter how much of planning or budget goes in for it. So phase 1 should be more like focusing on making suitable infrastructure and conditions for cyclist/pedestrians in Pune.
Please get some sane and educated people to address the traffic woes of Pune. I say this more so since Education isn't a pre-requisite to stand for elections. Hare brained ideas like BRT in the centre of the Road, is for less populated cities.
Please implement this as soon as possible.
Please improve public transport, road construction quality, avoid corruption, maintain clean roads, implement heavy fine for those who spit, urinate and throw garbage in public places, improve strict implementation of traffic rules, don't allow beggars to crowd on the signals
Please make a provision in the Pune metro whereby cycles can be taken inside the metro trains. Please do not make segregated elevated cycling tracks- make cycling tracks at the same level as the road(painted ones).
Please make sure infrastructure is in place to collect data about the cycle use. Eg - <a href="https://www.citibikenyc.com/system-data">https://www.citibikenyc.com/system-data</a>
Please plan for cycle lane along side the metro track as it is elevated it will be the safest. The cyclist will be able to use station lift for carrying the cycle.
Please repair roads for a safe and comfortable cycling experience. Concrete roads are not good, hence tar roads to be improved. Potholes are a major discouragement towards cycling.
Please set deadlines for every task and phase.
please start giving free cycles irrespective of who is the person ...
Please start implementing the Pune Cycle Plan at the soonest.
please start with strict enforcement of usage of current cycle tracks for only cycling, currently these tracks are used by all other other than cyclist.
Please take action don't discuss only
PMC should make a budget and use it appropriately for the same cost and not for other works performed in unplanned manner
PMC should make cycle station by making "Smartcard" and provide Cycles on Rent it will be more comfortable for tourist and all can make a wide use as required.
Police support to ENFORCE zero tolerance of abuse of cycle track is a MUST. Aundh DP road was reworked with Smart City plan. BUT POLICE ARE MISSING TO ENFORCE parking. So BAD PARKING ON THE ENTIRE ROAD IS CAUSING greater difficulty. IF POLICE IS NOT GOING TO ENFORCE these plans WILL FAIL.
Possible use of elevated cycle paths
Prepare law supporting cyclists on the road. Cycle to work day twice a month. Cycle rallies to create awareness. Improved implementation of signals in Junction. Speed limit for cars and motorcycles.

Present tracks also need attention.. traffic sense need to be improved.. people use footpaths for driving is very wrong.. seeing is believing so start with small steps and do rigorous implementation
Proposal 4 has to be implemented strictly to ensure dedicated bike routes are not used by others. Additionally companies should be incentivized for encouraging cyclists to commute by bikes to their workplace. Same applies to schools/colleges.
Provide air station to fill air in cycle or ask tyre manufacturers to design and development tubeless tyres fir cycle.
Provide Cycles on nominal rent at certain locations in the city
Provide cycles on the basis of rent at main pmt stops
Provide pollution masks for cyclists
Pune can NOT be as cycle friendly as say Copenhagen because of hot climate, and rolling topography. Also, the cyclist wont accept any discipline, will ride on the main road, in parallel - gossiping. Expensive bikes with gears will be stolen.
Pune Cyclist should be feel safe enough in traffic condition for riding the cycle on the road. there should be some schemes from Govt. to motivate the young generation for the moving towards Cycling
Pune should be number one city in the world in terms of cyclist and cycle tracks. We can learn lot from amsterdam and denmark about it. Cycling should be promoted but not enforced. Infrastructure development is core to the cycling. <a href="https://www.velo-antwerpen.be/en">https://www.velo-antwerpen.be/en</a>
Pune was a mostly cycle city in 1960 when I first came here and motorised traffic was scant. We need to get back to that again and reduce pollution and ultimately death of our city.
Punekars will not adopt for cycle, This project wont work and it isnt practical. this wil just reduce the road's width for cycle tracks, and people wont be using cycles on them. So instead of this cycle plan, please come up with something else to solve traffic problem
Respect for citizens and law.
Safet of school children on bicycles should be given high importance as it is becoming increasingly difficult for school children to travel by cycles
SAFETY is the only issue keeping cyclists off roads. If barricades are put along designated cycle tracks, it can be a good measure to begin with. With tie ups with restaurants/ big shops, cyclists can be given benefits/discounts. This can encourage cycling.
Safety precautions for cyclists to be highlighted
Scrap BRT and implement good cycle track in dedicated lanes
Scrap BRTS. It is leading to major traffic congestion. Reduce that space and use it for cycle tracks
Security for women, children cyclists should be a top priority. Constant technology based vigilance is therefore a must. Ensure cyclists are penalised for throwing garbage or creating even miniscule garbage nuisance because they (cyclists) are supposed to be responsible citizens too. [It is great to climb the Everest but the garbage due to climbers is surmounting every year. So should be applied for this plan]. have a backup plan for keeping the DEMARCATION & LINEATION of not just the routes but also habits and laws that all including cyclists need to follow for having a picture perfect environment. The test should be: At any given time - day or night - if someone clicks a photograph of any part of the route, it should look clean and legally enabled to the hilt without the mediocrity of lawlessness and the filthy habits that have characterised Indians as a populace.
Seperate route for only cycle.
Set warden boys to checking cycle tracks for feedback purpose
Setup cycle shop to take on rent for short commute.

<p>Shared ownership of bicycles on a subscription mode should be promoted. Citizens to chip in funds for the cycles and rental operations. This will be done through a membership card or so with initial fees and monthly charges. This will improve the involvement of citizens. Members will be given no / concessional rates for rentals.</p>
<p>Should focus on completing a given route then just adding say 250 KM completed, route should be complete from point A to point B and usable. Most of the time I realize cycle path starts from the middle of the road and stops some where in the middle and I see PMC asserting number of KM completed which sounds ridiculous and disgusting.</p>
<p>Should think of location based cycle rental</p>
<p>Small patch executions but thorough in all aspects</p>
<p>Someone can use the cycle to reach her / his destination, provided it typically falls in the range of 0 - 5 kms. Plan, especially for students to have their schools / colleges within such radius should be implemented for success of this proposal.</p>
<p>Special efforts needs to be taken to change mentality of people. Lot of awareness about importance non polluting transport modes is absolute necessity College students should be encouraged to use cycle and public transport.</p>
<p>Spend those 500 Crores more on making existing Roads free of Potholes first.</p>
<p>Start in phased manner. Priority near educational institutions. Start with areas where cycle use ratio is HIGH. Within SP pune university. Paud &amp; Karve Road, Law college road, S.Bapat road, FC road, Prabhat &amp; Bhandarkar road, SP College Tilak road. This also covers clubs like Solaris, Deccan Gymkhana, PYC, Tilak tank. Provide high security and strict punishment for 2/4 wheel drivers, school van &amp; buses. Traffic police during morning near school area with Comando support. Once a week cycle day for school. No entry for other vehicles near schools except school vans during school start and close timings.</p>
<p>Strict implementation of Traffic Rules. A No Tolerance Zone across the city</p>
<p>Strongly implement all good plans to save human.lives and make pune an ideal city to live happily without pollution and perfect traffic conditions ..good luck</p>
<p>Such good idea. Beware about corruption when implement such plan. When such plan will design please think or consider next 50-75 years transportation and population. When PMC decide to make special track for cyclist to make sure these track used by on cyclist; cycle track should be as small in width than other lane of roads specially in heavy traffic road or make such cycle track which unable to used by motorcycle. make pedestrian footpath such that only 2 person can walk at time its width should not be more than 2feet and same thing applicable to cycle track</p>
<p>Thank you for this excellent initiative that will benefit everyone!</p>
<p>That's good job done by PMC to involving the citizens and tax payers in the planning.our corporators are our servents, trustees not owners.</p>
<p>The cycle path should be of good quality material so that it wont get fractured or destroyed in any season. To avoid motorcycles coming on the cycle path, preventive measures should be taken. The development of cycle path should complete in incremental way so that we will be able to give feedback on completed cycle paths. The feedback from citizens should be collected regularly while building paths.</p>

The DP road between Parihar and Bremen chowks has been developed, but without restricting car access. As a result the red cycle tracks are always occupied by parked cars. The footpaths could have been reduced in width to accommodate car parking, if cars are not to be restricted. Multi storey car park at either end can also be constructed so that shoppers can park there without impeding the cycle tracks. At present, the cycle track is totally unusable. I have not seen a single cyclist there. Cars parked double and motorcycles zooming past in the wrong direction without helmets and with impunity are the sights on this 'model road'. It's a mockery of PMC's good intentions by poor enforcement.

Pune needs smart citizens, and if they are not willing to learn, law enforcement must be very strict for them. Tow vans to take away double parked vehicles, 24 hour police presence at both ends to catch motorcyclists breaking the law, stiffer penalties and cancellation of licences etc. are a few steps.

"Engineering" can be improved by creating parking for shoppers' cars, or by restricting car access. Better toilets under private management can be put up at both ends.

"Educating" public can be through clearer and more signs, rules displayed with penalties on boards, and continuous campaigns to instill civic values in Pune-kars.

However, the most important element is much stricter "Enforcement" of rules and laws.

If these cannot be done, let us not waste money on smart and cycle friendly roads. Pune-kars think they are smart, let them sink in the morass created by their indiscipline.

I used to cycle, but now am scared to death of meeting an early death by being knocked down by a wayward motorcyclist or car driver or laid low by a pothole.

The existing infrastructure of city cannot support your above plan. You have made JM road, FC road, Sarasbaug colony road and many others one way and have failed completely. No results were obtained from this plan but you have recklessly spent hard earned money of tax payers. Only beneficiaries of any development plan are corporators in PMC and their shell companies. This is a well known fact and every single person agrees on it. For example you have recently replaced street lights with so called energy saving LED lights, you have completely failed in this project to attain any goals. More than 30% of these light from Bajaj and Philips are defective. Most of the streets are not enough lit because of their dim lights leading to increased chances of robbery and accidents. LED lights are completely useless in rainy season. Have the light bills of PMC been reduced by considerable amount? Have you ever calculated the rate of return from the capital expenditure made for these lights? Similarly you will also fail in implementation of the cycle project due to unpreparedness, unskillfull labour and officers, poor implementation, excessive regulation, lack of interest from public, failure to understand your duties and need of public, finally which will result in increase of taxes of public.

The implementation recently done in Aundh is a stupid design, a joke on residents with Red Cycle tracks painted between parking bays and moving traffic. How would cyclists ride when vehicles are being parked or removed from parking??

If this is the idea or direction of creating cycle tracks in Pune, it is going to be a failure by design! Carriage width of traffic is being reduced, enough parking is not being provided and cyclists are expected to ride on a path sandwiched between moving traffic and parking spaces!!

How could such a design be approved? You don't need citizens to highlight the obvious flaw in the road design and layout.

The phases should be reworked according to me.

Phase 1: A more detailed assesment of the plan.

Phase 2: Work with the team building the metro to have multiple common points including parking at stations and an electronic membership card which works with the rent-a-cycle as well as the metro. This is because the metro system is the next immediate public transport initiative in Pune. Parallely, talks can be initiated to implement a one-card-for-public-transport with the PMPML as well. The new CEO of PMPML has a vision and a futuristic approach.

Phase 3: Once a few stations are built and commuters have started using and giving feedback, an improvement loop for future stations and then implementing them.

Negatives: I am strongly against new tracks specifically for cycles. The same roads with a while lines on the left side wide enough for a cycle is more than enough. This will not only reduce the cost but also make the policy makers take a notice as this will bring a huge change with less expenditure. Once this plan is proven to be working, new tracks can be thought of. I know the PMC should not work this way, however, it is the truth and to make our plan work, we have to keep them happy as well. Otherwise we will be stuck in a loop of discussions with them.

I currently stay in France, but until last year, would travel from Sinhagad Road to Baner daily on my cycle. I am available for contact through email whenever you need for any detailed discussion.

The plan looks good on paper. Implementing all these proposals would be a challenge. The biggest challenge in this process is safety of cyclists. Two wheelers ride on footpaths and cycle tracks and overspeed. Unless this problem is tackled seriously, cycle plan won't be implemented effectively.

The present cycle lane in Aundh from Parihar chwk to Bremen chwk under Smart City initiative is TOTALLY FAULTY. It is wrongly designed and in its present condition completely unsafe & hence unusable. It is a waste of public money. The track needs to be shifted to the footpath to make it sensible and usable.

Also, ALL cycle tracks need to be barricaded from regular flow of traffic on ALL roads of Pune to avoid accidents and make the track 100% safe & hence popular among children, senior citizens and public at large.

the tree guards used for the trees should be made of bamboo and not metal as it is low cost and also biodegrades. The metal tree guards are forgotten to be taken out and eventually strangle the trees as they grow big. Also the cycle tracks should be smooth and not the interlinking concrete blocks as they are very uncomfortable to ride on. Please see what european countries do and those are anti skid and smooth.

There are more of beauty parlour than cycle servicing shops

There is need to encourage people to use cycle.

This cannot be seen in isolation. There are larger issues than cycling that the PMC should first resolve.

This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately. You are actually setting up more deaths of cyclists just like today you have to cross killer signls to reach BRTS bus stop. I remember about 2 decades back there were crores spent and today you can see that monument near nal stop. Stop Bull shitting... i use cycle today and i am planning to increase my life insurance because it is certainly life threatning and there is no hope with the rest of the traffic on killing spree. First implement normal general traffic rules and then get innocent people on the cycle on the roads.

This is a great idea! It will make the traffic smooth and less stressful.

**This is an great innovative initiative need to implement**

**This is critical work. To make Pune a bicycle friendly city would change the city for the better monumentally. If cars continue and bicycle infrastructure is put on the wayside, the city is going to drown in motor vehicle traffic and we will all suffocate. Pune will not be a good place to live. I've lived in The Netherlands for many years and can contribute to the plan. Additionally, there must be massive enforcements by Pune traffic police both on the roads and within the cycle lanes. If this becomes another infrastructure plan in India that gets corrupted and not enforced, it will be a sad day for the country. Let Pune be the shining light for the rest of India, it can and should be, to lead the way for cycling infrastructure and implementation and sustainability throughout Asia. We must not fail!**

This plan is not going to work and its going to fail bigtime, as the inflation rises, all the people will move to a life which includes luxurious, they will obviously buy motor bikes and cars. I do not think that this would solve the problem, Instead they should create a TWO wheeler lane instead of bicycle track. Which would solve lot of problems.

This plan seems to be fundamentally misguided. First of all Pune needs to be made pedestrian friendly. After that we can think of becoming a cycling city. Becoming pedestrian friendly itself is a very difficult task but it is achievable. Many of the proposals mentioned above like restricting cars and motor cycles, building infrastructure for cycling are expensive, not achievable and not sustainable. For e.g. if cars are restricted on the street where I live, where will I park my car? Who will protect infrastructure from vandalism and misuse. This is not a one time cost. Who will pay for maintenance? And the basic fundamental root question is: Who are you doing this for? Who are these cyclists for which infrastructure is being built? Has a survey been done to find out if people will take to cycling if these steps are taken? I don't think there will be so many cyclists. On the other hand, if you build infrastructure for pedestrians e.g. clear footpaths of encroachment, fine people for wrong parking and dangerous driving, build zebra crossings and enforce basic traffic rules, future generations will thank you. Pune cycling plan is misguided and will turn into a white elephant.

This plan should not be left to PMC to implement & monitor. Some Special Purpose Vehicle (SPV) should be formed with public private partner ship. With inclusion of private companies the implementation will be faster. The operation & maintenance will be effective. Then only the majority of public will participate in this plan. It should not become waste like current cycle tracks on all roads with no cycles are driven on those tracks

This will be a success when Pune is "SAFE / No Thieves" and it is possible if all have employment / Job. So make sure at least one person from every family is employed/engaged in some respectable business.

Tie up with bicycle companies, rider groups. Mark roads with colored track for 1 bike capacity. Also include electric bicycles for elderly people. Heavy penalty if motored vehicle misuse bike track.

Today a cycle is considered a poor mans vehicle by majority of people in the society .so the plan is likely to fail, till the perception of majority of people changes. Owning a motorcycle or a car is considered an achievement of social status,and after 60-70 years of development in the country ,the lower end of the society is able to buy a car or a byke. how do you feel ,they will again would like to be considered poor class of society by turning back to cycle. Pune was city of cyclists,

Traffic issue are mainly due poor road design , wring parking, hawking and wrong side entries . if this is is addressed 70% of issues would be resolved

we can ask citizen to donate cycle initially too

We need to ENFORCE that motorists do NOT drive their vehicles on footpaths and cycle paths. This ENFORCEMENT alone will ensure safe driving on these (footpath & cycle path)paths

We need to have cycle locking stands at all major public places, E.g. Hospitals, Banks, Malls, Markets, Public and Private Offices. People or organisation who commute or promote using Bicycles should be recognised and PMC should give recognition by organising Events on

weekend.

We should keep an example of westerns cities like Amsterdam. They have cycle parking hotspots; thousands of bicycles are parked at main railway stations, shopping areas, leisure and entertainment areas every day. People can hire them and use them till their next destination and park it there for nominal cost. The main concern for now is safety for cyclist. We should make and implement strong/severe rules against motorists those who dont follow the rules. Once Amsterdam was polluted city with lots of motor vehicles and look at it now, its possible with Pune as well.

We should not just see cycling and ignore other 2-wheeler segment (bikes/ scooters, etc.) and make a separate plan; focusing only on cycling will not help at all.

whilst implementing the cycle plan, please eliminate speed breakers all over including the cantonment areas and simultaneously enforce a strict speed limit in the city.

With city roads barely being able to accommodate motorised traffic, any additional space created for cyclists will be taken over. You will also need to create a strategy to keep encroachers off cycle paths, considering they have not spared footpaths. Combining public cycle system with Public transport is going to be tricky given the current shift towards BRTS. Also with roads being shutdown for metro construction and traffic getting even worse as a result, how will you integrate cycling in such areas? Completely reserving some roads for walking and cycling is a good idea. Please do a pilot before you spend crores on these ambitious ideas.

You spoke a lot here - just start implementation than showing dreams ! Action is required

सायकल चालवायला प्रोत्साहन देण्यासाठी सायकल विकतघेतल्यावर टॅक्स मध्ये सवलत देता येईल का हे सुद्धा बघावं तसेच वयोगट 10-20 मधल्या मूळ मुलींना ह्यात जर सामील करून घेतलं तर जास्ती फरक पडेल.....तसेचसायकल आर्मी बनवता येऊ शकते...महिन्यातून एका रविवारी सायकल रॅली च आयोजन जरकेलं तर जास्ती परिणामकारक ठरेल.....

**पुणे सायकल आराखड्याबाबत तुमच्या कोणतेही सूचना किंवा टिप्पणीअसल्यास कृपया येथे नोंदवा.**

- 1) do not build separte cycle tracks , as it is complete failure like satara road tracks.
- 2) why does it took more than one year after last years action .
- 3) fast action should be taken.
- 4) there are so many cycles which are dumping in society/building parkings. These can be repaired and used for the common cycle plan.

Few questions mentioned above should be analysed based on the practical feasibility (for example: Cycle friendly Flyovers in the city) . Having separate lanes for bicycle is impossible with the current city planning. Instead if the speed limit on the major City roads is followed properly, there would not be a separate need for tracks everywhere. Also the shared/rented cycle stations can be cultivated along with the strong and clean government transportation would help people to commute more efficiently without taking the private vehicles out on the roads. All the private buses (Company buses/travel buses) should be allowed to travel through BRT routes to ease the traffic load on the major roads in and around the city.

cycle track varil aatikramane kadhun takavit.  
cycle track var gadi parking la sakta manai aasavi.

looks good !

Good initiative. I would like to be part of it

I see no point in creating a separate department, because like the current state of cyclists in Pune, this new department will also have to live on the mercy of other departments to act and enforce rules, provide funds and get agreement that whenever they dig roads or build public lavatories the impact to the cyclists is considered. Before we allocate 500crores do we know what is the total cost of implementing this plan? First create a plan just for upscaling, maintaining and providing safe infrastructure before creating new departments for this. Unless everyone is convinced that existing cycle tracks or other infra is cyclists friendly, no point in allocating funds for a hi-fi comprehensive plan. Issue is with enforcement and creating awareness between existing departments so that when one department lays a new road, the other one should not come and dig it the very next day.

Safety first

Safety first

सायकल ट्रॅक वरून स्वयंचलित दुचाकी वाहने जाणारनाहीत यासाठी योग्य अडथळे निर्माण करावेत

Great Initiative, Green Pune Clean Pune.

Very nice program. Wish to come in reality.

Excellent initiative

Excellent initiative

no

avoid dog walkers also from cycle track

योजना अत्यंत चांगली आहे फक्त तिची अंमलबजावणी ठरलेल्या वेळेत, ठरलेल्या कार्यक्षमतेने करून दाखवावी (विशेषतः प्रस्ताव क्र. ४ - येथे निरपवाद आणि सकल अंमलबजावणी दिसली नाही तर पूर्ण योजनेचा बोऱ्या वाजेल). सध्याचे सायकल ट्रॅक खडबडीत आणि एकंदरीने दुर्लक्षित आहेत तसे नकोत. सायकललासाधारणपणे शॉक ऍबसॉर्बर नसतात त्यामुळे ट्रॅकवर खड्डे असल्यास साकलस्वार मुख्यरस्त्यावर येतील व मूळ उद्देश असफल होईल. मी इतर मदत करण्यास तयार आहे.

सायकल मार्ग सर्वात महत्त्वाच्या रस्त्यांवर continuously उपलब्ध असला पाहिजे. अन्यथा



तुकड्या तुकड्यात असलेले सायकल मार्गवाया जातील
no
ok
चीनने नुकताच एलेवेटेड साइकल ट्रॅक सुरु केला आहेआणि मला वाटते कि हा एक चांगला पर्याय आहे. एलेवेटेड सायकल ट्रॅक मुळे इतरवाहनांना आणि सायकलस्वारांना कसलाच त्रास होणार नाही. कृपया हा यूट्यूब विडिओबघा: <a href="https://www.youtube.com/watch?v=rpC4U0rre4g">https://www.youtube.com/watch?v=rpC4U0rre4g</a>
आणि नांदेड सिटी -->सिंहगड रस्ता -->शिवाजीनगर हा मार्गसुद्धा सायकलट्रॅक मध्ये समाविष्ट करा.
Shall communicate later
खूप छान आराखडा आहे आता कृति अपेक्षित आहे!
First disallow Pandals/Mandaps during Ganapati & Navratri,Also remove all potholes on the roads permanently.Widen the Roads first.
Ensure that the cycle riders has only access on cycle lane and no other vehicles like 2 wheelers or auto rickshaws during the traffic jam situation, other this plan will be worth useless. Now a days, I have seen that bikers are using cycle lane to reach faster as it is not used for cycles. These lanes should be strictly monitored through CCTV and vehicle violating should be fined heavily.
Make a dedicated corridor in pune along the banks of rivers. You can look at the model implemented in Sao Paulo Brazil
कोणतेही झाड न कांपता किंबहुना जास्तीत जास्तवृक्षारोपण (वृक्ष कायद्याप्रमाणे दर १० मिटर वर रस्त्याच्या दोन्ही बाजुलाएक झाड) अत्यावश्यक.
Its a good plan but first pla remove all encroachment near main roads and make proper arrangement for them with this traffic problem may solved 50%
No additional suggestions
Act from today
Nice eco friendly move. Our pune will get old identity once again..
Is this a public-private endeavour? If not industrial backing is a must.
na
its very good plan go ahead we all PUNEKAR are with you
A
No Motor Bike should enter in cycle way .. specially in Traffic signal.
पुणे महानगर पालिकेच्या वाटचालीस शुभेच्छा. जयसायकलसाठी रस्ते करण्यात आल्यास मी नक्की सायकलचा वापर करू शकेल.
Good initiative

सर्व प्रथम सायकल बाबत विध्यार्थी स्तरावर चांगलीवातावरण निर्मिती तथा स्टेटस प्राप्त करून घ्यावे लागेल

सुरक्षित प्रवासाची हमी द्यावी लागेल आणि जास्तीतजास्त लोक सहभाग वाढवावालागेल

This plan or idea is best

Cycling has become dangerous in Pune since people do not have traffic sense. Hence our people should be educated on traffic and road sense to avoid accidents

Cycle should be available at Minimum Rent - with coupons system Pickup & Drop Pay at Parking location

No comments. Above questions are inclusive.

Banning of four & two wheelers should be done in phased manner.  
In first phase in congested city area firstly only four wheel vehicals should be banned.  
Motor cycles & scooters should not be banned, if this is getting better results w.r.t. pollution etc. their movement & parking arrangement also should be planned along with cycle facilities

NIL

START QUICKLY

Good study and plan. We need to pay major attention to use of investment done. 1. Wardens won't suffice. ( BRT experience). Empower cyclists to "help" report people doing encroachments, tress-passing on cycle tracks. 2. Keep cycle parking free everywhere. Collect pollution tax from motor bike and car parking providers at schools, offices, & shopping complexes . 3. Don't approve new petrol/diesel fuel pumps capacity addition in city. Promote transformation to CNG, cycle repair facilities at fuel pumps, solar based battery charging. 4. Keep cycle tracks free from garbage, littering, open air loos, etc. 5. Keep waste recycling plants ( they stink & irritate cyclists more) at least 100 mts away from cycling tracks.

NA

DO what is the best....

It is open fact that "cycle marg' done so far is complete FAILURE & Money spent on that is total wastage. We should LEARN from this disaster and do not go forward for any more spending on Cycle Marg untill Population is well Educated to use cycles in daily use. In my view unlike western countries Pune city will not be that much Cycle friendly city in near future. Reason being ever Exploding population; Limited resources and MINDSETS of people for ME FIRST. Pune is already witnessing tremendous growth in total disobedience to Traffic rules sense all over city, open defiance to Not Wearing Helmets by 2 wheelers, increasing Triple savaris, encroachments on existing dilapidated cycle routes and authority not (able to )doing anything for that says Pune is heading towards Traffic chaos more & more and perhaps UNSTOPPABLE unless .....

<p>PMC to demonstrate primarily clearing encroachments on walkways , footpaths, subways as first stage to make comfortable walking zones. then necessary support can be obtained from all parts. Majority 2 wheeler drivers, use footpaths almost all over the city and careless about signals and traffic rules, private vehicles use BRTS track. These needs to be enforced before commissioning of new project and win confidence of citizens. NOTE : survey of existing cycle tracks is required to get valuable inputs for tackling failures.</p>
pune for cycle only
nahi
make compulsory
Green City, Green Cycle... (G2 C2)
Please plan & implement at earliest
<p>Before any new Project, Lets review area wise what was plan and done actually in old Project Viza Viz benefit to Cyclist. So Analysis return On Past Investment is more important before we just make more expenditure</p>
ashwini_j2003@yahoo.com
<ol style="list-style-type: none"> <li>1) Misuse of cycle track should be punishable crime</li> <li>2) When riding on cycle, people must use cycle track. Riding cycle on road when there is cycle track should should be fined</li> <li>3) While walking, people must use foot path, if some one is walking on road when foot path is present, he should be fined.</li> <li>4) Zebra crossing should be clear, instead of color which fades after some time, concrete blocks should be used</li> <li>5) If any vehicle is standing on zebra crossing, then he should be fined</li> <li>6) If any pedestrian is crossing road when zebra crossing is available then he should also be fined</li> </ol>
Strictly implement the Cycle Plan.
<p>Pune is very diverse city &amp; geographically big area. Please do not reduce Main road width in name of cycle tracks. Very few People use cycles on internal roads &amp; never on highways. Promote cycling but not on the cost of reduced road widths. Instead use the funds to purchase Buses &amp; improve the connectivity &amp; bus frequency. Make PMPML a world class organization &amp; customer centric. We already see chaos on Highways (Pune-Satara road, Hadapsar, Yerwada, etc.) due to reduced Highway road width.</p>
This is second time I am giving such views, but not a single cycle track was built.
No
cycle pickup and drop station must be convinient and sufficient quientity of cycle will be available by pmc on very minimum or zero rent basis
Yes
Good idea, service should be full proof with barcode recognition & identification.
mishramalayp@gmail.com

Corporation should work on:
1. Educating people to use cycles, minimise vehicle pollution
2. Maintain disciplines in traffic
3. Strict actions against people violating signals
4. Aim to make pune Green City like earlier
Plan is good, execution is the key.
Pay and use cycles
At least it should get start ..people will definitely support it.
सायकलस्वारांचा एक मोठा गट म्हणजे शाळकरी मूले.सायकल आराखड्याच्या पाहिल्या टप्प्यात यांचा विचार केला जावा. लहानपाणी सायकलचालविण्याचा चांगला अनुभव असेल तर पुढे ही ते चालवतील.
Cycle plan is not required by citizens of pune
Plan is very good , but should have some control mechanism for traffic management and effective use of track only for cycles.
सायकल चालवल्यामुळे आरोग्य चांगले रहाते. हवाप्रदूषण होत नाही .
incentive in property tax for other tax for using cycles. Awareness of cycle usage in schools, college and incentive for students. Strict implementation of traffic rules for safety of cyclists.
Ok
Ok
Government Should provide subsidy to procure the new cycle. Also the parking lot should be safe for cycle.
There are many authentic experts in Pune who could bring this concept into reality and some of them are part of this project. Kindly accept their advice and enforce strict punishment while implementation of this project since unfortunately we just don't understand what is good for us unless and until we are penalized for it.
Cycle plan must.
Do it.
आराखडे फक्त कागदोपत्री नकोत.. लवकरात लवकरप्रस्ताव मंजुरी करून हा बदल घडवला पाहिजे.. सध्याचे पे अँड पार्किंग मध्ये जेघोळ आहेत त्या कडे लक्ष दिले पाहिजे.. ५-१०मिनिट पार्किंग साठी सुद्धा सर्रास २०रुपये पार्किंग चार्जस घेतले जात आहेत अशी परिस्थिती सायकल साठी नकोय
Cycle plans of cities in developed countries (like antwerpen, wuxi, suzhou) should be studied before implementing it
Please reduce tax on cycles
Changale Niyojan karun kaam kara.
Very well planned thing.I support and will follow the path.
Safety is the major issue concerned now for cycling. In Pune, no one bothers traffic rules. If corporation put heavy fines and punishments for rules override, it will be great initiative for all cyclists. Cycling is need of time.
Khup changli yojana ahe.
Roads for cycles needs to be without obstructions
Planning is good but implementation is more important.

Please implement such plans in a pocketed area around like say mandai or near sarasbaug or inside historical monuments, PL Deshpande garden etc. Pl ban even the two wheeler here. It will be a litmus test Project before making any capex investment in this project.

Do as early as possible. Pass this to people through News-Paper, Whatsapp, Facebook and use the social media. Give work to all Corporators and their staff and support people to spread these kind of messages upto each and every people.

Lavkar Kara.....We have lost SO MUCH time. FAST please

Cycle should be promoted without wasting money of tax payers.

I DON'T UNDERSTAND WHY TO PLAN THIS, IF EVERYONE IS HAPPY AND CONVENIENT WITH SCOOTER OR MOTORCYCLE.  
INSTEAD OF THIS CYCLE POLICY YOU TRY TO IMPROVE THE PMT BUS SERVICE STANDARD AND FREQUENCY LIKE MUMBA, SO THAT IT WILL BE VERY CONVENIENT FOR SCHOOL CHILDREN AND OLD PEOPLE ESPECIALLY ON SINHGAD ROAD. PLEASE COME AND SEE HOW CHILDREN AND OLD PEOPLE ARE TRAVELLING BY BUS IN BUSY HOURS ESPECIALLY ON THIS ROAD.  
WHY TO WASTE SPACE OF ROAD FOR THIS TRACK AS ROADS ARE ALREADY SMALL FOR THE HUGE TRAFFIC ?  
WHY TO SPEND TIME AND OUR PEOPLES MONEY TO BUILT SUCH A NON- USABLE SYSTEM AS IT IS NOT REQUIRED AT ALL.  
INSTEAD OF THIS PMC SHOULD SPEND MONEY TO INCREASE PARKING SPACES OR DO A MULTI STORIED PARKING SPACE INSTEAD OF LIMITING PARKING SPACE IN CITY AREA.  
MANY PEOPLE WISH TO GO BY BUS BUT DUE TO LESS FREQUENCY THEY ARE UNABLE TO GO IN TIME FOR THEIR WORK. SO THEY HAVE TO BYE A SCOOTER BY TAKING A LOAN.  
SO PLEASE THINK OVER THIS MATTER AGAIN BEFORE WASTING OUR MONEY IN SUCH THINGS.

I will join meeting whenever required and will provide inputs

First it is necessary to implement strictly the rules by all in Pune for traffic. Today Pune is indisciplined city.

पुणे सायकल आराखड्याच्या अंमलबजावणीमध्ये मदतकरण्यासाठी स्वेच्छेने सहभाग घेऊ.

encourage schools to use cycle commute

Idea is good however implementation should not involve any deviation in terms of people start using the cycle track for selling vegetable etc. There should not be corruption. It is a good thought to make Pune Green.

Pune will need a healthy Public Transport system apart from Pune Cycle Plan

mahanagrpalikene krupa karun cycle track chya navakhali jantechya paishanchi udhalpatti karu naye hi namra vinanti. ya adhi apn kelelya cycle track chi kay avastha ahe yache uttar pahile dya. pune sharat entry kartana sharachya charhi bajune ji vahutuk kondi hote te pahile ki aksharsha shara baher rahayala jave ase vatavaran jhale ahe. pmt sarkhi sarvajanik vahtuk suralit honyasathi apan brt anli kay jhale tyache yache uttar dya pahile. yojna tar bharpur yetat aplya kadun pan tya fakta paise khanya sathi. kuthle pan kam chalu karayache ani paise khayche hach udyog suru ahe sagli kade. kachra samasya , vahtuk samasya ya kade prashashn ani nete mandali jo paryant gambhiryane baghnar nahi to paryant he asech chalu rahun ek divas ya gosticha aghat saglyanna sosava lagel he lakshat theva.

one of reason to not use cycle is long distance, one way could be there should be some facility to carry cycles while using city bus. I have seen that, there is some mechanism in front of bus to put bicycles on city bus, when the city bus journey is over, passenger can take out one's cycle and continue his journey on bycycle. Please contact me on 9764000224 if you want to know about the system I am talking about.

आध्याAdhi je astitvat aahet te nit surlit karave,mag pudhil kam karave. Nahitar ughachch paishacha churada hoeil aattache kay karnar aahat te kalvave.

It should be neat and clean  
Widout any pedestrian or two wheelers  
Then only its useful  
Otherwise its none of use

Request to first clear footpath for walking otherwise this proposal will not work.

Just make cycle track safer , stop encroachment and do quality work and maintain it .

Strict action should be taken against encroachment on cycle tracks.

पुणे हे सायकलचे शहर होते तेव्हा पुण्याचा परीघ ५किलोमीटर होता. हा भूतकाळ आहे. आता पुणे विस्तारून २५ किलोमीटर परिघाचे झालेआहे. वर्तमानकाळ हा दुचाकीचा आहे. सायकल आराखड्याची सर्व अंदाजित रक्कम रस्ते रुंदीकरण, पादचारी मार्ग विकसन, रस्त्यावरील अतिक्रमणे हटवणे व सार्वजनिक वाहतूक व्यवस्था ह्यावर खर्चव्हावी. आधी केलेल्या सायकल लेन चा काहीही उपयोग झालेला नाही. तो पैसा आधीच फुकटगेलेला आहे त्यामुळे पुणे सायकल आराखडा मुळातून रद्द करावा. हा जनतेच्या पैशाचाअपव्यय आहे.

Seems to be a good plan, need to be executed. Our support will be there

Digital media वर आकर्षक पद्धतीने प्रमोशन व्हावेजेणेकरून प्रभावी पद्धतीने ही गोष्ट सर्वापर्यंत पोहोचेल

there is no need for a special cycle track. the city is already suffering because of the BRT lanes and now the cycle tracks will cause more and more traffic.

Proposals are suffcient enough.

The suggested looks good on paper but implementing it speedily is the key.
लवकर काहीतरी करावे ही विनंती
Cycle network has to be a part of comprehensive 'Road Network', that will cater to requirements of all public and private vehicles for the next twenty five years.
Fakta cycle sathi 500 koti fukat ghalnyapeksha te saglyansathi kase waprta yetil te pahave. adhichech cycle track kuni use karat nahi jyavar koti koti rupaye kharch zalet. sarvajanik vahtukisathi metro laukar chalu karavi. ring roads kevache planned aheth te tari adhi complete karavet. chukiche niyojan karun flyovers badhlet tyacha kai? vayfal kharcha karu naye
This is really a good initiative, we should make sure it comes true.
Pls make it Barcoded so it will be swiftly tracked & implemented
Immediate action plan to be implemented to make Pune city clean, pollution free and green.
PMC has wasted lot of money on cycle tracks which no one uses hawkers. Plan needs to be full proof else it will be another way to get contracts for politicians. I oppose the plan if it is supported by proper governance plan.
Please also recheck plan from another professional (preferably European) planner.
Dont imitate western countries, make it user friendly and affordable
none presently as all points are covered .
Good initiative
please do not spend any more money on this lost opportunity,instead help to PMPML bus service to improve in suburbs across Pune,request Police to be strict on driving rules,instead of waiting to catch defaulters midway to collect money. Spend money on Improving footpaths for comfortable walks,eliminate all encroachments of small vendors all over City & stop giving licences to such small taparies to enhance PMC income.
Build quality roads and cover drainages
Nothing specific
This is good initiative
It should be user friendly and well designed
idea is very good ,need to implement effectively.
Cycle track and Road conditions should be maintained for user's comfort, which will increase the interest of maximum citizens towards cycle use. Plan should be considering the population of city, otherwise there may be jam on Cycle track if more people start using the cycles.
अंतर्गत रस्त्यांवर वाहन बंदी?? अवघड आहे. सरकारीयंत्रणांना खूप विरोध होईल. त्यापेक्षा सायकल वापर वाढू दे, गर्दी आपोआप कमीहोईल.
Not interested as our opinion will going to consider
different cycle track should be there for cyclist.

<p>Make sure that while planning for cycle, other modes such as car and bikes would not be disturbed and public transport especially metro is very much important for success of cycle plan. parking facility for cycle should be available at bus stops and cycle on rents should be available from bus stop</p>
<p>PMC has wasted lot of money on cycle tracks which no one uses hawkers. Plan needs to be full proof else it will be another way to get contracts for politicians. I oppose the plan if it is supported by proper governance plan.</p>
<p>सध्याला कात्रज - स्वारगेट BRT मार्गाचे काम सुरुआहे, यामध्ये सायकल मार्गाचा सुद्धा समावेश आहे. परंतु रस्त्याच्या बाजूच्या दुकान व व्यापार्यांकडून या मार्गाची तोडफोड करून, स्वताच्या फायद्याचा करून घेतात, त्यामुळे त्याच्या नियोजनाचा फज्जा उडतो, असे कृत्य करणाऱ्या लोकांन वरती दंडाच्या व कायदेशीर कारवाईचा पर्याय ठेवावा, तसेच याचे नियोजन ठेवण्यासाठी विशेष खाते अस्तित्वात आणावे, तसेच या सर्वांचा प्रचार करण्यासाठी शाळा, महाविद्यालये, बसस्थानके, मनपा कार्यालये, इ. ठिकाणी ेमाहितीदर्शक फलक लावावेत, कार्यक्रमांचे आयोजन करावे.</p>
<p>Instead of spending on new Infrastructure(right now), I strongly believe that we should use the old infrastructure and promote cycling among young children, so that they will use maximum of cycle for travelling to school or classes. And simultaneously improving the cycle stations and roads and safety measures will do. Developing Cycle parking near bus stops or railway stations will also help to reduce pollution and congestion. In short I like the initiative. Thumbs up.</p>
<p>If good options and good planning is done all youngsters will ride a cycle instead of a bike. All major bus stops and railway stations should have a cycle service stations, cycle stands. All public transport means PMPML bus and local trains should have options to take cycles along and start cycling once you alight from it. provide credits on cycling such as discounts on property tax, discount on PMPML tickets, discount on cycle purchase etc. Authorise it, check it, tag it, with geo tags on cycles and geo tag sensors on roads. Provide free air for cycles.</p>
<p>none the plan is great already implemented in a lot of cities implement the same here in pune wishing you good luck &amp; all the best</p>
<p>cycle plan is good, but simultaneously something needs to be done about the pollution. It may go down over period if the cycle plan is a big success, but initially people may be discouraged to cycle anywhere due to bad air condition.</p>
<p>Nothing specific beyond whatever is being planned</p>
<p>Open public bathrooms where you can take bath after cycling</p>
<p>Wastage of money</p>



Hope Cycle Plan is for Cyclists, it's promotion with time bound plan to achieve Travel Pattern by Cycling from 3% today to 30% by 2022- 75th Anniversary of Indian Independence. Else it's just an eyewash, as experience goes. One more Cycle Plan to Garner national, international funding and claim Awards, and now compliance of SMART CITY REQUISITES. CYCLISTS NUMBERS ON ROAD TO ACHIEVE TRAVEL PATTERN TARGET (30%) ONLY CAN ENSURE THE EFFECTIVENESS OF NEW CYCLE PLAN.....

NO DIVERSION OF CYCLE FUNDS ALLOWED AT ANY COST EITHER TEMPORARY OR PERMANENT,as PMC has already done for Sweepers etc. MORE THE REASON FOR "PUNE CYCLE PLAN"'s DAY-TO-DAY MONITORING,ESCALATION & IMPLEMENTATION SYSTEM IN PLACE TO ACHIEVE 30% TARGET SHARE IN TRAVEL PATTERN BY MINIMUM 10% BY 2019, 15% BY 2021, 20% BY 2022, 25% BY 2025,30% BY 2027. Though I support 100% , PUNE CYCLE PLAN ; but not the TIMELINE. PCP STEERING COMMITTEE SHOULD CONSIST OF CITIZEN CYCLISTS-ACTIVISTS IN MAJORITY.THE COMMITTEE DECISION BE FINAL AND BINDING ON ADMINISTRATION.

Improve public transport. This will reduce personal vehicle traffic.

सर्व प्रथम पुण्यात किती नागरिक सायकल चालवतात हेबघणे गरजेचे आहे . दुसरे म्हणजे सायकल प्लॅन पेक्षा 500 कोटी पब्लिकट्रान्सपोर्ट वर खर्च करावे आणि रस्ते मोठे करण्या वर भर देणे अधिक महत्त्वाचे.आता ची परिस्थिती लक्षात घेता, प्रवासाचे अंतर फार असल्या मुळे सायकल चालवणे अवघड वाटते.

just do it...

Promote cycling

Cycle parking density can be based on working patterns of citizens. That needs to be addressed with flexible parking options that can address this surge .

प्रत्येक प्रमुख रस्त्यांवर सायकल मार्ग सुयोग्यचालण्यासाठी कार व दुचाकी नियमांचे पालन करत आहेत कि नाही ह्या साठी मोठा आराखडाआखला पाहिजे. त्यांनी नियम पाळले नाहीत तर सायकल चालवणे धोकादायक ठरेल

The way Pune is expanding, having an aggressive plan for 'Bicycle City' is a "Dream With Open Eyes"/ a 'Big Joke' on US. You people are more experience in this area & you can have access to expertise in this matter. Please use that & do our life simpler than making it more complicated with foreign ideas which will be a big failures in Indian scenario & requirements. Please concentrate on good quality roads, fast & convenient public transport, dedicated traffic control force/ rejuvenation of the traffic control department, diminish encroachment at very crucial points of roads/part of city causing multiple issues for both the parties. I really thank you people for providing such a forum to have our say. I hope my suggestions are taken in positive way as am also an integral part of this mechanism & seeking FAST BETTERMENT. Thank You!!! Once Again for enlightening our hopes for better future of our city.

The way Pune is expanding, having an aggressive plan for 'Bicycle City' is a "Dream With Open Eyes"/ a 'Big Joke' on US. You people are more experience in this area & you can have access to expertise in this matter. Please use that & do our life simpler than making it more complicated with foreign ideas which will be a big failures in Indian scenario & requirements. Please concentrate on good quality roads, fast & convenient public transport, dedicated traffic control force/ rejuvenation of the traffic control department, diminish encroachment at very crucial points of roads/part of city causing multiple issues for both the parties. I really thank you people for providing such a forum to have our say. I hope my suggestions are taken in positive way as am also an integral part of this mechanism & seeking FAST BETTERMENT. Thank You!!! Once Again for enlightening our hopes for better future of our city.

1. cycles be made available on rents at cycle stations
2. E- Cycle can be purchased and shall be made available on rent
3. Cycles on rent shall be made available from various locations to IT parks and other business establishments in city.
4. Monthly pass can be made for renting cycles so people can use it for committing to offices
5. Restriction of personal diesel vehicles can be done at IT parks
6. Restriction of vehicles can be done at some places during week days and allow on weekends.
7. Advertisements can be done on rented cycles and cycle stations to generate revenue.
8. Green points shall be given to regular cycle users which can be used for ticketing in metros, BRT and other public transports

if not possible for all the route....initial stage, cycling track should be provided at least from home to industrial hubs, for office commuting.

Flat No.04 More Heights, Shewalwadi Road, Manjari, Tal: Haveli, Dist: Pune

Cycle tracks should be properly maintained; & they should not be accessible to two wheeler/four wheeler automobiles & free from any other type of encroachment (like hawkers, hand-craft merchants etc)

protection of cyclist from trucks, buses, pmc garbage trucks ,have to be taken into account. Good quality cycles at low cost should be made available for every sections of society. well lighted / well protected / smooth/ non slippery cycle path sould be made available.

Please plan it as early as possible

I'm strongly against of Bicycle plan

I SUPPORT

Implementation should be done at the earliest

Kahi Raste Swayamchalit Vahan rahat Karnya Sathi Kadak Niyam Havet. Wakad, Hijewadi Shivaji Chowkat Parking chi suvidha karawi v tya pudhe fakta padchari marg kiwa cycle marg ghoshit karawa. Sarkar Manya Cycle repairing chi soy bharpur jagi asawi.

Cycle track should be separate

Lets make it happen for healthy India Greener India
dedicated for cycle PAn
Great Initiative. I want to see my childhood Pune in 90's again.
availabilty of cycles in every location for better transportation
Cycle usage is too less that even existing cycle tracks also should be removed making space to other vehicles & pedestrians. Cycle track & BRT are the useless projects if implemented in existing narrow roads thereby even narrowing them. It is waste of money.
Pmc should launch own cycle rent service at affordable prices. Pink cycles for women. 3 Seater cycle for senior citizens with cycle boy.

<b>Proposal 1 – Create a Bicycle Department at PMC for taking up the activities of planning, design, project execution of cycle infrastructure, capacity building, cycling promotion and public engagement in cycling projects, monitoring and reporting about the progress of the Pune Cycle Plan</b>
Agree
Strongly Agree
Strongly Disagree
Actually, I strongly agree with proposal but are PMC officials capable for such activities?
Strongly Disagree, This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately.
Can't Say
It should not be PMC employees, but voluntary organizations should be made the nodal execution agency. in which case a separate department at PMC can still be created, but the execution and ideation will be by the voluntary organization
Disagree
This has tobe outsourced for betterment and quality control
PMC does not have the capability of project implementation. A separate body has to be created to build and manage the cycling infrastucture.
Public private Partnership
STRONGLY AGREE: Also make sure there is a citizen feedback committee at every step of the way. Otherwise we'll end with another mess like the Aundh pilot where there is no place for parking, people parking on the cycle path, and ridiculously and inefficiently huge pavements.

people wont ride cycle, instead those cycle tracks will just reduce road width and will create another traffic jam. PuneKars are not ready to go by cycle
address traffic violators first
You are putting the horse before the cart. You have to solve the crisis of small roads. Foolishly you introduced BRT taking up more of a useable road. BRT should have been on LONDON lines. RED LANE for buses on the sides not in the middle.
Private entity (pmc governs)
A public-private partnership would be more helpful. Privatization would help in better maintenance than the PMC
Involve pvt participation in its Mgt to avoid possible corruption and mismanagement

<b>Proposal 2.2 – Introduce pay and park system with higher charges for more hours of parking and restrict parking of motorized vehicles (that is, no parking on main roads, limited parking on streets on busy roads) (this is in line with PMC’s proposed Parking Policy and will help to free up road space currently occupied by parked vehicles, for walking and cycling)</b>
Disagree
Agree
Strongly Agree
Strongly Disagree
Again, I strongly agree with the proposal but unless alternative and efficient mode of transportation is available, parking problem will be perenial.
This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately
Can't Say
I would rather suggest that we create dedicated cycle tracks and provide parking spaces for cycles within those tracks
try to create more parking space on floors
Create more space and Make multi level parking system
Designated parking space charges should be increased . however vehicles parked on main road , wrond side traffic , higher fines should be imposed
This will not apply if the policy to introduce adequate public transportation (e.g. erickshaw etc) and banning of private vehicles is introduced for core area. Provide adequate PAID parking for vehicles from where people can avail public transport to core areas.
It should be Maintained by Good Agency to keep place clean
old age friendly before stopping motor vehicles
STRONGLY DISAGREE: Only if there is a strong public transportation system, will this proposal work. First put that system into place, then move on to related issues like parking restrictions. Otherwise how will this proposal work for senior and disabled citizens?
Nominal charges ok. Contractors will eat up pmc funds.

Where are people supposed to park then. Why can't PMC build more parking lots???
This I totally agree but need of creating a infrastructure first and then implementing of heavy parking charges is ok.
This will be applicable if only 1 person is driving the motorcycle/car. Can not be generalized for all.
address traffic violators first
All the efforts mentioned here and above aim to make money and profiteer. If you really had vision then first impose discipline on road traffic. Half your woes will get solved. In Developed countries even traffic jams do not violate rules.
too early to do this. First we need to be sure that people are accepting cycles, if they do this can be done on a later stage.

<b>Proposal 2.3 – Avoid construction of flyovers and if deemed necessary then design them for use by cyclists, and retrofit old flyover sites so cyclists can use them without much difficulty</b>
Disagree
Strongly Agree
Strongly Disagree
Can't Say
Agree
Any means of faster commute is always essential. Slow movement of motor vehicles creates more pollution. So, city's transportation plan should be kept in mind; not only cycle plan.
This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately
Existing flyovers need not be touched. but the roads below should be part of the cycle track development. new flyovers can be planned such
flyover is needed but planning path with cyclists
1. Construct CYCLE ONLY fly overs in the congested areas for faster and risk free travel. 2. New fly-overs must have dedicated cycle and pedestrian lane. 3. PERMIT CYCLE RICKSHAWS AND RENTAL 3 SEATER ESCOOTERS (AS RICKSHAWS - PUBLIC TRANSPORT) FOR SENIOR CITIZENS AND PHYSICALLY CHALLENGED.
Ban construction of more flyovers
Provide alternate routes for cyclists instead of flyovers, similar to pedestrians
Flyovers are required to be built and would be foolish not to build more. The only solution to traffic is have more flyovers and More parking lots. Learn from Mumbai.
address traffic violators first
Not necessary.
construction of flyovers is required for reducing traffic congestion on busy ignals and intersections with huge flow of traffic,the idea should be to reduce all such bottlenecks by creating flyovers underpass ie whatever infrastucture is required,how ever right design for walk friendly and cycle friendly provisions
It will be difficult for the person, physically not very strong, to climb flyovers
Try to provide alternate routes to cycles

Avoiding flyover construction is perhaps too restrictive, they do help ease traffic congestion. Making them bicycle friendly seems like a better idea.
Flyover are necessary and should bridge major conjection area, however we should also retrofit old flyover for cyclists and walkers
Better to have flyovers for motorized traffic and keep streets for cyclists as its safer

<b>Proposal 2.4 – Re-plan or dismantle multi-lane one-way streets that are difficult for cyclists and pedestrians to cross</b>
Agree
Strongly Agree
Disagree
This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately
Can't Say
For pedestrians overhead walkways should be preferred same can be done for cyclists if the dedicated city network for cycling is design considering future expansion population growth metro projects etc
create cycle tracks on existing roads and new projects make it mandatory to have carriage width in roads for cycle tracks. specify the minimum width for the cycle track on either side of the roads
Strongly Disagree
dismantling is not the appropriate solution.
Deatil study required
1. REGULATE THE TRAFFIC BETTER 2. Take stringent penal action against violaters through cameras at regular intervals. 3. Empower people by providing them power to send video of errants for action to a given address.
Create better road crossing options.
Re-Plan
STRONGLY AGREE: JM road and FC road are impossible to use unless you're in a car.
Build more flyovers and parking lots to decongest roads and there will be enough space to cycle.
Good wish list.. is it possible?
No separate lane for Cycles please.
address traffic violators first
Cost versus benefit analysis should be completed to evaluate this...Cycling is equally not a mandatory and only objective.
multilane oneway streets are required to enable huge traffic flow which will only increase in the near fute ,ts a stupid idea to dismantle them ,for cyclists and pedestrians the proper crossing points ,underpass,overbridge etc shuld be created at reasonable intervels as well signal systems to be devised for crossing as available in european cities
Use traffic signal and CCTV controls strictly as one-way streets would be needed in certain cases.
Strongly Agree - Cycle lane on such one way streets should allow two way cycle only traffic so that cycling distance is reduced and cyclists feel more safe.

<b>Proposal 4 – Strengthen regulation of traffic and enforcement of provisions to prevent mis-use of cycle infrastructure, especially parking / driving/ riding by motorized vehicles on cycle paths, by introducing cycle patrols, CCTV at critical locations, and joint planning and implementation of such measures by PMC and Traffic Police</b>
Strongly Agree
Agree
Actually, I strongly agree but deployed trained traffic police on such mundane governance is sheer waste. Instead, outsource such governance to private parties with commission. I can share my thoughts in detail on this with few concerned individuals.
This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately
Can't Say
STRONGLY AGREE PLUS - ALSO EMPOWER AND ENCOURAGE PUBLIC TO SEND VIDEOS OF OFFENDERS TO A GIVEN ADDRESS FOR PENAL ACTION.
Strongly Disagree
Disagree
It would be stupid to do so without providing adequate parking space or broader roads. More flyovers and parking spots are the only solution.
We don't have sufficient infrastructure for Motorized vehicles, BRT is already eating a big chunk of what we have now don't reserve anything for Cycles.
address traffic violators first
No need of cctv, agree to rest

<b>Proposal 5 – Create a partnership between PMC and other stakeholders for public awareness, outreach and promotion of cycling in Pune, including through schools, colleges, commercial complexes, corporate groups, neighbourhood associations, for activities such as rallies, participatory planning for cycle infrastructure, training on cycling, Cycle Mitra volunteer base, mechanics training, schemes for gifting cycles and membership of Public Bicycle System, promotion of commute cycling etc</b>
Strongly Agree
Agree
Can't Say
This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately
Disagree
Money will be wasted through that instead using social media message will be spread fast and efficiently
Strongly Disagree
Those who wish to use cycle will use it, why are you wasting resources on it ???
address traffic violators first

<b>Proposal 6 – Monitor the implementation of the plan through participatory audits, and an annual report on changes in mode share of cycling, safety of cyclists, complaints management etc</b>
Agree
Strongly Agree
Monitor the interference by corporators, MLAs, etc. in developing and implementing the plan and expose them, if necessary.
This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately
Disagree
Can't Say
Appoint external committee
Strongly Disagree
The implementation recently done in Aundh is a stupid design, a joke on residents with Red Cycle tracks painted between parking bays and moving traffic. How would cyclists ride when vehicles are being parked or removed from parking??
Need to understand where people are supposed to drive cars and park them if roads will become smaller due to cycling tracks. Also BRTS needs to be scrapped.
Again wish list... its not happening for use of BRT, pedestreian paths and cycle ways.. :)
address traffic violators first
Cycling is voluntary. You seem to be bulldozing your views. Cycling velodromes can be made for people interested in that sport. Think again, we are in the 21st century where future travel is most likely to be individuals flying.

<b>Proposal 7 – Implement cycle plan as per these phases: Phase 1 – Set up Bicycle Dept, initiate Public Bicycle Scheme with 388 stations, develop approximate 200 km of cycle network including retrofit of existing tracks, create partnership mechanism for cycle promotion, strengthen the enforcement mechanism with Cycle Wardens Patrol and CCTV; Phase II – Additional 410 Public Bicycle System stations, 271 km of cycle network and continued activities of enforcement, promotion, monitoring, etc</b>
Agree
Strongly Agree
Strongly Disagree
This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately
Can't Say
Agree with the stations and parking. Strongly disagree with retrofitting of existing tracks.
Disagree
Start with Cycle Mitras, Wardens and repair infra



PMC can just plan this things, not able to maintain this. See what happened to existing cycle tracks.
Please stop wasting our resources.
address traffic violators first
Not necessary.
The Citi bike share in NYC can be used a case study
Step 1 - public bicycle sharing scheme and parking charges for private vehicles. Step 2 - increasing rto licence age bar from 16 to 26 step 3 - encourage people who cycle daily by rewards, incentives, recognition etc create atmosphere where cycling is style statement .
Strongly agree: Additionally it is important to create cycle only lanes and not rely on just adding cycling lanes to current roads. E.g cycling lane thru Sambhaji park on to the river side road and to deccan! It is crucial that young childern and parents feel confident to let their child cycle safely for the cycling culture boom.

<b>Proposal 8 - PMC should make an annual budget allocation for implementing the cycle plan over the next 5 years of Rs 500 crore.</b>
Agree
Strongly Agree
Strongly Disagree
Can't Say
Bas paisa khao. This is a complete waste of our money. Who are you fooling? Can you even get BRTS going? Just another way for eating more at the corporation and contractors. Please stop this non sense immediately
Disagree
The proposal estimates a different figure. I agree about the overhead and delay costs, however PMC will not be ass acceptable.
For the culture of cycling
All budget will go waste if there is no adequate parking space or broader roads with flyovers.
Yes, budget is required.. how much is ???
Please don't waste our resources.
address traffic violators first
Basis?
There you go again budget for filling pockets.
Any budget allocation with multiple "crores" attracts scavenging beggar-class corrupt politicians to introduce caste based heirarchy AND this will become a norm whereby 500 cr will keep disappearing every year and the this plan will be rendered useless. Allocate the budget based on strict technology based allocations + transactions which are open to public sharing at any given time.
Insted of saperate budget it can be brought under smart city project
Involve local ngos in monitoring function to avoid corruption and mismanagement and ensure smooth implementation





## **Appendix**

### **Inputs from PMC's Consultants for Pune Cycle Plan on street designs being prepared under the Pune Streets Programme**

As the work of street design under the Pune Streets Programme was taken up at the same time as the preparation of the Pune Cycle Plan, the PMC requested for coherence between the projects. The design inputs for the road stretches selected for implementation under the Pune Streets Programme were to be considered for pilot implementation of cycling-friendly designs. Documentation of the inputs from the Cycle Plan consultants is provided here.

The documentation in the next sections presents the correspondence between the Pune Streets Programme and the Cycle Plan consultants for formal presentation and discussion on the designs.

Inputs were provided by the Pune Cycle Plan consultants' team and their sub-consultant JB Mobility.

On Thu, Jun 30, 2016 at 1:54 PM, PSP PMC <[psp.punecorporation@gmail.com](mailto:psp.punecorporation@gmail.com)> wrote:

Dear All,

As discussed with Sanskriti, Please make yourself available for an interaction session with the Urban Design consultants for PSP project on 7th July, from 3:00pm to 3:45pm. The agenda of the session is as mentioned below:

1. To understand the vision and background for preparing the Bicycle plan.
2. Integrate the plans/proposals prepared by PSP Urban designers and Bicycle plan for comprehensive design of streets.
3. Status of the project

You are requested to prepare a brief presentation on Bicycle plan (for 10-15 mins) as per the above agenda.

**A background on the PSP project is as under:**

A plan for designing about 500 kms of road stretches in Pune City over the next few years was initiated by Hon. Municipal Commissioner in February 2016. For a start approx 130 kms of important street stretches were identified for design initiation and implementation this year.

These 130 kms of road lengths in the city consists of about 60% of roads as approved in our NMT budget while 40% of them are major arterial and sub arterial roads of the city.

The 130 km is further divided into 4 street packages, each of 25-30kms, allocated to 4 urban design consultants, already empanelled with PMC in 2013.

Each package was further divided in phase I and Phase II roads. Phase I roads consists of streets which are in the budget provision for NMT development so that these can be executed without any financial hindrance. Phase II would be taken up subsequently.

Following are the details of the consultants and packages allocated to them.

**# Package 1** - Core city Area - HCP Design planning & Management consultants Pvt.Ltd. Ahmedabad

**# Package 2** - Satara road & surroundings - IBI Group, Gurgaon

**# Package 3** - Sinhgad road and surroundings - DPC, Ahmadabad

**# Package 4** - Deccan and Station area - Oasis Design Inc., New Delhi

Please feel free to contact the undersigned for any clarifications that may be required in this regard.

**Meghna Aggarwal**

Urban Planner

Sustainable Transport Cell

Pune Municipal Corporation

Shivaji Nagar, Pune

From: **Sanskriti Menon** <sanskriti.menon@ceeindia.org>

Date: Tue, Jul 5, 2016 at 9:18 AM

Subject: Re: PSP - Interaction session on Bicycle plan on 7th July

To: PSP PMC <psp.punecorporation@gmail.com>, Srinivas Bonala <srinivas.bonala@punecorporation.org>

Cc: Anvita Arora <anvitaa@gmail.com>, PRASANNA DESAI <pdapunebicycleplan@gmail.com>, Rajendra Raut <rraut@punecorporation.org>, Yuvaraj Deshmukh <ydeshmukh@punecorporation.org>, Pawan Mapari <pawanmapari@gmail.com>

Dear Meghna

Thank you for arranging this interaction. The Pune Cycle Plan team would be there to present and discuss about the work.

It would be very helpful if the following could be discussed on the same day or on 8 July, so that it is possible for Cycle Plan team to also understand the other projects:

- Approach being adopted for the 4 street packages and time line (presentation from PSP team/ urban design agencies)
- Scope of work and current and future projects of Sus-trans cell and NMT cell and any other cells set up for sustainable transportation planning, since the scope of work in Pune Cycle Plan includes governance for implementation of cycle plan and it would be essential to align not only the physical design but also the work processes of various sus-trans projects of street design, public transport (perhaps this may be done on 8 July)

Thanks and regards,

Sanskriti

**PUNE MUNICIPAL CORPORATION**  
Minutes of Meeting

**Project Name** Pune Street Programme

**Date** 7th July 2016

**Meeting Time** 4:00PM - 5:30 PM

**MOM No.** 2016/07/07/03

**Meeting Location** Conference Hall, MC's Office, 4th Floor, PMC




**Meeting Agenda**  
Interaction session with Cycle plan team and UMTC team

**Participants**

Name	Designation/Department/Entity	Name	Designation & Department/Entity
Mr. Kunal Kumar	Hon. Municipal Commissioner	Mr. Hitesh Shrishimal	HCPDPM, Ahemdabad
Mr. Srinivas Bonala	CE(Projects), PMC	Ms. Archana Kothari	HCPDPM, Ahemdabad
Mr. Sandeep Ghuge	Traffic police Dept., Pune	Mr. Nitin Warriar	IBI Group, Pune
Mrs. Sushma Kolhe	CEO, PMPML	Mr. Abhijit Lokhre	Urban Lab, With IBI
Mr. Rajendra Raut	Chief Engineer (Roads), PMC	Mr. Priyesh Shah	DPC, Ahemdabad
Mr. Yuvraj Deshmukh	Supritending Engineer (Roads), PMC	Mr. Hetal Shah	DPC, Ahemdabad
Ms. Pranjali Deshpande	ITDP	Mr. Tejas Bhatt	DPC, Ahemdabad
Ms. Meghna Aggarwal	Urban Planner, PMC	Mr. Akash Hingorani	Oasis Designs Inc, New Delhi
Mr. Jignesh Mehta	HCP, Ahemdabad	Ms. Maansi Saxena	Oasis Designs Inc, New Delhi
Mr. Ranjit Gadgil	Parisar, Pune	Mr. Prashant Inamdar	Pedestrian First, Pune
Ms. Anvita Arora	iTrans, New Delhi	Mr. Ramakrishna	UMTC
Ms. Sanskriti Menon	CEE, Pune	Mr. Rm Alagappan	UMTC
Mr. Prasanna Desai	PDA, Pune	Ms. Ashwini	UMTC

Subject /Agenda	Observation	Action Required	Action By
BRTS	UMTC Team presented a brief on various BRTS projects undertaken by them in Pune. It was discussed and suggested by Hon. Municipal commissioner to finalize the bus stations design.	UMTC to present five options prepared for bus stations in BRTS corridor to PMC and other stakeholders and finalize one. Provide their locations and size to Urban Design Consultants.	UMTC to finalize bus stations design and locations, HCP, IBI, Oasis, DPC to incorporate them in street design.
	Various options for BRTS were discussed between the street design consultants and UMTC.	It was decided that BRTS corridors would be considered wherever they have been proposed as per the guidelines provided by UMTC	HCP, IBI, Oasis, DPC to incorporate BRTS in street design.
Cycle plan	Cycle plan team briefed about their consortium and responsibilities for preparation of the cycle plan. They also presented the various surveys undertaken by the team for the preparation of the plan and guidelines. They also talked about the analysis/inference from various surveys.	It was decided that Urban Design consultants would share their conceptual sections/designs for feedback/verification from cycle plan team. As a general principle a dedicated cycle track of 2.5m on arterial roads is necessary on streets.	Cycle plan team to provide the min. widths of cycle tracks and other necessary requirements of cycle infrastructure on streets to Urban design consultants.
	The cycle plan team desired to have a common data base and a coordinator for integrating street design and cycle plan.	It was decided that PMC (road dept) would be the central coordinator.	PMC to form a common data base for all and coordinate with all street design and cycle plan team for an integrated design. Also, conceptual design by street consultants are to be uploaded on the data base and shared with cycle team for verification wrt to cycle infrastructure.

**Prepared by:** Meghna Aggarwal, Urban Planner, PMC

**Approved by:**     
Yuvraj Deshmukh (SE-Roads) Rajendra Raut (CE -Roads) Kunal Kumar (Municipal Commissioner, PMC)

From: **Pranjali Deshpande** <pranjali.deshpande@itdp.org>

Date: Thu, Aug 11, 2016 at 4:56 PM

Subject: imp: regarding PSP

To: PMC - Rajendra Raut <rraut@punecorporation.org>

Cc: Yuvaraj Deshmukh <ydeshmukh@punecorporation.org>, Ranjit Gadgil <ranjit@parisar.org>, Prashant Inamdar-PedFIRST <prashantinamdar.pf@gmail.com>, Sanskriti Menon <sanskriti.menon@ceeindia.org>, "Apoorva V. Mahajan" <apoorva.mahajan@itdp.org>, Prasanna Desai <ar.prasannadesai@gmail.com>, Kunal Kumar <kunal.kumar@punecorporation.org>, Kunal Kumar <pmcmco@gmail.com>, PSP PMC <psp.punecorporation@gmail.com>

Dear Raut Sir and Team,

This is regarding PSP designs. We need to incorporate following principles in the designs

1. Urban street design guidelines details
2. Bicycle plan consultant outputs on the designs.

Today after BAC meeting , hon Commissioner has asked the bicycle consultants to share their inputs on the PSP designs. I also observed that the revised designs sent by the consultants don't follow USDG irrespective of ITDP's comments. It is very encouraging that your team is adopting USDG, but may be because of the confusion it is not getting reflected in the designs. The reason might be, the comments sent by PMC were compilation of various comments from various agencies and engineers.

I request to set up meetings with these urban design firms asap so that we can have a joint discussion with all the concerned officials, organisations etc.- PMC team, ITDP, cycle consultants , PSP committee - Ranjit Gadgil and Prashant Inamdar, traffic police etc.

We may split all 4 in 4 different days but minimum 2 hrs for each of them.

Regards,

Pranjali Deshpande-Agashe (Mrs.) | Program Manager (Maharashtra)

Institute for Transportation & Development Policy

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*Promoting sustainable and equitable transportation worldwide*

## Comprehensive Bicycle Plan for Pune

### Minutes of the Meeting of the Bicycle Advisory Committee, 11<sup>th</sup> August 2016

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Venue: Pune Municipal Corporation

#### Participants

Mr. Kunal Kumar, Municipal Commissioner, PMC

Mr. Srinivas Bonala, PMC

Ms Sangita Desadla, PMC

Mr. Sunil Patil, Traffic Police

Mr. Ranjit Gadgil, Parisar

Ms Sanskriti Menon, CEE

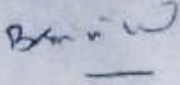
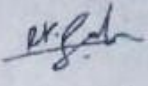
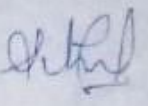
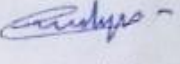
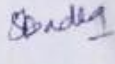

Ar. Jagdish Temkar, Ar. Chetan Sodaye, Ms. Sadia Khanam, PDA

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1. The Consultants updated about the progress of the project
  - a. Household survey, street survey, traffic volume count, road inventory etc are completed and data entry (for household and street survey) or analysis (for all other surveys) are underway
  - b. A preliminary partial network has been elicited based on road network and public transit routes; this is being further refined using survey data; a workshop would be advisable in the future with PMC staff and others for local area insights for missing links and potential new cycle-only routes.
  - c. A draft 0 of the Cycle Design Guidelines has been prepared; a meeting needs to be arranged to discuss the draft cycle design guidelines in detail with the PMC staff and NGOs involved in preparation and implementation of Urban Street Design Guidelines
  - d. An outline of the DPR for Public Bicycle Share is prepared; preliminary communications are to be initiated with vendors to invite presentations/ brochures about the latest range of products and technology options available
  - e. An initial communications framework was shared and this will be developed further based on inputs being received from various stakeholders
  - f. The presentation by the Consultants for this meeting is available at <https://punecycleplan.wordpress.com/bac11aug2016/>
  - g. Notes on Demand Estimation Methodology and selected Analyses of Online Survey are attached
2. The revised Inception Report submitted by the Consultants after integration of the comments received from different members of the BAC was approved
3. The first instalment of payment of 10% was approved consequent to approval of the Inception Report.
4. Municipal Commissioner directed that the comments made by the Cycle Plan Consultants on the street designs provided by Sustainable Transport Cell of Satara Road, Deccan and Sinhgad Road prepared by empanelled urban designers are to be sent to Ms Pranjali Deshpande, ITDP for sharing with the consultants.



Bi-cycle Advisory Committee meeting held  
on 11-08-16 on 11:10 Am.

SNo.	Name	phone	Designation/ Organisation	Signature
1.	B. Srinivas	9684931360	CEEP) PMC	
2.	Ranjit Gadgil.	8805027186	Parisar	
3.	Sunit Patel P2-Indira, Pr.	9923066655	Puneputra	
4.	Sanskrit Menon	9822455250	CEE	Jandub.
5.	Chetan Sodaye	9547269244	PDA	
6.	Sangita Desai	9684931767	JE (Project) PMC	
7.	Kunal Kumar	9766753335	PMC	

On 18 August 2016 at 13:14, PSP PMC <[psp.punecorporation@gmail.com](mailto:psp.punecorporation@gmail.com)> wrote:

Dear All,

With reference to the trailing mails, this is to request you to attend the Technical committee meeting scheduled with Oasis - Urban Designers for tomorrow ie 19th Aug from 3:00pm - 6:00pm. The agenda of the meeting is to discuss the following:

1. Sign off on cross sections of all roads by PSP technical committee.
2. Approval from PSP Technical committee
3. Discussion on Congress house roads with PMPML Bus terminal
4. Discussion on overlap of design with BRTS on some roads
5. Discussion on cycle infrastructure requirements/comments by cycle plan team.
6. Discussion on no. of vehicular lanes on FC and JM road.
7. Discussion on traffic movement on FC and JM road

The venue for the meeting is Ambedkar Hall, 2nd Floor, PMC.

**Meghna Aggarwal**

Urban Planner

Sustainable Transport Cell

Pune Municipal Corporation

Shivaji Nagar

Pune

Ph - +91-9711488684

From: **PSP PMC** <psp.punecorporation@gmail.com>  
Date: Mon, Aug 22, 2016 at 10:41 AM  
Subject: PSP - Comments on conceptual cross sections on cycle infrastrcutre  
To: Oasis Designs <mail@oasisdesigns.org>  
Cc: Yuvaraj Deshmukh <ydeshmukh@punecorporation.org>, Rajendra Raut <rraut@punecorporation.org>, "Pranjali Deshpande (pranjali.deshpande@itdp.org)" <pranjali.deshpande@itdp.org>, "Apoorva V. Mahajan (apoorva.mahajan@itdp.org)" <apoorva.mahajan@itdp.org>, Sanskriti Menon <sanskriti.menon@ceeindia.org>, Anvita Arora <anvitaa@gmail.com>, PRASANNA DESAI <pdapunebicycleplan@gmail.com>

Dear Ruchita,

As discussed last week, please find attached the comments as received from cycle plan team for your further working.

--

\*Meghna Aggarwal\*  
Urban Planner  
Sustainable Transport Cell  
Pune Municipal Corporation  
Shivaji Nagar, Pune

On Tue, Aug 30, 2016 at 3:40 PM, PSP PMC <[psp.punecorporation@gmail.com](mailto:psp.punecorporation@gmail.com)> wrote:

Dear All,

A technical committee meeting for review of the conceptual cross sections as per the below programme has been scheduled for 10th Sep, 11th Sep, and 12th Sep.

**Workshop Schedule, 10<sup>th</sup>, 11<sup>th</sup> & 12<sup>th</sup> September 2016**

**Pune Street Programme, Pune Municipal Corporation (PMC)**

S.No	Date	Timing	Description	Venue
1.	10 <sup>th</sup> Sep 2016	10:30am – 1:30pm	Presentation on Satara Road by IBI Group	Ambedkar Hall, 2 <sup>nd</sup> Floor, PMC
2.	11 <sup>th</sup> Sep 2016	10:30am – 1:30pm	Presentation on Sinhgad road by DPC	Ambedkar Hall, 2 <sup>nd</sup> Floor, PMC
3.	12 <sup>th</sup> Sep 2016	10:30am – 1:30pm	Presentation on Laxmi road, HCP	Ambedkar Hall, 2 <sup>nd</sup> Floor, PMC

Also attached are the conceptual discussions going to be discussed in the meeting. I will share the concept of Laxmi road for your review very soon.

Request all to kindly attend the same.

 [Satara Rd Cross Sections Revised IBI Group.zip](#)

**Meghna Aggarwal**

Urban Planner

Sustainable Transport Cell

Pune Municipal Corporation

Shivaji Nagar, Pune

From: **PSP PMC** <psp.punecorporation@gmail.com>

Date: Mon, Sep 12, 2016 at 3:56 PM

Subject: Reminder- PSP - Technical Committee meeting on 13th Sep for Sinhgad road

To: "Dy. Police Commissioner (Traffic Branch)" <dcptraffic.pune@nic.in>, PMPML - Mayura Shindekar <ceopmpml@gmail.com>, "Pranjali Deshpande (pranjali.deshpande@itdp.org)"

<pranjali.deshpande@itdp.org>, Prashant Inamdar-PedFIRST <prashantinamdar.pf@gmail.com>,

Ranjit Gadgil <ranjit@parisar.org>, Sanskriti Menon <sanskriti.menon@ceeindia.org>, PRASANNA

DESAI <pdapunebicycleplan@gmail.com>, "Apoorva V. Mahajan (apoorva.mahajan@itdp.org)"

<apoorva.mahajan@itdp.org>, rm.alagappan@ilfsindia.com, rama krishna

<ramakrishnas23@hotmail.com>

Cc: shramikss <shramikss@gmail.com>, Rajendra Raut <rraut@punecorporation.org>, Yuvaraj

Deshmukh <ydeshmukh@punecorporation.org>

Dear All,

This is a reminder for tomorrow's meeting at 10:30am to discuss conceptual design proposals for Sinhgad road by DPC consultants.

The venue for the same is Ambedkar hall, 2nd floor, PMC.

The drawings are already shared on 30th Aug. Please refer the trailing mail.

**Meghna Aggarwal**

Urban Planner

Sustainable Transport Cell

Pune Municipal Corporation

Shivaji Nagar

Pune

Ph - +91-9711488684

From: **Sanskriti Menon** <sanskriti.menon@ceeindia.org>

Date: Fri, Sep 16, 2016 at 10:12 AM

Subject: Re: PBS station locations

To: PSP PMC <psp.punecorporation@gmail.com>

Cc: Ranjit Gadgil <ranjit@parisar.org>, Pranjali Deshpande <pranjali.deshpande@itdp.org>, PRASANNA DESAI <pdapunebicycleplan@gmail.com>, Anvita Arora <anvita@gmail.com>, iTrans PvtLtd <bmp.pune.itrans@gmail.com>, Parvesh Sharawat <Parvesh.sharawat@gmail.com>, Yuvaraj Deshmukh <ydeshmukh@punecorporation.org>, Rajendra Raut <rraut@punecorporation.org>

Dear Meghna

### **Public Bicycle Stations - Tentative Locations**

Please find attached the .kmz files having primary and secondary Public Bicycle station locations. These are tentative locations, identified based on the road network, bus routes and congregation points.

### **Tentative space requirements**

Main / primary station, considering 20 cycles = 12.5 x 4.5 metres

Sub / secondary station, considering 10 cycles = 6.5 x 4.5 metres

### **Integration into street designs**

As discussed, the 4 urban design consultants may check these locations with respect to the road segments being designed by them. For each **Primary** or **Secondary Cycle Stand** GPS point that falls on a road being designed, the following may be considered:

- Is the **Location Appropriate?** (if so, then integrate into design; if not, then briefly state why not)
- If not, is it **Suggested to Move?** (and if so, then indicate new location in the design)
- Any remarks on **Space Availability?** (at current or suggested new location, keeping in mind above space requirements for 10 or 20 cycles, and mention if more space is available)

Regards

Sanskriti

On Fri, Sep 16, 2016 at 10:01 AM, PSP PMC <[psp.punecorporation@gmail.com](mailto:psp.punecorporation@gmail.com)> wrote:

Dear Sankriti,

Thanks for providing the locations of PBS Stations. It would very helpful if the team can also provide the approximate size of these stations for space allocation on streets by urban designers.

Thanks,

### **Meghna Aggarwal**

Urban Planner

Sustainable Transport Cell

Pune Municipal Corporation

Shivaji Nagar, Pune

Ph - +91-9711488684

On Thu, Sep 15, 2016 at 10:39 AM, Sanskriti Menon <[sanskriti.menon@ceeindia.org](mailto:sanskriti.menon@ceeindia.org)> wrote:  
Dear Meghna

PFA the .kmz files having primary and secondary Public Bicycle station locations.

As discussed, it would be useful if the 4 urban street design consultants could check on ground for the areas allocated to them and factor these in when preparing the detailed designs.

Regards

Sanskriti

--

Sanskriti Menon  
Programme Director  
CEE Central Regional Cell and CEE Urban Programmes

## Comments on designs Karve Road - Sinhagad Road - 290816

Jeroen Buis, JB Mobility, 11-09-2016

Note that the consultant (Jeroen Buis) does not have local knowledge of these roads. Hence it is difficult to make judgments on the need for car parking (only if absolutely necessary) and the width of footpaths (depending on pedestrian flow).

### General comments cross sections:

1. Cycle tracks along Arterial roads should be 2.50 m. wide to allow for (some) two-way use. Only where space is very limited, 2.00 m. is an acceptable width.
2. Footpaths beside cycle tracks should always be located 50 mm higher than the cycle track and separated by a low curb. When the footpath is located at the same height as the cycle track, pedestrians encroach on the cycle track much more than when there is a clear physical segregation (height difference).
3. Where space is available, the width of the verge/planter/MUZ for arterial roads is 2.00 m. or at least 1.50 m. This allows for large trees in the verge without leading to danger to cyclists.
4. To guarantee a safe obstacle distance (> 0.35 m from edge of lamp post) between lamp posts and cyclists, the planter/verge should be at least 1.00 m. wide. Only where space is limited, a 0.75 m. wide verge can be considered.
5. In principle (in line with Comprehensive Mobility Plan) arterial roads should not have on-street parking because this has a negative effect on traffic flow. Only if parking studies show that parking cannot be avoided or located elsewhere, should parking be considered.

### General comments top view drawings (only studied briefly):

1. At minor side roads with low traffic volumes, the cycle track and footpath should be continued crossing the side-road and at an elevated level. Drivers will have to drive up a slope that reduces their speeds and improves road safety.

### Karve Road:

All cross sections: make sure footpath is at +50 mm in relation to cycle track.

1. C1: Is car parking here really needed. In the case parking is not needed the cycle track can be widened at both sides to 2.50 m.  
In case parking is absolutely needed, the proposed design can be applied.
2. C2: Is car parking here really needed? And if so, why is car parking proposed at the opposite side of the road as in the existing situation?  
In the case parking is not needed, widen the cycle tracks to 2.50 m., planters to 1.00 m. and the footpaths with 0.25 m. each.  
In case parking is needed, assess if pedestrian volumes are high. In case pedestrian volumes are low



the cycle tracks can be widened on both sides to 2.50 m. and the footpaths narrowed with 0.50 m. each.

3. C3: Widen cycle tracks to 2.50 m. and narrow MUZ (now MUZs are in total 2.75 m. , because planter is part of MUZ).
4. C4: Widen cycle tracks to 2.50 m. and planter/verge to 1.00 m.  
Widen left verge to 1.50 m. to allow for the planting of trees on the verge and right verge to 2.00 m.  
Remaining space to be allocated to the footpaths.
5. C5: Left side: Widen planter to 1.00 m. and cycle track to 2.50 m.  
Right side: Widen cycle track to 2.50 m. This can be taken of the MUZ (the proposed MUZ here is 2.75 m. because the planter is in essence part of the MUZ).

### **Sinhagad Road 1:**

All cross sections: make sure footpath is at +50 mm in relation to cycle track.

1. C1: Is car parking here really needed?  
In the case parking is not needed (or not needed on both sides), widen the cycle tracks to 2.50 m., planters to 1.00 m. and the footpaths with 0.25 m. each.  
In case parking is needed, assess if pedestrian volumes are high. In case pedestrian volumes are low the cycle tracks can be widened on both sides to 2.50 m. and the footpaths narrowed to 2.00 and 2.90 m. respectively. However, if pedestrian volumes are high the proposed design can still be applied to avoid an overspill of pedestrians on the cycle tracks.
2. C2: Proposed design is appropriate. While a 2.00 m. wide cycle track is preferred, at bus stops higher volumes of pedestrians are expected and narrowing of the footpaths here is not preferred.
3. C3: Consider if car parking is needed. In any case widen cycle tracks to 2.50 m.
4. C4: **No cycle track** on left side! Do the following:
  - Narrow carriageway on both sides to 5.50 m. (this is a pinch point)
  - Narrow the medians to 0.50 m.
  - Use the 2.00 m. space that is thus created to create a cycle track on the left side of the road.
5. C5: **No cycle track** on right side! Do the following:
  - Narrow carriageway on both sides to 5.50 m. (this is a pinch point)
  - Narrow the medians to 0.50 m.
  - Use the 2.00 m. space that is thus created to create a cycle track on the right side of the road.
  - Consider making both footpaths 2.7 m. wide.
6. C6: **No cycle tracks** on either! Do the following:
  - Narrow carriageway on both sides to 5.50 m. (this is a pinch point)
  - Narrow the medians to 0.50 m.
  - Use the 2.00 m. space that is thus created to create a cycle track on the left or right side of the road.
  - Narrow the footpath on the side where a cycle track is created to 2.00 m. and use the additional 0.70 m. to create a 3.30 m. wide footpath on the other side and make this a shared footpath for pedestrians and cyclists.

**Sinhagad Road 2:**

All cross sections: make sure footpath is at +50 mm in relation to cycle track.

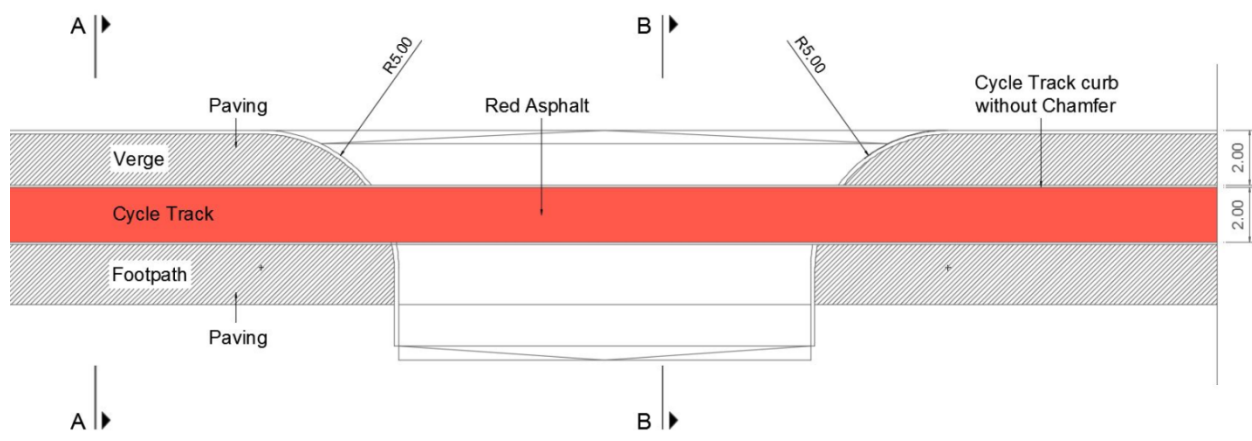
1. B1: Okay.
2. B2: Okay.
3. B3: Consider if parking is needed on both sides. In any case widen cycle tracks to 2.50 m. and if parking is not removed narrow the 4.50 m. wide footpath to 3.50 m. wide.
4. B4: Widen both cycle tracks to 2.50 m. and narrow MUZ to 1.00 m (1.75 m. including planter).
5. B5: Widen both cycle tracks to 2.50 m. and narrow MUZ to 1.00 m (1.75 m. including planter).
6. B6: If pedestrian flows /and activities allow it, widen cycle tracks to 2.50 m. at expense of footpath width.

## Annex:

### Side roads with cycle tracks

Wherever cycle tracks on main roads (arterial, sub-arterial) or collector roads pass side roads (local street) or property entrances, the cycle track and footpath should continue at level while motor vehicles entering the side road or property entrances have to drive up a ramp.

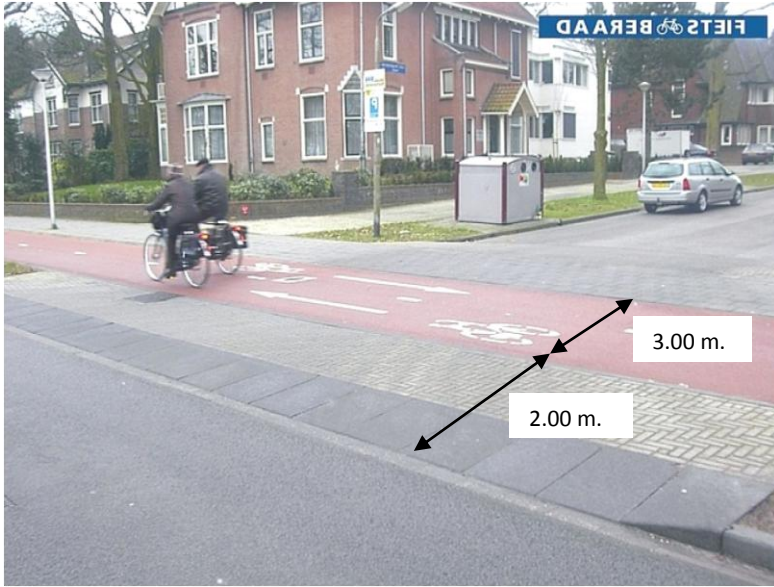
	Preferred	Second best	Minimum (to be avoided if possible)
Width verge at side roads	5.00 m.	2.00 m.	1.00 m.



*Raised crossing at side road (verge width of 2.00 m.)*

### Side roads with two-way cycle tracks

In principle the design for elevated one-way and two-way cycle tracks at side roads is the same. However, because the risk of accidents (at side roads and intersections) with two-way cycle track is twice as high as with one-way cycle tracks, a sufficiently wide verge between the two-way cycle track and the carriageway is recommended at the side road. Ideally 5.00 m. or otherwise 2.00 m. as shown below. Accident risk rises when the verge is less than 2.00 m.



*Two-way cycle track at 2.00 m. from the carriageway.  
Same design as for one-way cycle tracks*

## COMMENTS ON DESIGNS BY IBI GROUP

From: **Nitin Warriar** <nitin.warrier@ibigroup.com>

Date: Thu, Aug 25, 2016 at 5:35 PM

Subject: PSP - Comments on Satara Road Cross Sections by Bicycle Team

To: Pranjali Deshpande <pranjali.deshpande@itdp.org>, PSP PMC  
<psp.punecorporation@gmail.com>

Cc: Yuvaraj Deshmukh <ydeshmukh@punecorporation.org>, Rajendra Raut  
<rraut@punecorporation.org>, "Apoorva V. Mahajan (apoorva.mahajan@itdp.org)"  
<apoorva.mahajan@itdp.org>, Sanskriti Menon <sanskriti.menon@ceeindia.org>, PRASANNA DESAI  
<pdapunebicycleplan@gmail.com>, Anvita Arora <anvita@gmail.com>, Abhijit Lokre  
<abhijit@theurbanlab.org>

Dear Meghna & Pranjali,

Please find attached compiled set of observations/ comments received. I have added the comments received from the bicycle team into the earlier set of comments. Responses against them are also provided. Request PSP team to share their final inputs for the new set of comments.

Thanks,

**Regards**

-----  
**Nitin Warriar, M.Sc**  
Transportation Planner

**IBI Group**  
#410, 4<sup>th</sup> Floor, Time Tower,  
M.G. Road, Gurgaon, Haryana, India 122 002

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**From:** Pranjali Deshpande [mailto:[pranjali.deshpande@itdp.org](mailto:pranjali.deshpande@itdp.org)]  
**Sent:** Monday, August 22, 2016 12:30 PM  
**To:** PSP PMC <[psp.punecorporation@gmail.com](mailto:psp.punecorporation@gmail.com)>  
**Cc:** Nitin Warriar <[nitin.warrier@ibigroup.com](mailto:nitin.warrier@ibigroup.com)>; Yuvaraj Deshmukh <[ydeshmukh@punecorporation.org](mailto:ydeshmukh@punecorporation.org)>; Rajendra Raut <[rraut@punecorporation.org](mailto:rraut@punecorporation.org)>; Apoorva V. Mahajan (<[apoorva.mahajan@itdp.org](mailto:apoorva.mahajan@itdp.org)> <[apoorva.mahajan@itdp.org](mailto:apoorva.mahajan@itdp.org)>; Sanskriti Menon <[sanskriti.menon@ceeindia.org](mailto:sanskriti.menon@ceeindia.org)>; PRASANNA DESAI <[pdapunebicycleplan@gmail.com](mailto:pdapunebicycleplan@gmail.com)>; Anvita Arora <[anvita@gmail.com](mailto:anvita@gmail.com)>  
**Subject:** Re: PSP - Comments on Satara road cross sections by cycle team

Hi Nitin,

Please highlight if you find any confusion between the comments sent to you based on USDG and by bicycle consultants. PSP committee will resolve it.

regards,

Pranjali Deshpande-Agashe (Mrs.) | Program Manager (Maharashtra)  
Institute for Transportation & Development Policy  
Field office: 1031, A-12, Sheeldatta Apartment, Opp Mahale Nagar,  
Near Deep Bungalow Chowk, Model colony, Shivajinagar, Pune 411016  
Landline +9120 2565 4650 | Mobile +91 98504 77757 | Fax +91 44 4985 8888

*Promoting sustainable and equitable transportation worldwide*

On Mon, Aug 22, 2016 at 10:43 AM, PSP PMC <[psp.punecorporation@gmail.com](mailto:psp.punecorporation@gmail.com)> wrote:  
Hi Nitin,  
Good morning!

Please find attached the comments on cycle infrastructure as received from cycle team for your further working.

--

\*Meghna Aggarwal\*  
Urban Planner  
Sustainable Transport Cell  
Pune Municipal Corporation  
Shivaji Nagar  
Pune  
Ph - +91-9711488684

## Comments on designs Satara Road by IBI of 29-08-2016

Jeroen Buis - 08-09-2016

1. The numbering of the pdf-files is different from the numbering on the overview map and on each of the drawings. In the comments below the numbering on the overview map and on the drawings is used since these correlate. It would be good to use the same numbering for both and make a map with continuous numbering from 001 till 016.  
The drawings are in the following order from Katraj Chowk till Swargate Chowk: 001, 002, 016 (1+270), 002 (till 1+350), 016, 015, 014, 003, 004, 005, 006, 007, 008, 009, 010, 011, 013, 012.
2. Most problematic of the design is the lack of **continuity/coherence** (*one of the most important of the 5 requirements for cycling-infrastructure design is 'coherence'*).  
Any cycle route is as good as its weakest link and constant changes make a cycle route (and a road) confusing at best and useless in the worst case. As for Satara Road, there are several sections **without a cycle track** on both sides of the road, thus making the route unsuitable for new cyclists. Experienced cyclist might use the cycle track, till it ends. They will then end up on the carriageway and quite possibly not use the cycle track again when it starts again.
3. **Car parking:** According to PMC-policy as stated in the Comprehensive Mobility Plan, mobility corridors (Satara Road is one of them) roads should **not have on-street parking**. This is because parking inhibits the flow of traffic.  
The CMP mentions for mobility corridors (page 8-2): *"Restriction or preferably prohibition of parking on the carriageway/shoulders. The parking must be shifted to off-street parking locations or cross roads."*  
Of course, there could be certain locations where off street alternatives are very hard to find **and** where sufficient space is available to create parking. However, in the Satara Road designs there are many locations where no cycle track is provided in order to create car parking. This is unacceptable.
4. The lack of continuity is also shown by the constant **change from one-way two two-way cycle tracks**. A two-way cycle track that after 100, 200 or 500 metres ends up in a one-way cycle track - or worse, a location without a cycle track - is useless and can be even dangerous because it only leads to unnecessary contraflow cycling.
5. Adding to the above: Cycle track and road design should not be a series of unrelated cross-sections but a continuous design that makes sense. That is not the case with the Satara Road design. See comments below:

Drawing nr.	Chainage	ROW	Traffic lanes (incl. BRTS, excl. flyovers)	Cycle track west-side	Cycle track east-side	Comments
001	0+250 - 0+950	50	8	<u>Two-way</u>	<u>Two-way</u>	Is it useful to provide a two-way cycle track over a distance of 1350 m only? At Rajiv Ghandi Zoo there are few destination and at the opposite side of the road only few side roads. After the two-way section cyclists have to cross again, but might as well continue in contraflow direction on the one-way cycle track. <b>Proposal: Study the need for two-way cycle tracks here. If no clear need can be explained, make one-way cycle tracks only!</b> 2.50 m. wide cycle tracks can, by the way, comfortably be used in two-directions.
002	0+950 - 1+350	55	8	<u>Two-way</u>	<u>Two-way</u>	
016	<b>1+270</b>	57	9	One-way (2.00 m.)	<u>Two-way</u>	The cycle track at the west-side should be at the left (west-) side of the cycle track next to the footpath.
015	<b>1+370</b>	60	8	<u>Two-way</u>	One-way	West side: make cycle track one-way. Short stretch of two-way cycle tracks between one-way cycle tracks makes no sense!
014	<b>1+550</b>	35	6 + 2	<b>No cycle track</b>	One-way	Remove parking on west-side. Create 2.00 m. one-way cycle track on west-side + 0.50 m. verge + 2.07 m. footpath. Narrow BRT median to 0.50 m.
003	1+350 - 1+750 (this does not seem right)	34	6	<b>No cycle track</b>	One-way	Remove parking on west-side. Replace by cycle track of 2.00 m. wide + 0.50 m. verge/MUZ.+2.70 m. footpath.
004	1+750 - 1+850	37	6	<b>No cycle track</b>	One-way	Remove parking on west-side. Replace by cycle track of 2.00 m. wide + 0.50 m. verge/MUZ.+3.90 m. footpath.
005 - 1	1+850 - 1+970	42	5 + flyovers	<b>No cycle track</b>	One-way	Unfortunately, at this 120 m. stretch, no cycle track can be created. A 3.50 m. shared traffic lane is appropriate in this situation.
005 - 2	1+970 - 2+200	42	6 + flyovers	One-way	One-way	
006	2+200 - 2+500	34	6	<b>No cycle track</b>	One-way	On the west-side: remove on traffic lane for left-turning traffic at KK Market junction and use that space for a 2.50 m. one-way cycle track + 1.00 m. verge. The footpath than can be narrowed to 2.60 m. (0.50 m. less, but with the lamp post in the verge/MUZ, the effective width of the footpath stays the same.)  There is absolutely no need for 2 left-turning traffic lanes here because traffic volumes are extremely light: only 207 veh/h.!
007	2+500 - 3+000	53	6	<u>Two-way</u>	<u>Two-way</u>	Short stretches of two-way cycle tracks between stretches without cycle tracks are not a good idea. Make cycle tracks one-way (2.50 m.)
008	3+000 - 3+200	40	6	<b>No cycle track</b>	<b>No cycle track</b>	Where is flyover? At Padmarvati Road? West-side: See if volumes of traffic turning left are high enough (> 1000 PCU) to need 2 lanes for turning left. If not, replace one lane by 2.00 m. cycle track + 1.00 m. verge. East side: Here no space is available for cycle track.
009	3+200 - 4+600	44	8	One-way	One-way	



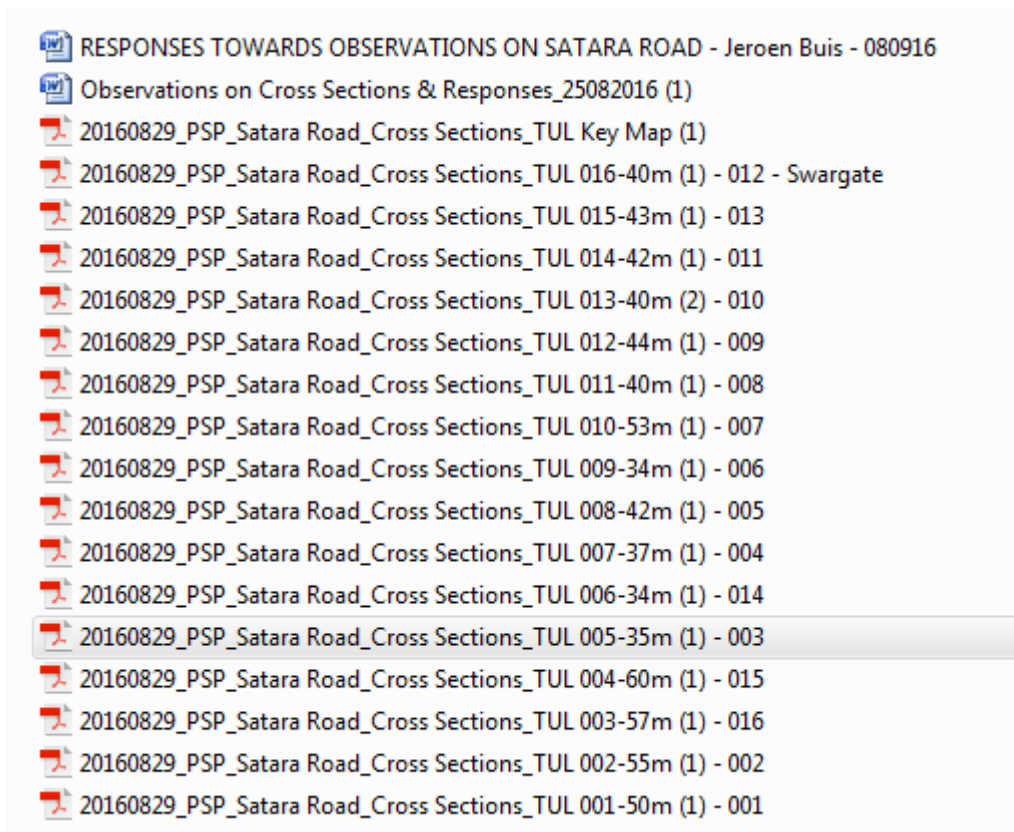
010	4+600 - 4+900	40	8	One-way	One-way	
011	4+900 - 5+400	42	8	One-way	One-way	
013	5+450	43	Flyovers + 2x1 left- turning lane	<b>No cycle track</b>	<b>No cycle track</b>	Can footpath be brought outside of the ROW? Buy land and use extra space for cycle track on either side of the road?
012	5+400 - 6+100	40	Flyovers + 2 +1 left- turning lane	<b>No cycle track</b>	<b>No cycle track</b>	West-side: - Two left turning lanes should be 6.00 m. not 7.00 m. - Are two left turning lanes needed here? Left-turning traffic into Swargate seems to be rather heavy with 1240. (but is this PCUs or vehicles?) - If one lane is sufficient a cycle track can be provided.

#### Proposed:

- West side: 4 sections and 1720 m. without cycle track. At at least 900 m. there is space available to provide a cycle track.
- East side: 2 stretches and 900 m. without cycle track. Here really no space is available. Acquisition of land should be considered.

#### Annex:

Numbering of files and numbering on paper:



----- Forwarded message -----

From: **Nitin Warriar** <nitin.warrier@ibigroup.com>

Date: Thu, Aug 25, 2016 at 5:35 PM

Subject: PSP - Comments on Satara Road Cross Sections by Bicycle Team

To: Pranjali Deshpande <pranjali.deshpande@itdp.org>, PSP PMC <psp.punecorporation@gmail.com>

Cc: Yuvaraj Deshmukh <ydeshmukh@punecorporation.org>, Rajendra Raut <rraut@punecorporation.org>, "Apoorva V. Mahajan (apoorva.mahajan@itdp.org)" <apoorva.mahajan@itdp.org>, Sanskriti Menon <sanskriti.menon@ceeindia.org>, PRASANNA DESAI <pdapunebicycleplan@gmail.com>, Anvita Arora <anvita@gmail.com>, Abhijit Lokre <abhijit@theurbanlab.org>

Dear Meghna & Pranjali,

Please find attached compiled set of observations/ comments received. I have added the comments received from the bicycle team into the earlier set of comments. Responses against them are also provided. Request PSP team to share their final inputs for the new set of comments.

Thanks,

**Regards**

-----  
**Nitin Warriar**, M.Sc  
Transportation Planner

**IBI Group**  
#410, 4<sup>th</sup> Floor, Time Tower,  
M.G. Road, Gurgaon, Haryana, India 122 002

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NOTE: This e-mail message and attachments may contain privileged and confidential information. If you have received this message in error, please immediately notify the sender and delete this e-mail message.

**From:** Pranjali Deshpande [mailto:[pranjali.deshpande@itdp.org](mailto:pranjali.deshpande@itdp.org)]

**Sent:** Monday, August 22, 2016 12:30 PM

**To:** PSP PMC <[psp.punecorporation@gmail.com](mailto:psp.punecorporation@gmail.com)>

**Cc:** Nitin Warriar <[nitin.warrier@ibigroup.com](mailto:nitin.warrier@ibigroup.com)>; Yuvaraj Deshmukh <[ydeshmukh@punecorporation.org](mailto:ydeshmukh@punecorporation.org)>; Rajendra Raut <[rraut@punecorporation.org](mailto:rraut@punecorporation.org)>; Apoorva V. Mahajan (<[apoorva.mahajan@itdp.org](mailto:apoorva.mahajan@itdp.org)> <[apoorva.mahajan@itdp.org](mailto:apoorva.mahajan@itdp.org)>); Sanskriti Menon <[sanskriti.menon@ceeindia.org](mailto:sanskriti.menon@ceeindia.org)>; PRASANNA DESAI <[pdapunebicycleplan@gmail.com](mailto:pdapunebicycleplan@gmail.com)>; Anvita Arora <[anvitaa@gmail.com](mailto:anvitaa@gmail.com)>

**Subject:** Re: PSP - Comments on Satara road cross sections by cycle team

Hi Nitin,

Please highlight if you find any confusion between the comments sent to you based on USDG and by bicycle consultants. PSP committee will resolve it.

regards,

Pranjali Deshpande-Agashe (Mrs.) | Program Manager (Maharashtra)  
Institute for Transportation & Development Policy

Field office: 1031, A-12, Sheeldatta Apartment, Opp Mahale Nagar,  
Near Deep Bungalow Chowk, Model colony, Shivajinagar, Pune 411016  
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On Mon, Aug 22, 2016 at 10:43 AM, PSP PMC <[psp.punecorporation@gmail.com](mailto:psp.punecorporation@gmail.com)> wrote:

Hi Nitin,

Good morning!

Please find attached the comments on cycle infrastructure as received from cycle team for your further working.

--

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**RESPONSES TOWARDS OBSERVATIONS ON SATARA ROAD****General observations for all sections**

Sl. No	Observations by PMC-ITDP	Reponses from the Consultant	Final Response from PMC-ITDP
1	Existing section should be shown with the proposed section to give an idea of change in space allocation	The existing section itself <b>is not constant</b> within the stretches for which the cross sections have been developed. We can show a typical existing section if it is acceptable.	Typical section for a chainage.
2	Traffic count chart can be added with each section	Traffic Counts will be added in the section drawing.	
3	DP widths should be marked in the plans and where ever there is a scope of extension it should be considered	In the meeting during the workshop it was agreed upon as per the instructions of the Commissioner that the existing building line will be used as RoW because the available widths are only about 50 to 75% of the proposed DP width for majority of the road. So the DP line in effect will not have any bearing on the design of the road, unless encroachments to a large scale are demolished on either side of the road. However, we will ask the Estate Department of PMC to mark the DP line on the survey drawing.	Not holding design for the package. DP line to be marked for understanding.
4	The central 1m wide median on both sides of BRTS lane can be avoided (except near stations where pedestrian refuge needs to be provided) and only a 0.3m wide divider can be provided. The additional space can be added to the multi utility zone/green buffer/parking as per requirement of the section	The 1 m wide median is highly recommended throughout. It avoids unnecessary tapering of the BRT median frequently, to take into account the need for midblock crossings required other than at the station locations. For e.g. on Nagar Road or Alandi Rd, if a new pedestrian crossing provision is to be considered, the 0.3 m median will not allow for pedestrian refuge and therefore median will again need to be tapered.  A single kerb median (0.3m) is unstable and prone to displacement when a vehicle touches it. A double kerb median is stable. We also need to erect a railing between BRTS lane and MV lane. This can happen when we have 1 m median. There is adequate space for 1m	To be confirmed.

		wide median throughout and we are not constrained for space anywhere. It is recommended that this be kept constant.	
5	In all sections with a carriageway of 8.5m, it should be increased to 9m	The 8.5 m width has been adopted from USDG. However, we will change to 9m.	
6	Streets lights 4.5m high on NMV/walkway side and 9m high on carriageway side should be considered	Will incorporate the lighting elements.	
7	Wide walkways/plazas along public spaces should be further divided into hawking zones/green etc.	Wide walkways will be divided into zones as suggested.	
8	Cycle track at level +100mm and MUZ at +150mm shown in figure. Multi-utility zone and cycle track will both be at level +100 mm, separated by green buffer. As per the discussion happened in workshop, green buffer at lower level shall be explored. Cycle track sandwiched at lower level between MUZ and pathway is not recommended	The MUZ has been proposed at +150mm to match with the pedestrian tabletop crossing @ 150mm high. Since parallel parking bays need to be broken every 22m, (as recommended in USDG), the sections where are no parking (acting as MUZ) is proposed to be consistently +150mm high. Parking itself where provided is at +25mm. We can consider +100mm for MUZ (other than parking locations), but it will need to be raised to 150mm at pedestrian crossing locations.	Ok. Cycle Track and Walkway could be at same level also if required.
9	3.25 m for BRT lane would be too tight. USDG recommends 3.5m	3.25 bus lane is given only at bus station locations. This is to enable buses (max width of 2.7m) to come closer to the bus station, based on experiences in Ahmedabad, and Surat (it is 3m). Since there is no tapering of medians (as per point 4 above), the alignment is simpler. The BRT station is proposed to have a width of 4m (inclusive of ledges leaving a clear internal width of 3.5m). Alternatively, BRT stations can have a width of 4.5m including ledges, and bus lane at stations can be 3.25m. Bus lanes at all other locations will be kept at 3.5m.	3.5m bus lane.

10	For street as wide as 55-60 meters, it is better to give two way cycle track of width min 3 m on both the sides. It is a lot difficult to cross wider roads at mid-block, so makes sense to have two way cycle tracks on both sides	3m cycle tracks for 55 to 60m shall be provided as suggested. We anticipate that this will have issues with junction design. We will send a sample of the design.	Ok.
11	Possibility of giving MUZ wider than 2 m could be explored. Pedestrians generally do not prefer to walk along the edge of the road on such wide row. It could be better to have MUZ/a wider pedestrian space with some provision of public seating sandwiched between cycle track and carriageway/parking.	The rationale of the cross section is that all slow activities happen on the side. Pedestrians walk where there are activities. If the edge is designed to have activities and an attractive space, pedestrians will walk there. By giving a wider MUZ cum pedestrian space, cyclists will essentially be bridged between pedestrians on the edge as well as on the MUZ side which create more conflicts.	MUZ only for utilities and wider buffer zone.
12	<p><b>For chainage 250 to 950</b></p> <p>1. The walkway along Rajiv Gandhi park should be further divided into walking space and vendor zone as there are a lot of vending activities along this area.</p> <p><b>For chainage 2+200 to 2+500</b></p> <p>1. Parking should be provided (at least on one side).</p> <p><b>For chainage 2+200 to 2+500</b></p> <p>1. Error in Balajinagar to KK market section – LHS cycle track missing in drawing, only nomenclature is seen.</p>	Shall incorporate these elements.	

**RESPONSES TOWARDS OBSERVATIONS ON SATARA ROAD**

**General observations for all sections**

Sl. No	Observations by PMC-ITDP	Reponses from the Consultant	Final Response from PMC-ITDP
1	Existing section should be shown with the proposed section to give an idea of change in space allocation	The existing section itself <b>is not constant</b> within the stretches for which the cross sections have been developed. We can show a typical existing section if it is acceptable.	Typical section for a chainage.
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4	The central 1m wide median on both sides of BRTS lane can be avoided (except near stations where pedestrian refuge needs to be provided) and only a 0.3m wide divider can be provided. The additional space can be added to the multi utility zone/green buffer/parking as per requirement of the section	<p>The 1 m wide median is highly recommended throughout. It avoids unnecessary tapering of the BRT median frequently, to take into account the need for midblock crossings required other than at the station locations. For e.g. on Nagar Road or Alandi Rd, if a new pedestrian crossing provision is to be considered, the 0.3 m median will not allow for pedestrian refuge and therefore median will again need to be tapered.</p> <p>A single kerb median (0.3m) is unstable and prone to displacement when a vehicle touches it. A double kerb median is stable. We also need to erect a railing between BRTS lane and MV lane. This can happen when we have 1 m median. There is adequate space for 1m wide median throughout and we are not constrained for space</p>	<p>To be confirmed.</p> <p>JB: Agreed that a wider 1.00 m. median is preferred.</p> <p>At pinch points, where space is very limited, a 0.50 m. wide median could be considered.</p>

		anywhere. It is recommended that this be kept constant.	
5	In all sections with a carriageway of 8.5m, it should be increased to 9m	The 8.5 m width has been adopted from USDG. However, we will change to 9m.	JB: 9.00 m. (3 lanes of 3.00 m. wide makes sense). I would change this in the USDG.
6	Streets lights 4.5m high on NMV/walkway side and 9m high on carriageway side should be considered	Will incorporate the lighting elements.	JB: OK
7	Wide walkways/plazas along public spaces should be further divided into hawking zones/green etc.	Wide walkways will be divided into zones as suggested.	JB: OK
8	Cycle track at level +100mm and MUZ at +150mm shown in figure. Multi-utility zone and cycle track will both be at level +100 mm, separated by green buffer. As per the discussion happened in workshop, green buffer at lower level shall be explored. Cycle track sandwiched at lower level between MUZ and pathway is not recommended	The MUZ has been proposed at +150mm to match with the pedestrian tabletop crossing @ 150mm high. Since parallel parking bays need to be broken every 22m, (as recommended in USDG), the sections where are no parking (acting as MUZ) is proposed to be consistently +150mm high. Parking itself where provided is at +25mm. We can consider +100mm for MUZ (other than parking locations), but it will need to be raised to 150mm at pedestrian crossing locations.	Ok. Cycle Track and Walkway could be at same level also if required.  JB: I am not sure I understand what is meant with pedestrian table top crossing. Maybe explain in Skype on 10 Sept.
9	3.25 m for BRT lane would be too tight. USDG recommends 3.5m	3.25 bus lane is given only at bus station locations. This is to enable buses (max width of 2.7m) to come closer to the bus station, based on experiences in Ahmedabad, and Surat (it is 3m). Since there is no tapering of medians (as per point 4 above), the alignment is simpler. The BRT station is proposed to have a width of 4m (inclusive of ledges leaving a clear internal width of 3.5m). Alternatively, BRT stations can have a width of 4.5m including ledges, and bus lane at stations can be 3.25m. Bus lanes at all other locations will be kept at 3.5m.	3.5m bus lane.  JB: 3.25 m at bus stops would be fine, but 3.50 m. is okay too.



<p>10</p>	<p>For street as wide as 55-60 meters, it is better to give two way cycle track of width min 3 m on both the sides. It is a lot difficult to cross wider roads at mid-block, so makes sense to have two way cycle tracks on both sides</p>	<p>3m cycle tracks for 55 to 60m shall be provided as suggested. We anticipate that this will have issues with junction design. We will send a sample of the design.</p>	<p>Ok.</p> <p>JB: Whether or not a two-way cycle track should be applied does not so much depend on ROW, but on the following:</p> <ul style="list-style-type: none"> <li>- amount of traffic lanes. At roads with 8 traffic lanes (2x3 general traffic + 2x1 BRT) two-way cycle tracks can be considered.</li> <li>- connectivity needed. (See separate comments on drawings)</li> </ul>
<p>11</p>	<p>Possibility of giving MUZ wider than 2 m could be explored. Pedestrians generally do not prefer to walk along the edge of the road on such wide row. It could be better to have MUZ/a wider pedestrian space with some provision of public seating sandwiched between cycle track and carriageway/parking.</p>	<p>The rationale of the cross section is that all slow activities happen on the side. Pedestrians walk where there are activities. If the edge is designed to have activities and an attractive space, pedestrians will walk there. By giving a wider MUZ cum pedestrian space, cyclists will essentially be bridged between pedestrians on the edge as well as on the MUZ side which create more conflicts.</p>	<p>MUZ only for utilities and wider buffer zone.</p> <p>JB: I do not have the slide, so hard to comment. However the rationale of the consultant makes sense.</p>
<p>12</p>	<p><b>For chainage 250 to 950</b>          1.The walkway along Rajiv Gandhi park should be further divided into walking space and vendor zone as there are a lot of vending activities along this area.</p> <p><b>For chainage 2+200 to 2+500</b>          1.Parking should be provided (at least</p>	<p>Shall incorporate these elements.</p>	

	<p>on one side).</p> <p><b>For chainage 2+200 to 2+500</b></p> <ol style="list-style-type: none"><li>1. Error in Balajinagar to KK market section – LHS cycle track missing in drawing, only nomenclature is seen.</li></ol>		
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## COMMENTS ON DESIGNS BY OASIS DESIGN

### Comments on designs FC Road, JM Road, Pune station, etc. - Oasis Design

#### I. General Comments

The designs of Wellesley Road and Congress Road are good. Only a few improvements are proposed. On Sanjay Gandhi Road, HH Prince Agakhan Road and Old Mumbai-Pune highway cycle tracks are missing. For FC Road and JM Road many changes are proposed. Here a lot of improvement is still possible.

FC Road and JM Road are centrally located roads. Particularly FC Road has high bicycle use and very high pedestrian counts. Therefore these streets have great opportunities to become leaders for an urban transformation in Pune that promotes cycling and walking rather than motorised traffic. Below recommendations and comments are provided.

#### **No shared pedestrian/cycling walkways**

Shared pedestrian - cycling walkways should not be provided. Particularly where there are many pedestrians, as is the case on both FC Road and JM Road these do not work. A shared situation is problematic both for cyclists and pedestrians leading to unnecessary conflicts. This is confirmed with experiences all over the world. Cyclists move at much higher speeds than pedestrians and do not mix well with pedestrians.

#### **Walkway/Plaza physically shared from cycle track**

Because cyclists and pedestrians do not mix well, it is important to always physically separate cyclists and pedestrians. This can be done in two ways:

- By providing a green verge between the cycle track and the footpath (as proposed for FC Road, section 1, right side).
- By creating a 50 mm height difference between cycle track and footpath (as proposed for MG Road, section 1).

Recommendation: Lower cycle track and verge to +100 mm on FC Road and locate footpath 50 mm higher.

#### **Slope for drainage of cycle track**

The cycle tracks should preferably be in asphalt (or otherwise in concrete) to create a comfortable road surface. To allow water drainage it is important that cycle tracks are constructed on a slope of 2%. Hence for a 2000 mm cycle track, the footpath side is located 40 mm higher than the verge/MUZ side. In case of the FC Road one-way cycle tracks: Road side cycle track: +100, Footpath side cycle track: +140, Footpath: +190 mm.

## Cycle track width

### Two-way cycle tracks?

Some cycle tracks are two-way and others not. It is not clear why this is the case.

This doesn't mean that it is not a good idea. However it is important to realise that two-way cycle tracks are more dangerous at intersections. However, when a lot of two-way cycle use is expected it can be a good idea to make a two-way cycle track.

## II. FC Road and JM Road - General comments

Both FC Road and JM Road are roads with a lot of commercial activity and high pedestrian counts. Therefore these roads should not be designed for throughput of traffic but as areas with high quality public space for pedestrians and cyclists and with the possibility for cyclists and pedestrians to cross the road midblock. Redesign of these roads with a focus on public space rather than traffic throughput offers great opportunities for a shift away from motorised traffic to cycling and public transport (BRT), in line with the objectives of the Comprehensive Mobility Plan and the Comprehensive Bicycle Plan.

The above has a number of consequences for design of these roads which are presented below.

### Multi-lane one-way roads

One-way roads with more than one traffic lane per direction (multi-lane one-way roads) are negative for cycling and road safety and should therefore be avoided. Particularly in centrally located areas such as FC Road and JM Road, a one-way traffic system is not appropriate because of the following reasons:

- The (maximum) speeds of motorised traffic at one-way roads with more than one lane of traffic increase. This leads to a worsening of the road safety (one of the main problems mentioned in the CMP) particularly for pedestrians and cyclists crossing the road. This means that in highly commercial areas with many pedestrians, such as FC road and, to a lesser extent, JM Road, one-way roads should be removed.<sup>1</sup>
- Cyclists still will move (and want to move) in two directions. While this is provided for in the designs, cyclists moving against traffic on one-ways creates serious problems at intersections - where motorised traffic has free turns where traffic does not stop. This lead to problems for road safety and directness for cyclists. Therefore multi-lane one-way roads should be avoided.
- For pedestrians and cyclists crossing the road, on one-way roads, traffic does not always come from the same direction like at two ways (where you always look right first). This leads to more accidents with cyclists and pedestrians crossing the street.
- In multi-lane one-way roads application of central traffic islands to make it easier for pedestrians and cyclists to cross cannot (safely be applied).

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<sup>1</sup> Note that because of road safety problems with cyclists and pedestrians multi-lane one-way roads have been removed everywhere in cities in The Netherlands in the 1970's.

- One-way roads lead to detours for motorised traffic and thus more kilometres travelled on urban roads. This also lead to higher traffic volumes at intersections where traffic would not need to come if they could reach their destination without having to make a loop.

**To conclude:** One-way roads are an American invention that was meant to 'improve the flow of motorised traffic'. In car-country the US with very few pedestrians and cyclists, this seemed to work relatively well. However, since the 2000's, because of the negative effects for cycling, walking and road safety, many cities in the US are changing their one-way streets back to two-way streets.<sup>2</sup>

## One Way? Wrong Way

### Two-Way Streets A Better Direction For Downtown

December 27, 2009 | By Tom Condon

For dense Indian cities such as Pune with high pedestrian counts and a high potential for cycling, making one-way streets two way is one of the most important measures to make the city more cycling- and pedestrian friendly.

### Traffic lane widths

To reduce (maximum) speeds and create a smooth flow of traffic, for roads such as FC Road and JM Road, narrower traffic lanes are recommended. As per the Urban Street Design Guidelines a carriageway of two traffic lanes should be 6.00 m. wide. (not 6.50 or 7.00 as currently proposed).

### Parking

FC Road has a high demand for two-wheeler parking and JM Road for four-wheeler parking. Is sufficient off-street parking available or should some on-street parking also be provided. In the latter case, creating an MUZ of preferably 2.80 m. wide (2.00 m. parking + 0.80 m. buffer with cycle tracks), but not narrower than 2.50 m. is recommended.

## III. FC Road - detailed comments

### Section 1

1. In the proposal, the northern part of the road has two-way cycle tracks, the southern part of the road one-way cycle tracks. When this road is made two-way without a median, but with cycle crossings with traffic islands at intersections, it becomes much easier to cross the road. Then one-way cycle tracks on both sides of the road make more sense. Because of higher flows 2.20 m. wide one-way cycle tracks can be considered.

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<sup>2</sup> See the article **One Way? Wrong Way?** here: [http://articles.courant.com/2009-12-27/news/hc-plc-condon-one-way-streets.artdec27\\_1\\_two-way-streets-downtown-traffic](http://articles.courant.com/2009-12-27/news/hc-plc-condon-one-way-streets.artdec27_1_two-way-streets-downtown-traffic). Quote: "**Will it be time to remove some or all of the one-ways? That seems to be the trend across the country.**"

2. Remove the **existing median** and move the carriageway to the right. The existing median is an unnecessary obstacle on a road that should be easy to cross for pedestrians anywhere. Make segregated cycle tracks on both sides of the road (with footpath higher than the cycle track).

**Section 1 and 2**

1. Make road two-way with 6000 wide carriageway.
2. Provide 2800 m wide MUZ in case on-street car parking needs to be provided.
3. Make segregated cycle tracks on both sides of the road (with footpath higher than the cycle track).

See further comments in the pdf-file.

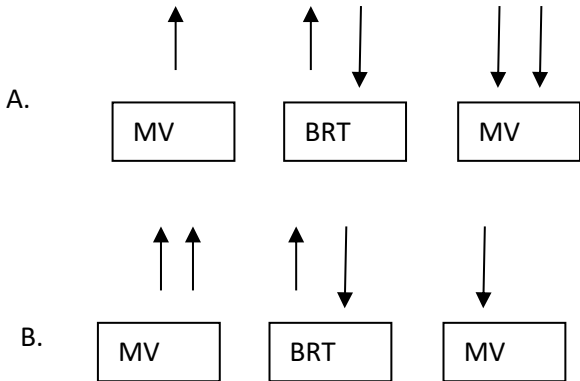
**IV. JM Road - detailed comments**

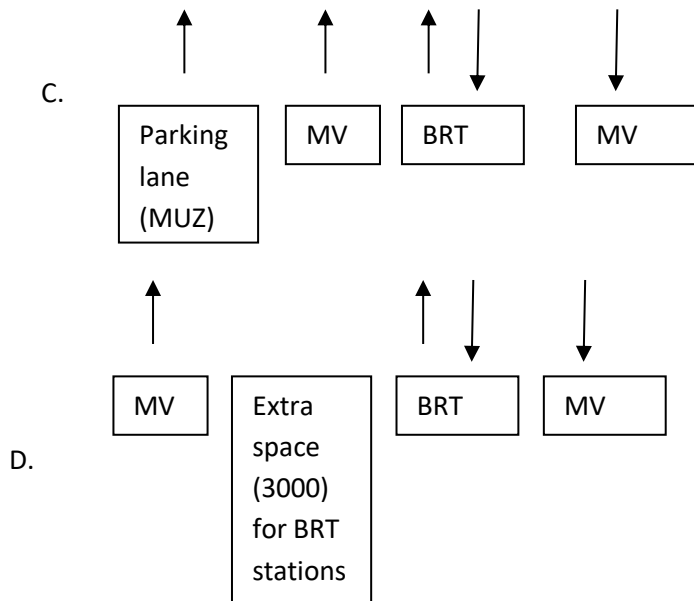
**Section 1 (nr. 2)**

1. Two-way traffic  
 BRT (at section 2) will already move in two directions. Make the carriageway also two-way. The recommended option is to make **one** MV-lane per direction and use the additional space for stacking lanes 50-200 m. prior to major intersections (see A, B below), MV-parking (C), BRT stops (D) .
2. Cycle tracks  
 When the road is made two-way, one-way cycle tracks on either side are probably sufficient. Making them wider, e.g. 2.20 m. can be considered to provide for larger flows of cyclists. If cycle tracks are kept two-way, they should be widened to at least 2.50 m. wide.

**Section 2 (nr. 3)**

3. Two-way traffic  
 Two-way traffic should be provided. BRT already moves in two directions. The proposed flow creates road safety problems for all road users at intersections. Traffic flows and circulation plan should determine which direction should get 2 lanes.
4. Two-way traffic options  
 There are several options:





Probably C and D are the most feasible. With the width of one lane used for BRT stations or MV parking. A and B can then be applied leading up to junctions to provide extra capacity at junctions.

Obviously, C. can also be done with parking on the other side.

5. Carriageway width

Make MV carriageway 6000 wide.

6. Segregated cycle tracks

Not having segregated cycle tracks here is not acceptable considering the importance of this road and its central location. Provide segregated one-way cycle tracks (2.00 or 2.20 m. wide) on both sides of the road situated 50 mm lower than footpath.

## V. Wellesley Road

The design of this sub-arterial road is good. A 6500 m wide carriageway is acceptable because there are many busses. However, 6000 mm carriageway could also be applied here.

Present the 2200 m wide cycle tracks as one-way cycle tracks, rather than as two-way cycle tracks. Some two-way cycle use is possible but should not be encouraged as 2200 is too narrow for a two-way cycle track.

Note where there are bus stops. Here narrowing the carriageway down to 5500 on both sides, moving the median and narrowing the footpath might be needed to provide bus stops with the cycle track leading behind the bus stop. The other alternative is that busses stop on the left lane of the carriageway.

## **VI. Congress Road**

1. Are there very high volumes of busses here? If not, provide 6000 mm carriageway on either side rather than 6500.
2. Provide 2500 mm two-way segregated cycle track at riverfrontside. Do place the pedestrian promenade (3300 mm) higher than the cycle track.
3. Consider making the cycle track at the PMC Office side one-way. It is possible to still apply 2500 (although 2200 mm is also okay), but then the design should be as one-way. Hence, without a centre line on the cycle track.

Section B-B:

Will a new tunnel for pedestrian and cyclists be provided at the non-riverside?

## **VII. Sanyay Gandhi Road - HH Prince Agakhan Road**

Why are no cycle tracks provided here? Is no cycling expected on these roads?

If cycle tracks should be provided, consider the following minimum design:

### **Section 1:**

1. Carriageways to be narrowed to 6000.
2. Raised adjacent cycle track without MUZ/verge of 2000 (thus directly bordering the carriageway located at +100 mm.). Not ideal but much better than nothing.
3. Footpath of 1700 mm.

### **Section 2:**

4. Make a symmetric design with segregated cycle tracks of 2000 on both sides.
5. This allows for 2250 mm footpaths on both sides.
6. If this is considered too narrow narrowing the carriageways to 6000 allows for widening of the footpaths to 2750 mm each.

## **VIII. Old Mumbai-Pune Highway**

Consider narrowing the carriageway to 6000 and providing a shared footpath/cycle track of 3250 on each side. This is far from ideal, but better than nothing. Most cyclists will however, probably continue to use the carriageway where there are many pedestrians.











**PDA** Prasanna  
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Architects

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