



#RecyclingStreetsOfGurugram

# Gurugram Cycles4Change

23 December 2020



NMT infrastructure in Gurugram had been in planning since long, progress until now can be put in 3 phases

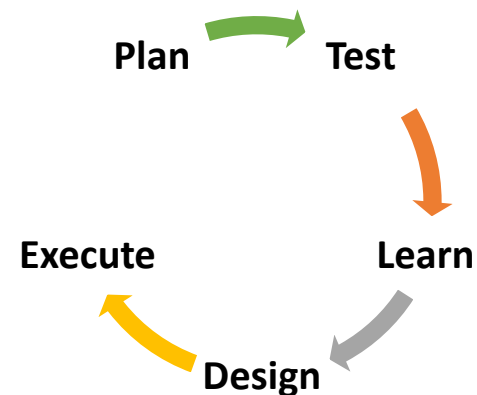
**2014-15 – 1<sup>st</sup> Phase** of planned NMT commute began with (Planning Phase) – markings at grade  
Vyapaar Kendra sector Road  
Galleria market sector road  
Golf Course to Hero Honda Chowk

**2016- NHAI- 2nd phase –**  
Thermoplastic markings of at grade cycle track were undertaken  
IFFCO Chowk, Signature Tower

**2017-2018 – 3rd phase**  
Gurugram Metropolitan Development Authority (GMDA) instituted NMT infrastructure declared a priority  
CMP was published on - 2019-07-18 after a long public consultation on draft

Dedicated cycle tracks to be made on 5 feasible locations-

1. Shankar Road
2. Shyam Road
3. Anath Road
4. Bijwaasan to Rejang La Chowk
5. Atul Katariya Road to MDI



### Challenges

- Heavy vehicular traffic on road
- Difficult for cyclists to cross roads
- Track encroached upon by motorists and for parking
- Lacking sense of safety

### Comprehensive Mobility Management Plan, Gurugram

- Aims of CMP is to move people, not vehicles
- Existing share of cycling in city is to be increased from 4% to 15% in next 10 years.
- Prescribes making of 797km of cycling network infrastructure by 2031
- Targeting to increase mass transit share to 60%
- 1200 km footpath network is also being planned to be constructed

## Public Engagement & first dedicated cycling track during pandemic

**Cyclothon** on 22 Sept 2020, World Car-Free Day near Cybercity



**Inauguration of first dedicated 2 way cycle track** (total 10 km in length) & **Cyclothon** on 02 Oct 2020, Mahatma Gandhi Jayanti



- Rash driving was increasing & hence it was becoming important to **protect NMT commuters**
- During the pandemic, Gurugram witnessed **significant rise in recreational cycling**
- Engaging with people to take up cycling provided **encouragement to use cycles** against private vehicles & received people's support
- **More than 500 people** participated in the first Cyclothon in Sept. 2020

- Gurugram celebrated it's first dedicated cycle lane
- Was hugely supported
- **Various city stakeholders** came together (authorities, NGOs, CSOs, corporates etc.)
- **Bicycling Groups** (like Pedal Yatri, Gurugram Road Riders, etc.) joined and collaborated on the cyclothons
- Neighbourhood **residents & enthusiasts** participated and shared their experience online
- **Corporates** (like Brookefield Properties, Naggaro, Essel Energy) associated to organise public engagement events

# Cycle Track feasibility & Way Forward



## Feasibility of Cycle Track-

- Had an underutilised service lane, apart from another service lane that exists on the other side of property boundaries
- Positive response by neighbourhood cyclists



Inauguration of bus stand at GMDA



Wall Art along the cycle track

Surender Singh  
47m

Gmda/mcg की बेहतर शुरुआत।

अच्छी सेहत और पर्यावरण बचाने को आज से साइकल ट्रैक शुरू  
**खूब दौड़ाओ साइकल, हर सड़क पर बनेगा ट्रैक**

10 दिनों का है ट्रैक

पहले ही बड़ा पूछेगा क्या है ट्रैक, मॉडर्न के अग्रगण्य में हूँ यार

हमारे पास एक अद्वितीय अवसर है। हमें एक नया ट्रैक बनाने का मौका मिला है। यह ट्रैक न केवल हमारे लिए है, बल्कि हमारे शहर के सभी लोगों के लिए है। हमें इसे सही ढंग से उपयोग करना है।

आज 300 लोग साइकल फौरन में लेने हिस्सा

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Hindustan Times

Fast tracking safety: New dedicated cycling tracks for Gurugrammers

Dear Sir/Ma'am, I am writing to you because I am a cyclist and I have been using the cycle tracks in Gurugram for a long time. I have noticed that the cycle tracks are not being used properly and I am worried about the safety of the cyclists. I am writing to you to request that you take the necessary steps to ensure the safety of the cyclists and to improve the cycle tracks.

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Local media and social network groups spread the messages further

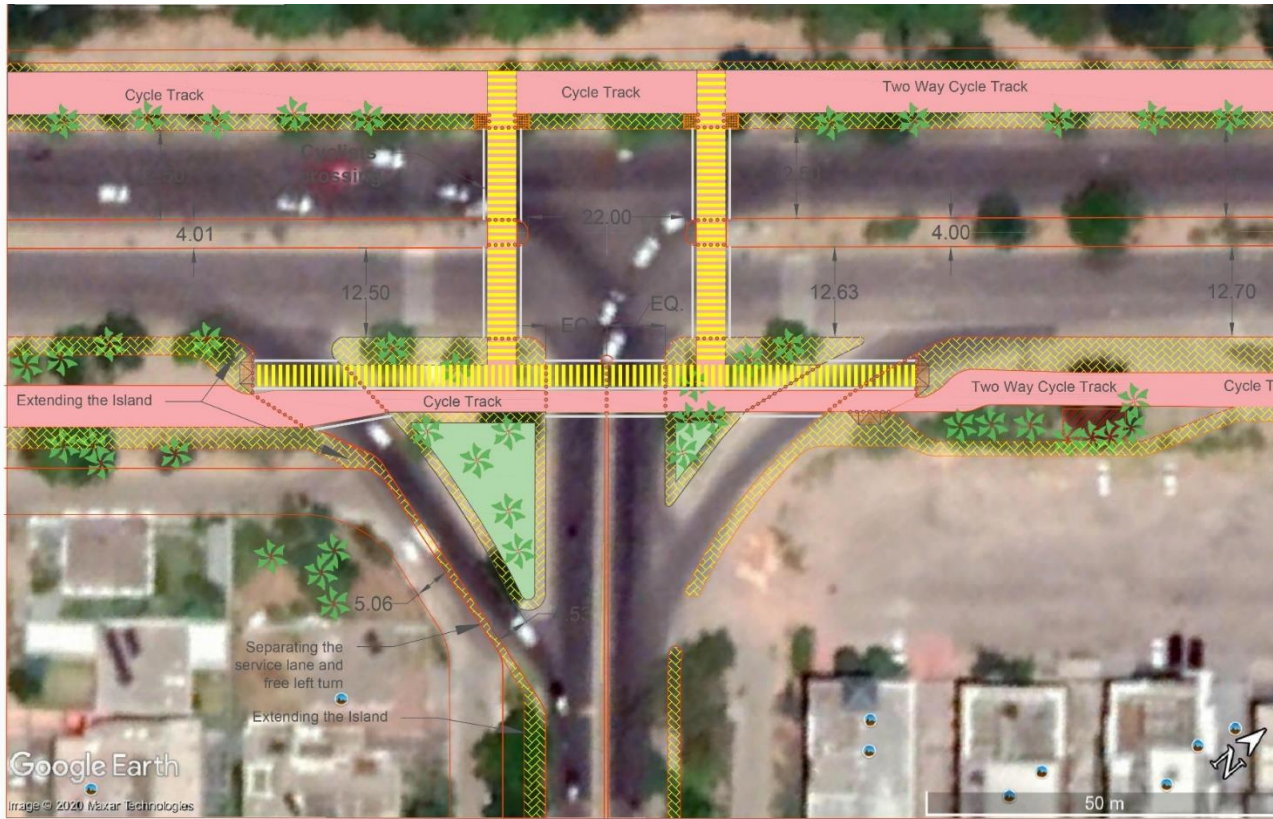


- For quick understanding and trial of geometrical alignment, thread, *choona*/spray paint were used observing the needs of cyclists and ground challenges
- **Capacity building** of Junior Engineers, in-charge on ground and staff – while guiding them (useful for long term execution & understanding)
- Following ground interventions by proposed **conceptual design**
- **Analysis and visits with road safety expert** from WRI India team
- Red thermoplastic paint used at cross-roads and junctions, demarcating cyclists crossings
- Thermoplastic cyclists symbols n white
- Signages were installed
- Bollards to restrict vehicular entry

### Challenges

- Junctions are unsafe & needs to be redesigned
- Parking of vehicles near bollards
- Entry of two wheelers in cycle lanes
- Free left turn and service lane access conflict

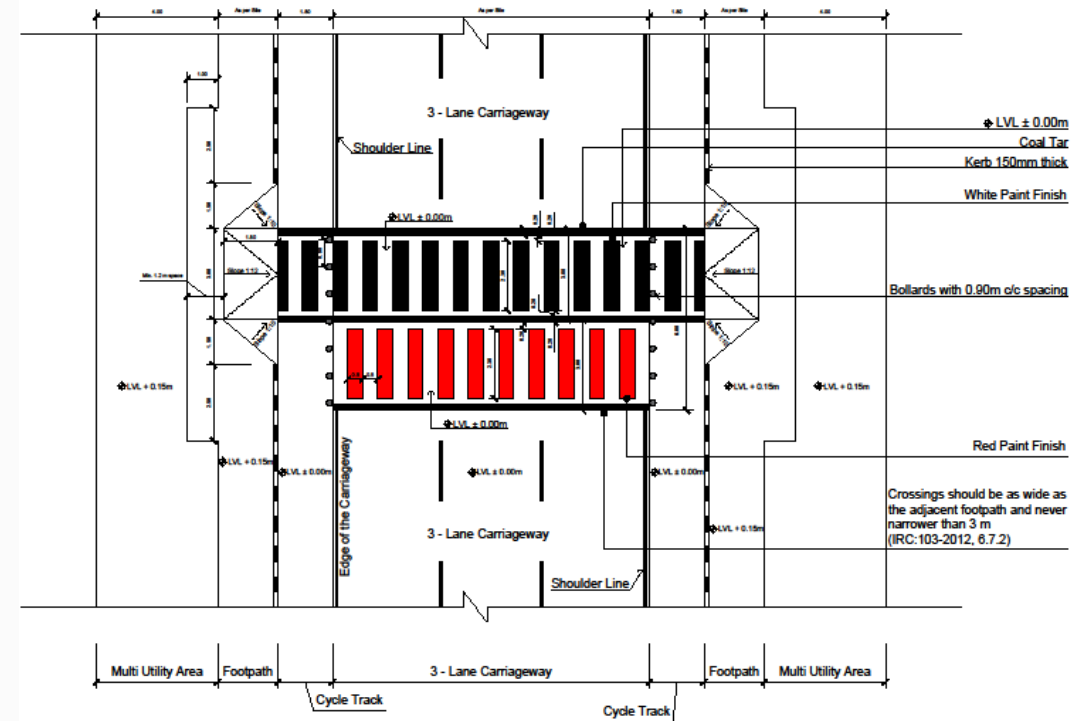
# Junction Redesign, Detail drawings & Execution



**OPTION 3**

Note : Levelling of footpaths for pedestrian infrastructure to be ensured throughout.  
Existing obstructions on bicycle and pedestrian lanes to be treated suitably ensuring continuous movement.

## NETAJI SUBHASH MARG Junction 1 (Sector 44, 45- Sec 30), Gurugram

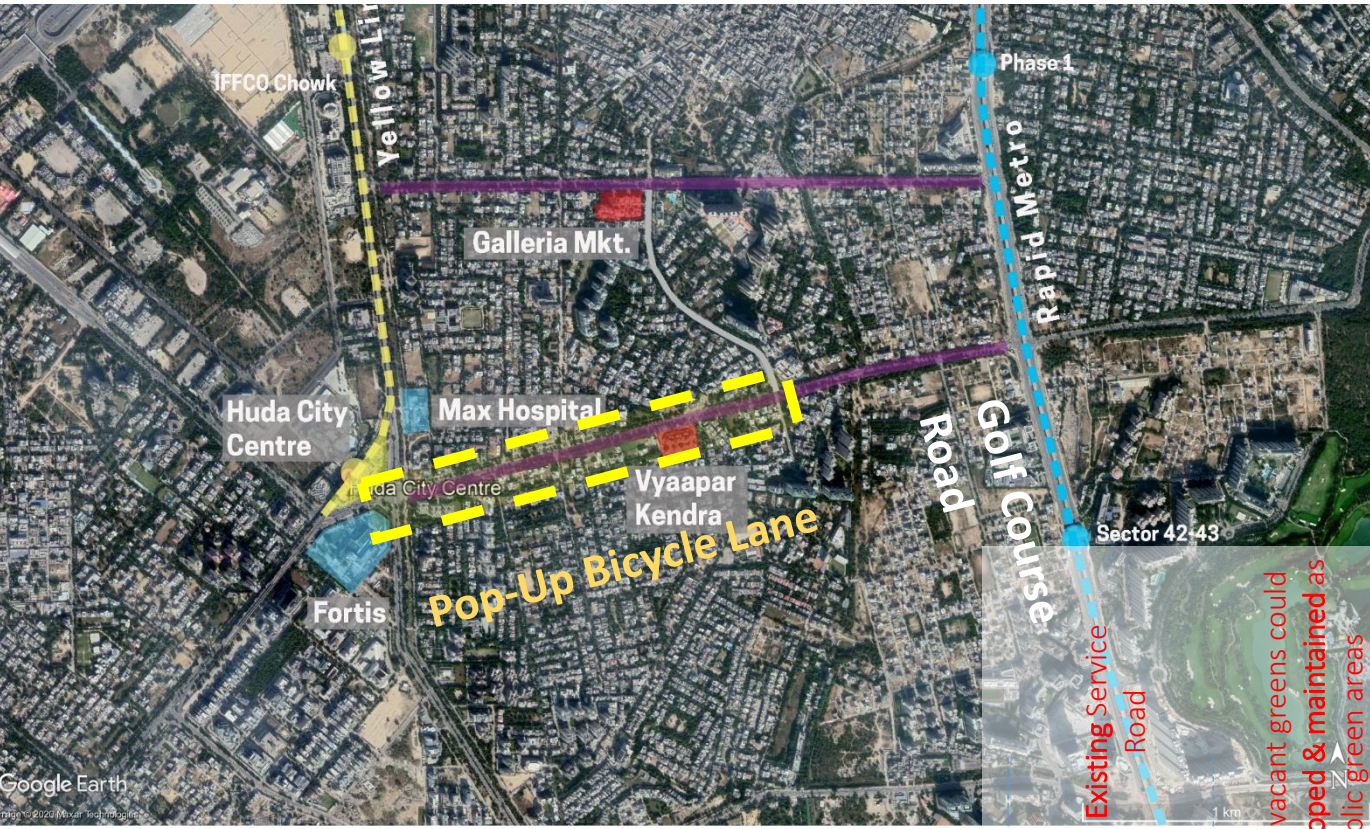


- Demarcating Lanes & sensitizing Traffic Police
- Challans would be applied, if needed
- Realignment of bollards to not leave road space for parking

### Upcoming Strategy

- Active engagement & awareness (7<sup>th</sup> November 2020 Raahgiri Day was organised with Streets4People Challenge + Online Public Engagement through official media handles)
- Junction Compaction
- Design Execution
- Lighting & Maintenance
- Seeking corporate partners

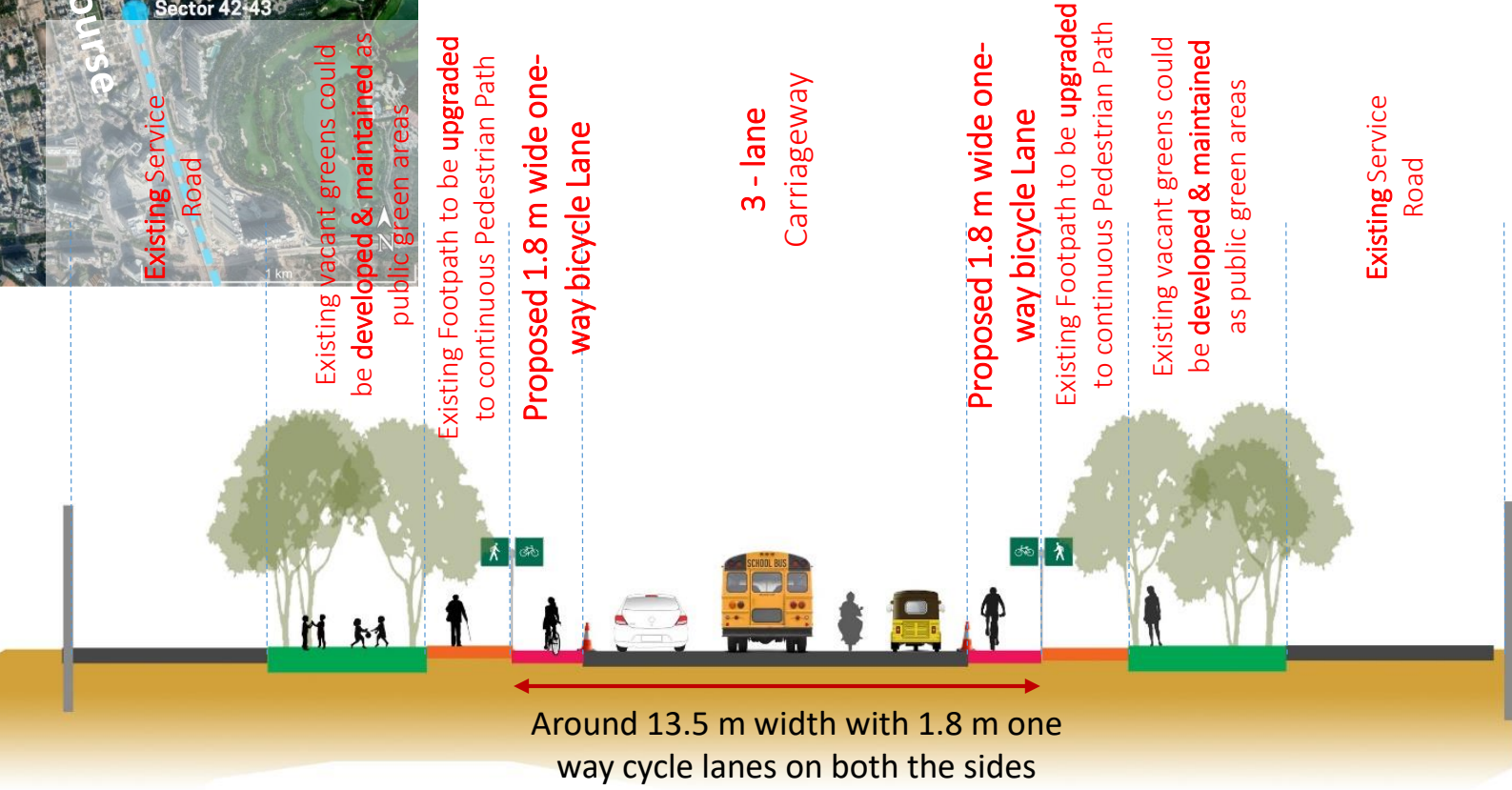
# Pop-Up Bicycle Lane



**Tactical Urbanism** Pop-Up lane **Trial** : 22 Nov 2020 - 28 Nov '20

**2 km one way pop-up cycle lane executed**

Cyclists' movement throughout the day on the **neighbourhood Sector Road**



Gurugram has its first pop-up bike lane!

As a part of the India #Cycles4Change initiative, a pop-up bicycle lane has been installed at sector road, near Vyapaar Kendra, joining MF Hussain Marg to Golf Course Road.

#ReCyclingStreets of Gurugram

@Raahgiri\_Fdn



1:14 PM · Nov 27, 2020 · Twitter for iPhone

7 Retweets 2 Quote Tweets 37 Likes



# Quick understanding & analysing Design Interventions

Required follow-up for design learnings - **Expert visits and demarcation of pedestrian/cycling crossings and geometry correction** of road elements took place on 26 Nov 2020

Providing technical details that are to be constructed on site

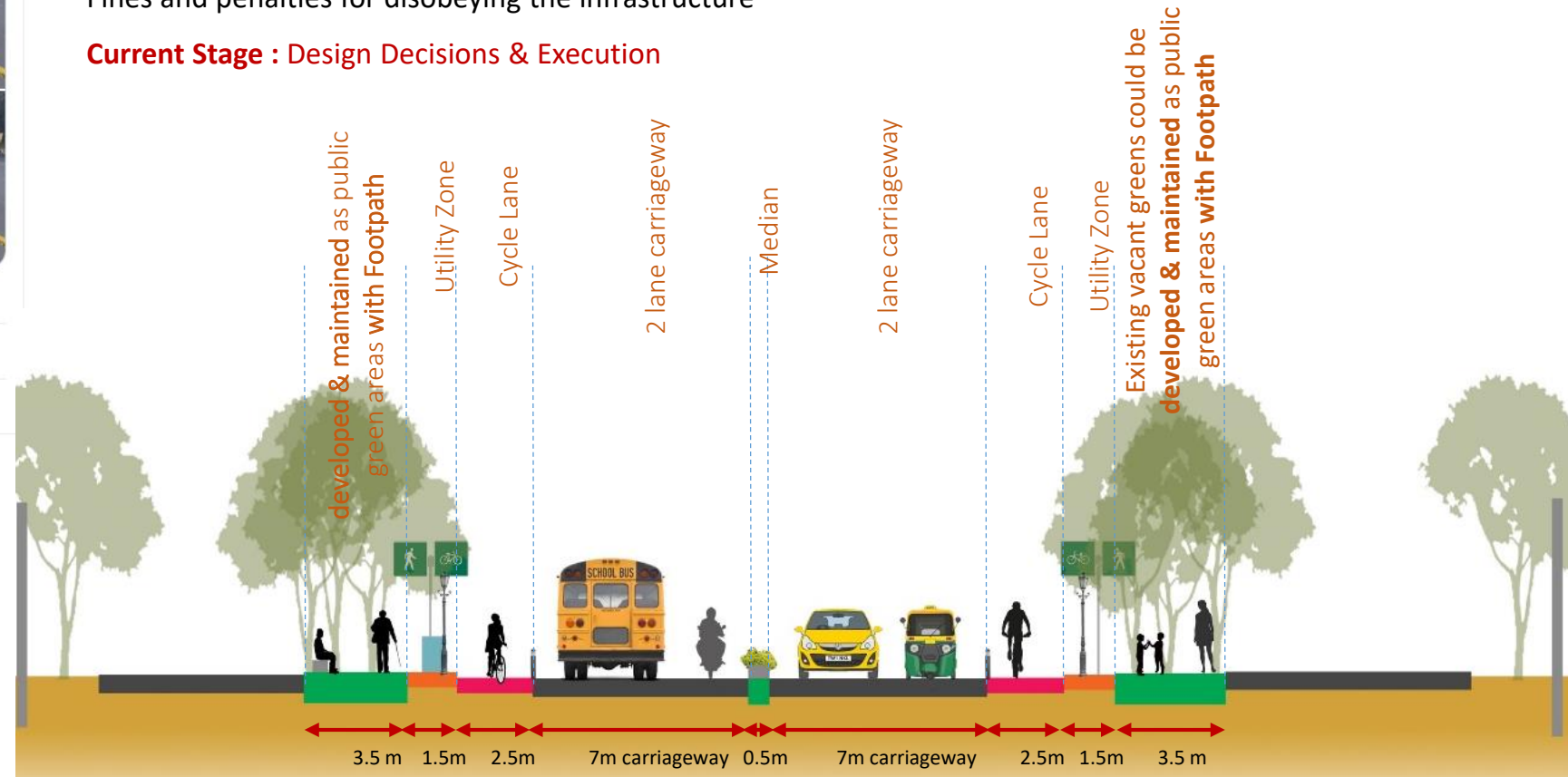
**Challenge** – access cuts on carriageway, speedy vehicles, lack of pedestrian and cyclist’s crossings

**Way forward -**

On-ground enforcement and management of changes in road infrastructure catalysing behavioural change

Fines and penalties for disobeying the infrastructure

**Current Stage : Design Decisions & Execution**



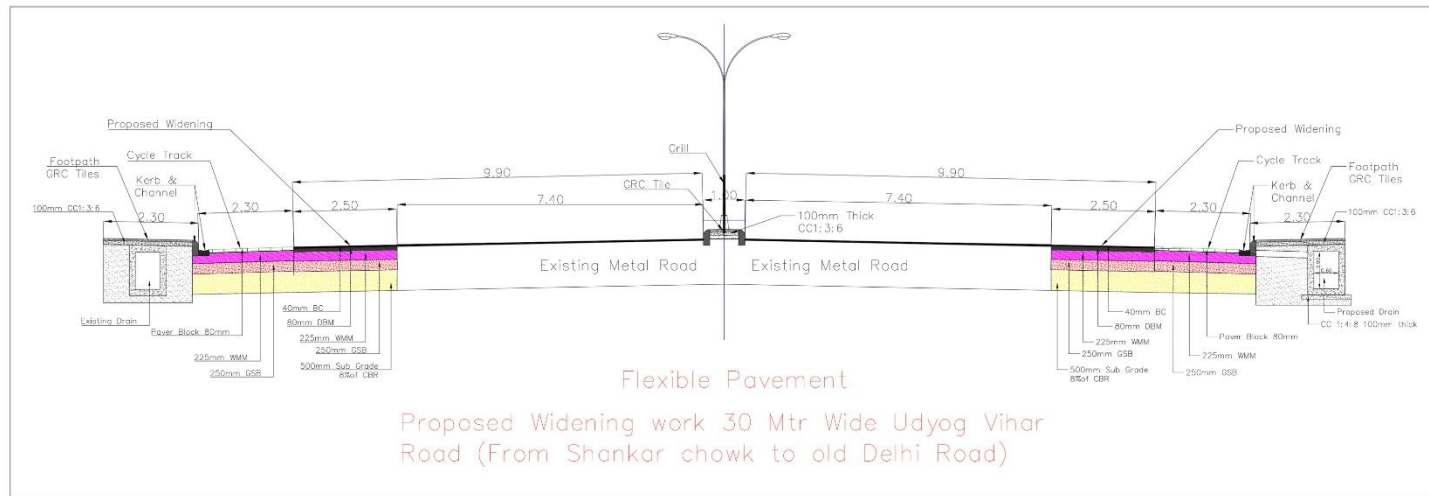


# Practical Challenges & Design Execution

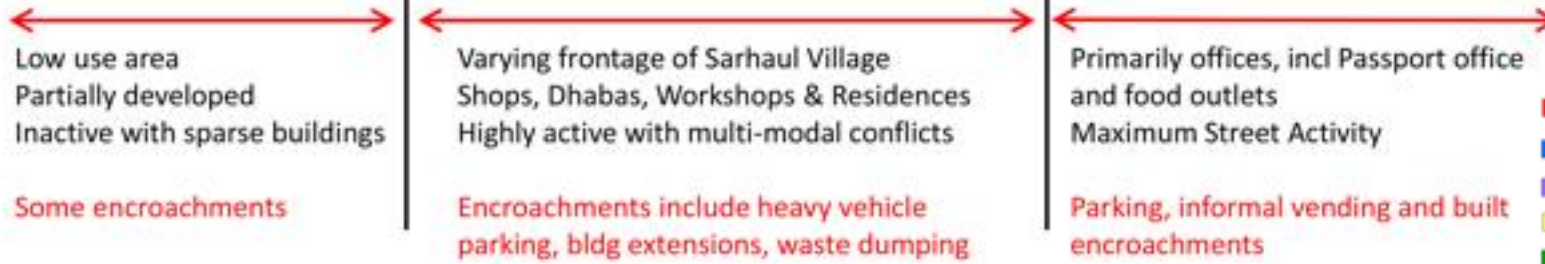


Netaji Subhash Marg, Subhash Chowk Road,  
Rezang La upcoming cycle infrastructure with  
improved pedestrian path

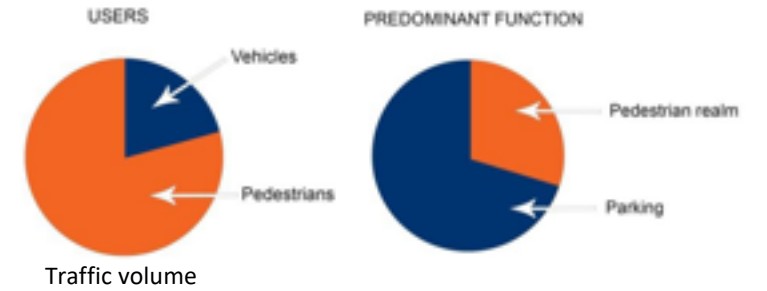
- Ongoing challenges of **drain alignment** and access ramps
- Upcoming **Traffic Lights** at heavy traffic volume cross roads
- **Total Station Survey** of the primary junction being taken up
- **Speed calming measures** are being taken up (table top, geometrical alignments, material selection like cobble stone etc.)
- **Existing Trees** are being saved and details around trunks are being prepared
- Conflict with **property access** being resolved



# Anath Road Comprehensive Study



## Lack of amenities for pedestrians



## Lack of amenities for pedestrians

a rare street in the city with a mature shade tree cover, and should be protected and enhanced



## Unsafe access



## Encroachments "Street Vendors"



## Surface Parking



## Inadequate Amenities



## Poor Drainage



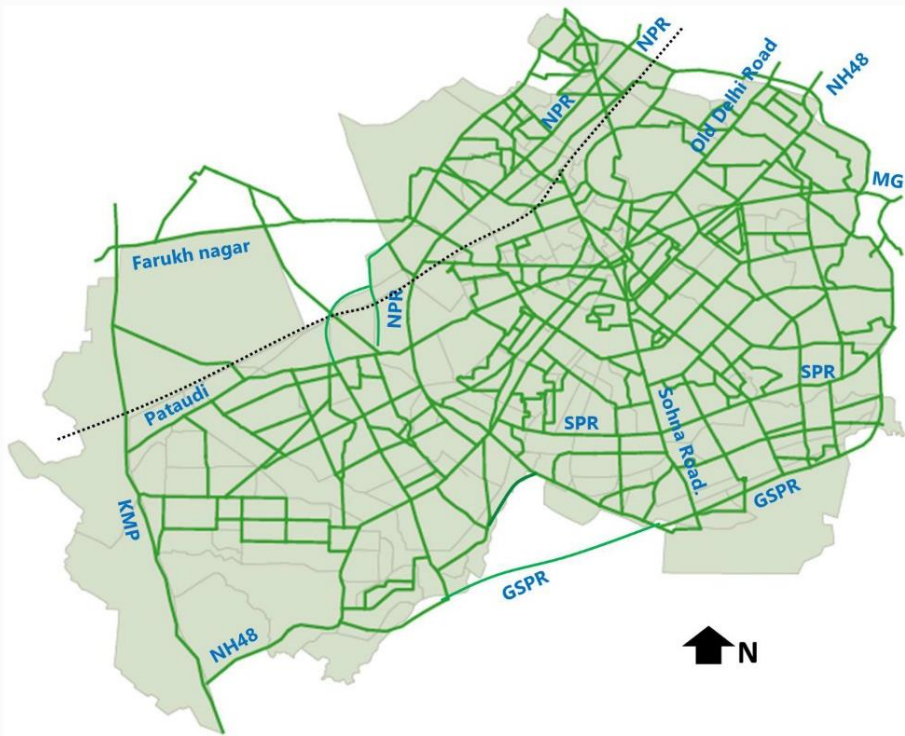
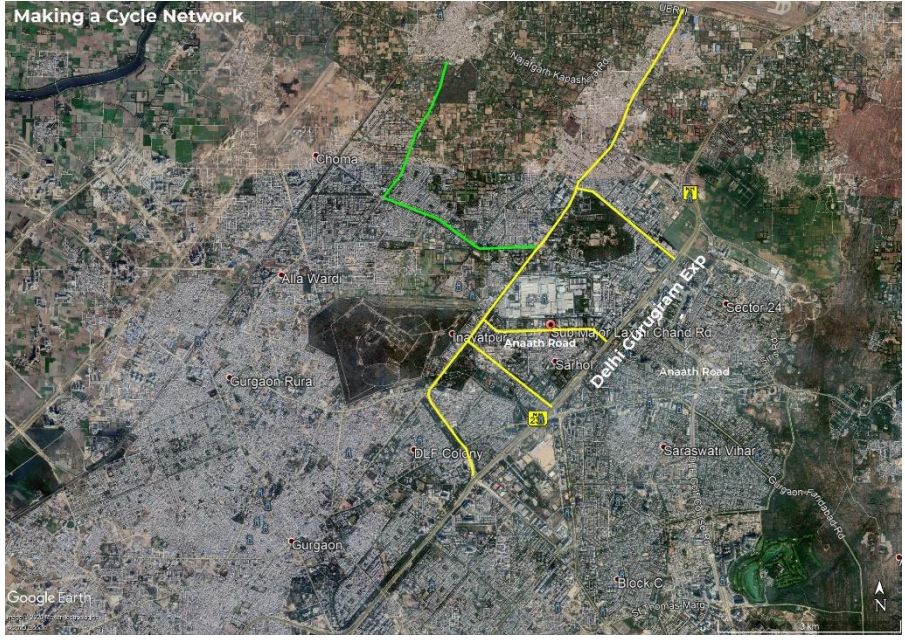
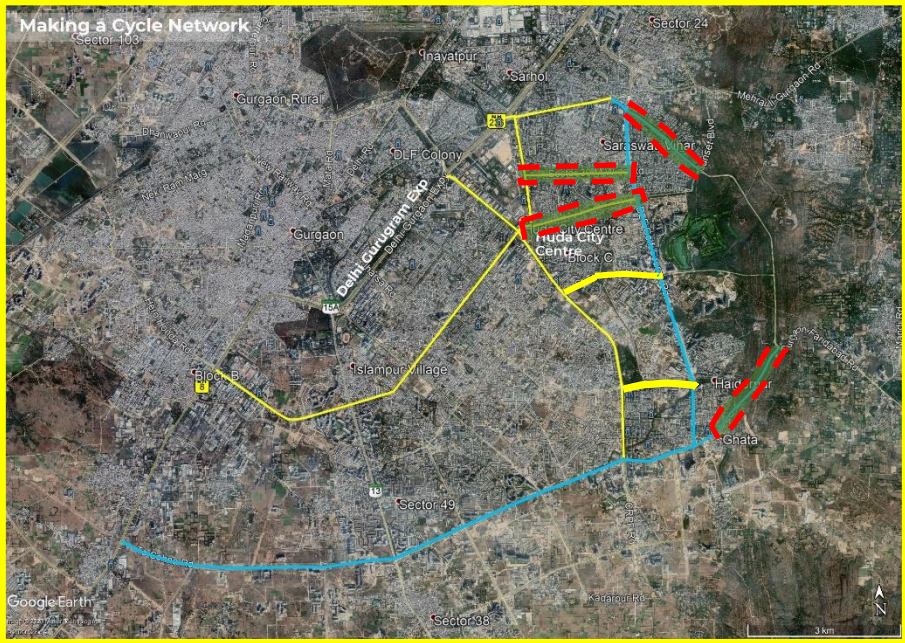
## Utility Hazards



# Anath Road Design Proposal



# Aiming for an integrated cycling network



Annexure 9-e: Proposed city-wide cycle network

## Gurugram Cycling Network with Hierarchy of Cycle Lanes and Tracks

Undertaking **contextual study** of feasible **locations** to initiate type of cycling infrastructure

- Encouraging links through greens and ensuring quality **cycling experience**
- Linking major areas and primary connectors with **cycling infrastructure**
- Upcoming Yulu stations to align with
- Major **junction redesign** being taken up
- **CMMP proposes city-wide cycle network**, to be implemented in phases along with larger NMT infrastructure
- **Corporate associations** are being sought

We need to **change our perspective** around designing road infrastructure

*Priority is HEALTHY commute that is possible by encouraging pedestrians, cyclists & NMT trips. This could be done by creating streets that are designed for them and actively discouraging use of cars*

**DESIGN STREETS FOR PEOPLE, NOT FOR CARS**

