



Ministry of Housing and Urban Affairs
Government of India



INDIA
CYCLES 4 CHANGE
CHALLENGE

**Streets 4
People**
CHALLENGE

SEASON 02

**W 1: Challenge framework &
Kickstarting Season 02**



In 2020, India kickstarted a walking and cycling revolution!

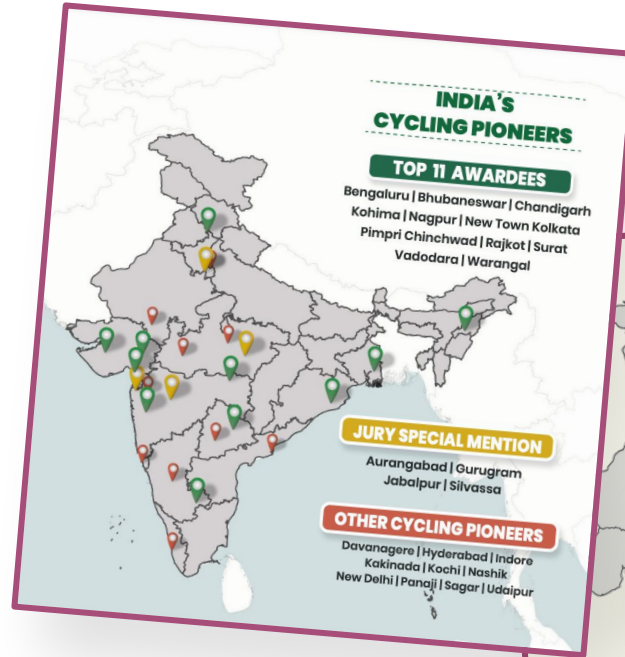


Through Season 01, over 40 cities have joined this transformation!



INDIA CYCLES 4 CHANGE CHALLENGE

Streets 4 People CHALLENGE



A

35+ cities tested quick & low-cost interventions to promote walking and cycling

400+ km of main roads & 3500+ km of local streets are identified for transformation



Bengaluru created a safe pop-up cycle lane



Location

In picture: Bengaluru
Out picture: Kohima

B

20+ cities are implementing permanent street design projects

700+ km of street improvement works are planned to be completed by 2023



Pune tested the design before permanent implementation



Location

In picture: Pune
Out picture: Pune



40+ cities crowdsourced design ideas through city-led competitions

2000+ planners, architects, and students registered for the Design Competitions



Public voting for the design competition in Vijayawada



Location
In picture: Vijayawada
Out picture: Kota

D

Cities identified barriers by listening to pedestrians and cyclists

50+ cities conducted stakeholder activities, including 100+ Open Streets events



Rajkot interviewed postmen to understand everyday cycling issues

Location
In picture: Nashik
Out picture: Vijayawada

E

Collaborating with local champions and conducting community campaigns

600+ CSOs signed up and worked with cities



Street music performances organised as part of the interventions in Pune



Location

In picture: Pune

Out picture: New Town Kolkata



Cities are reimagining urban mobility,
with citizens, **by** citizens, and **for** citizens!

Now is the time to transform this momentum
into a **nation-wide movement**
for **walking** and **cycling!**

40 cities have registered for Season 02: C4C & S4P! - *Have you?*



<http://bit.ly/c4conline>



<https://bit.ly/s4ponline>

- | | | |
|---------------------|-----------------|----------------|
| 1. Agartala | 15. Pasighat | 29. Amaravati |
| 2. Ahmedabad | 16. Ranchi | 30. Gwalior |
| 3. Ajmer | 17. Rourkela | 31. Agra |
| 4. Bhavnagar | 18. Satna | 32. Belagavi |
| 5. Bilaspur | 19. Shimla | 33. Puducherry |
| 6. Chennai | 20. Solapur | 34. Shivamogga |
| 7. Dahod | 21. Srinagar | 35. Mysore |
| 8. Dharamshala | 22. Tirunelveli | 36. Lucknow |
| 9. Gandhinagar | 23. Tirupati | 37. Kavaratti |
| 10. Guwahati | 24. Trichy | 38. Jalandhar |
| 11. Jaipur | 25. Tumakuru | 39. Jammu |
| 12. Kalaburagi | 26. Tuticorin | 40. Itanagar |
| 13. Kalyan Dombivli | 27. Valsad | |
| 14. Kozhikode | 28. Varanasi | |

If your city has not registered for the Season 02 yet, **sign up now!** The registration will be open till **April 6th.**



Let's get started with
Season 02!



*Through the Challenge, cities have to
reimagine its streets!*

So, what kind of streets do we like?



We want congestion free streets!



We want our loved ones to be safe on streets!



We want peaceful and pollution-free streets!



We want to enjoy street life!

How do we get there?

By changing the way citizens move around the city...

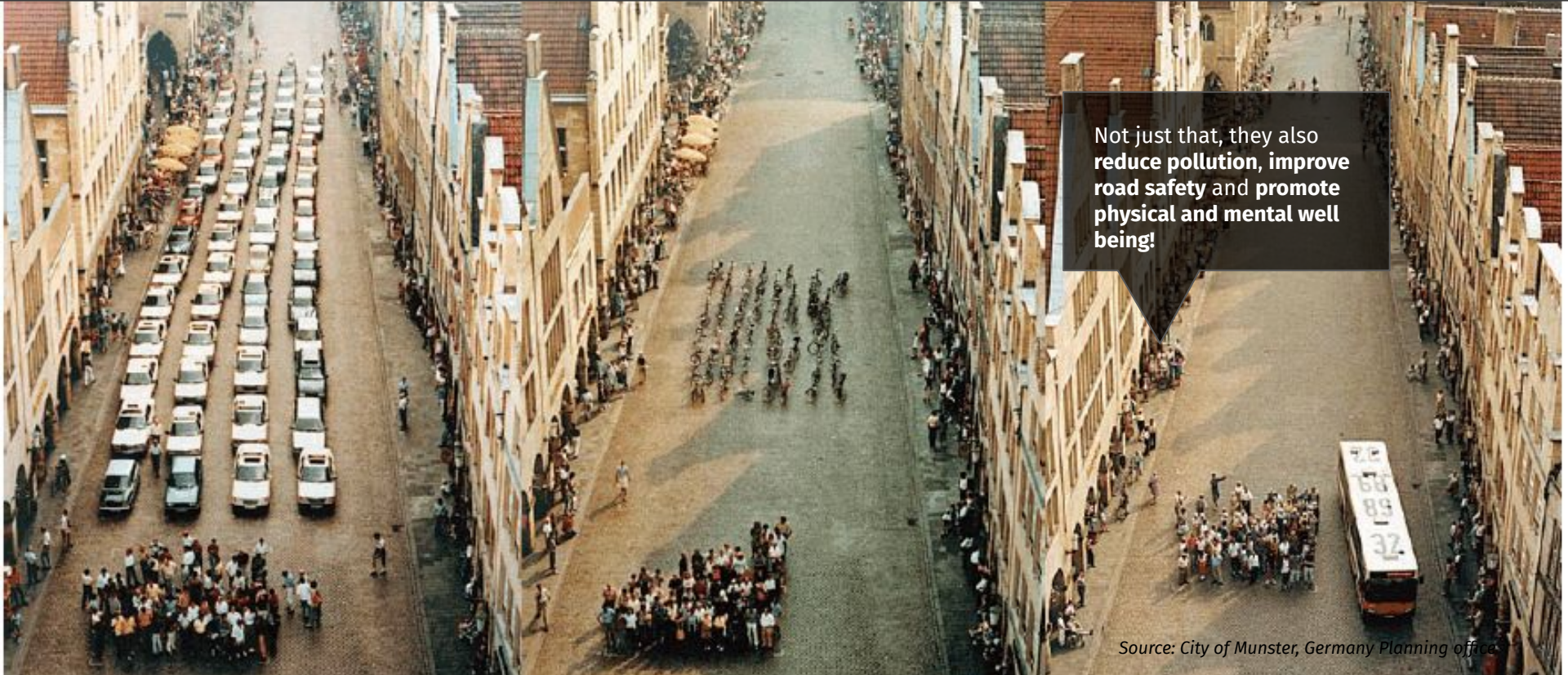


By promoting **cycling, walking, and public transport!**

A street that promotes walking, cycling & public buses carries **2.5X more persons/hour** than the car-oriented street.

Not just that, they also **reduce pollution, improve road safety and promote physical and mental well being!**

Source: City of Munster, Germany Planning Office



By creating **HEALTHY STREETS, HEALTHY CITIES!**



Location
Pimpri Chinchwad

Goals 2023: Healthy streets, Healthy cities!

A. Action

B. Foundation

C. Communication



Action



Cities implement

1. *Cycling-friendly interventions*
2. *Flagship placemaking projects*

B

Foundation



Cities adopt

1. *Healthy Streets Policy*
2. *Healthy Streets Design Guidelines*
3. *3-Yr Cycling / Walking Action Plan*
4. *Parking Policy*



Cities set up

5. *Healthy Streets Apex Committee*
6. *Healthy Streets Cell / Department*

C

Communication



Cities institutionalise campaigns

1. *Open Streets*
2. *Pedestrian Day, Bicycle Day*
3. *Cycle2Work, Cycle2Shop*

Goals 2023: Healthy Streets, Healthy Cities (C4C & S4P)

A. ACTION

to implement physical interventions

A1. Test TUs & **Implement permanent cycling interventions**

A2. Test TUs & **Implement permanent walking/placemaking interventions**

B. FOUNDATION

to bring institutional reforms

B1. Adopt the **Healthy Streets Policy**

B2. Adopt the **HS Design Guidelines**

B3. Adopt the 3-Year **Cycling & Walking Action Plan**

B4. Adopt the **Parking Policy**

B7. Set up the **HS Committee**

B8. Set up the **HS Department / Cell**

C. COMMUNICATION

to build momentum

C1. Institutionalise the **Open Streets Campaign**

C2. Declare & Host the **Pedestrian Day, Bicycle Day**

C3. Institutionalise **Cycle2Work / Cycle2Shop Campaigns**



Introducing the
Healthy Streets, Healthy Cities
leaderboard!

The leaderboard shall be launched soon!

Cities will be ranked on a dynamic leaderboard, based on the initiatives taken towards the identified goals.

Here's a sample leaderboard!

#	City	Country	Size	Crime & Safety							Infrastructure				Sharing			Events		Total
				Sun	Bike	Police	Car	Person	Lock	Shopping	Bar	Eye	Bike	Recycle	Person	Person	Flag	Calendar		
1	Utrecht	Netherlands	S	63.83	51.00%	1.94	279.88	78.99	82.46	37.18	60.78	98.87	57.51	21.77	12.07	17	×	7.32	279.88	77.84
2	Munster	Germany	S	58.74	39.10%	0.53	445.58	83.04	88.43	28.15	53.05	88.04	51.23	35.52	26	31	×	23.84	445.58	65.93
3	Antwerp	Belgium	S	62.67	28.90%	1.61	1165.81	84.61	77.05	73.57	53.37	75.31	34.28	78.87	100	89	✓	14.12	1165.81	60.51
4	Copenhagen	Denmark	M	61.19	29.00%	1.04	218.44	66.62	83.01	62.47	61.6	86.54	55.23	12.17	17.33	15	✓	74.05	218.44	60.46
5	Amsterdam	Netherlands	M	63.42	32.00%	1.77	1019.18	84.49	77.75	43.72	61.71	98.87	55.9	32.06	33.73	33	×	22.63	1019.18	60.24
6	Malmo	Sweden	S	58.98	30.00%	0.37	433.11	90.87	91.89	26.56	52.4	91.85	46.55	10.8	9.46	10	×	7	433.11	55.88
7	Hangzhou	China	L	54.20	30.00%	1.71	476.73	74.48	80.06	11.92	35.06	63.55	32.72	46.15	49.7	48	×	3.28	476.73	52.55

Source: Global Bicycle Index

The leaderboard will be used to **measure the city's performance** and to **develop interesting and unique data points based on the impact!**

The leaderboard intends to track the progress of cities and develop a healthy competition!

Step 1



Fill out a Google Form and tell us the status of your city's works
(Please fill out your forms soon)

Step 2



Actively participate in the Challenges and work towards the goals

Step 3



Share regular progress reports to update your position on the leaderboard
(Leaderboard to be shared soon)

Make walking, cycling, and public transport safe in your city and climb up the ladder!



*We will share more about the **leaderboard, and evaluation process** in the upcoming workshops!*

Let's get started with
Season 02!



*Let's start with the
principles for **Healthy Streets!***

01. Fair distribution of space



BRT
10,000 pphpd



Footpath
2,000 pph



Cycle Track
2,500 pph



Carriageway
1,500 pph

Capacity of a complete street of
RoW 36 m = 26,000 people per hour (pph)

02. Safety & Security



Reduced speed



Safe crossings



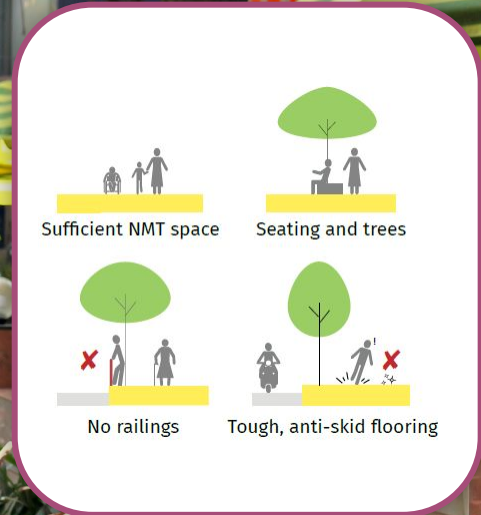
Sufficient lighting



Eyes on the street

Church street, Bengaluru
Source: Bangalore mirror

03. Accessible & Comfortable



04. Sensitivity to local context



Pedestrianised complete street



Shared complete street

05. Liveability



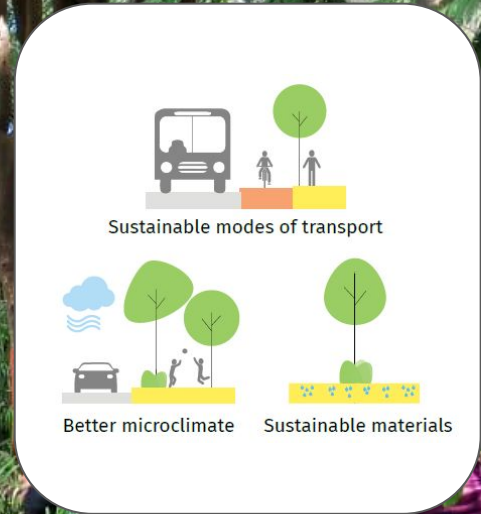
Street vending

Play elements

Active edge

Inclusivity

06. Environmental sustainability



Kingdom street, Paddington Central, City of Westminster
Source: Townshend Landscape Architects

*These principles shall guide your city's
journey for **safe and healthy streets!***

Goals 2023: Healthy Streets, Healthy Cities (C4C & S4P)

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C. COMMUNICATION

to build momentum

C1. Institutionalise the **Open Streets Campaign**

C2. Declare & Host the **Pedestrian Day, Bicycle Day**

C3. Institutionalise **Cycle2Work / Cycle2Shop Campaigns**

In this workshop, we will discuss...

A. ACTION

to implement physical interventions

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A. Action - Goals

A1. Test TUs & **Implement permanent cycling interventions**

A2. Test TUs & **Implement permanent walking/placemaking interventions**

What are permanent walking- & cycling-friendly interventions?

Protected cycle lanes



Source: *peopleforbikes*

Traffic-calmed streets



Source: *needle - agopuntura urbana*

Safe and compact intersections



Source: *Rachel Quednau*

Pedestrian-friendly streets



Source: *ITDP India*

Pedestrian-only streets



Source: *Amritsar*

Street placemaking



Source: *NYC DOT*

These are different interventions that shall help you create **Healthy Streets!**

Remember, these are **not standalone solutions; contextually bring them together** to make your streets safe and attractive for walking, cycling, and spending time on!

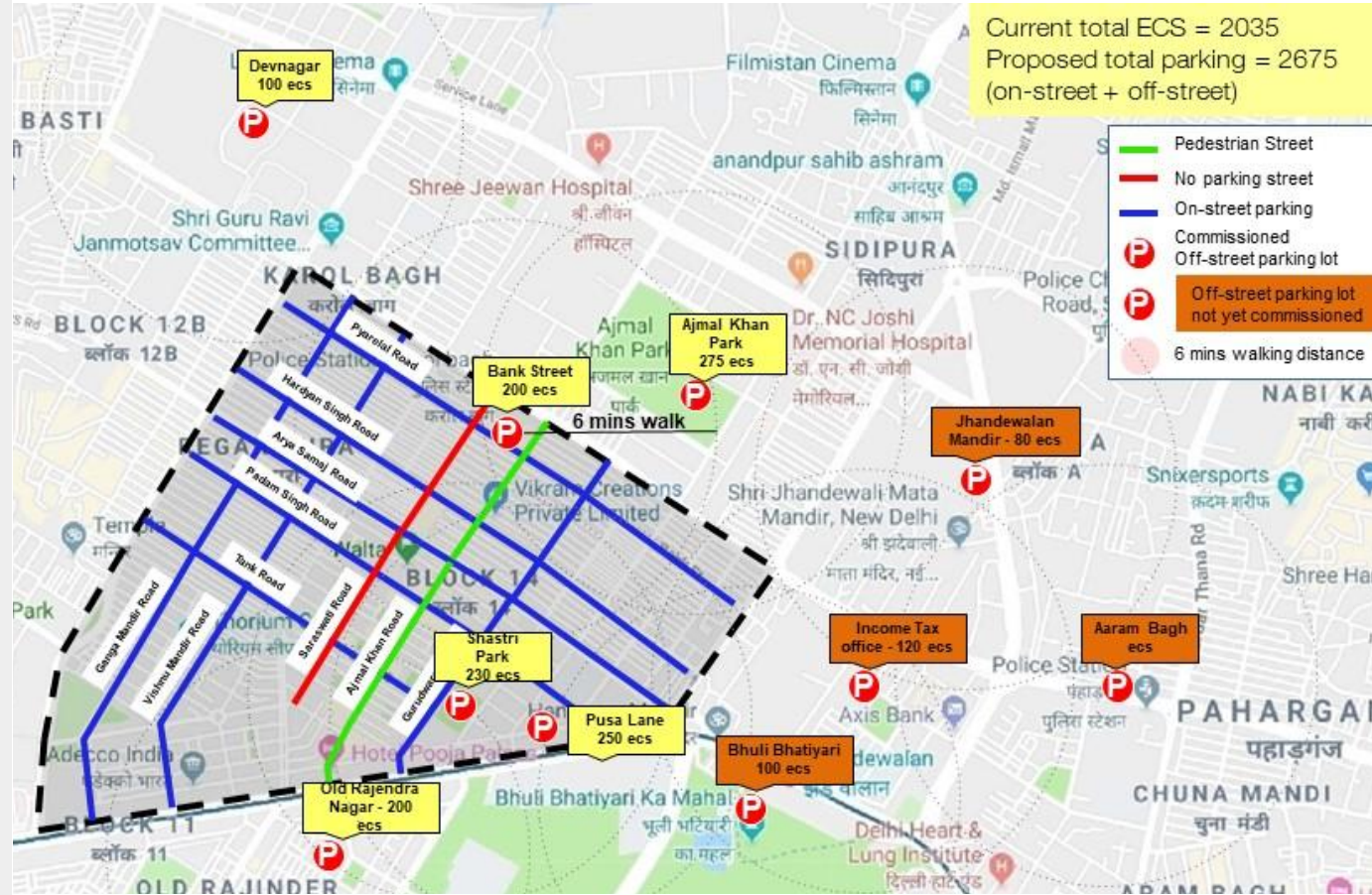
Embrace an area-based approach!

Think and implement comprehensive solutions!

Eg: Karol Bagh, Delhi

The pedestrianisation of Ajmal Khan Road, has led to reimagination of the entire neighbourhood.

Measures included multi-modal integration, parking & vendor management, and footpath improvements.

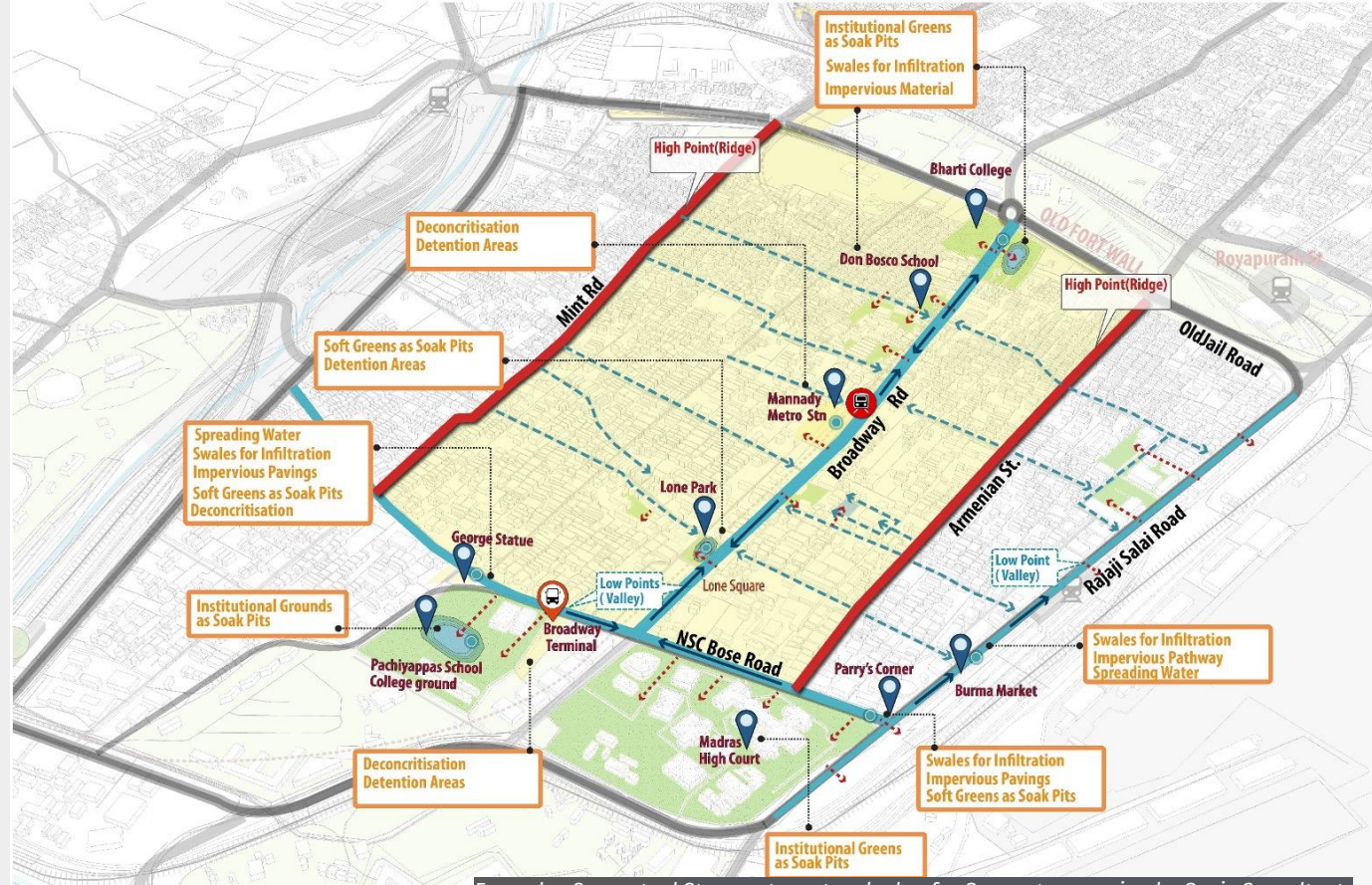


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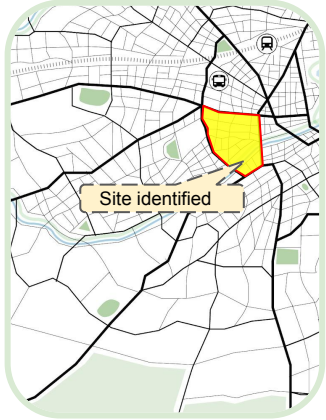
Eg: George Town, Chennai

The street network planning has led to strategizing stormwater and open management measures



Example : Conceptual Stormwater network plan for George town region by Oasis Consultants

A1 & A2. Implement permanent interventions - Road map



Source ITDP India

a. Identify a site area



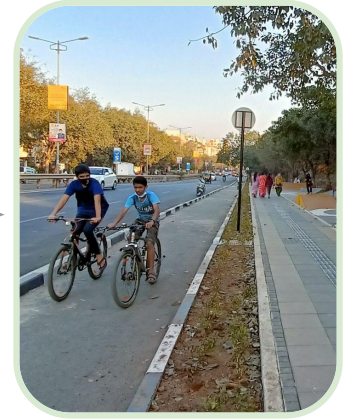
Source Bandra Collective

b. Prepare detailed design



Source: NACTO

c. Test the design & capture learnings



Source ITDP India

d. Make it permanent

Engage with the community & build momentum for walking & cycling!



A1 & A2. Implement permanent interventions - Road map



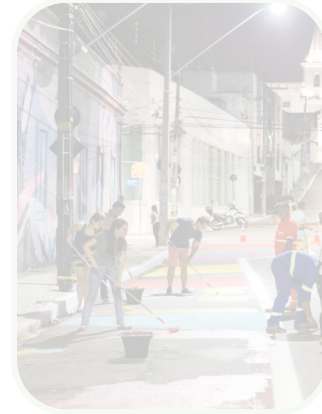
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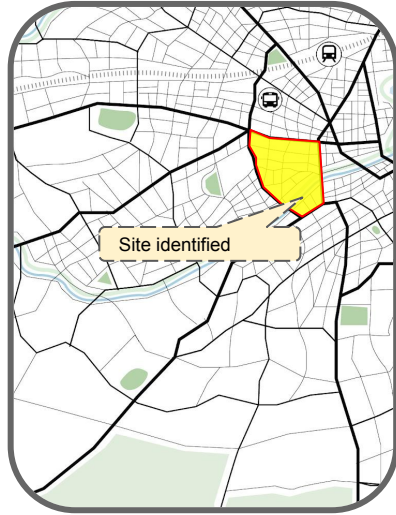
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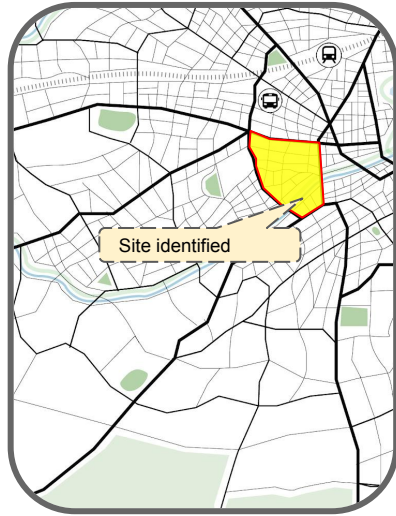


Source ITDP India

i. Leverage existing projects

ii. Kickstart new Healthy Streets initiatives

a. Identify a site area



Source ITDP India

i. Leverage existing projects

ii. Kickstart new Healthy Streets initiatives

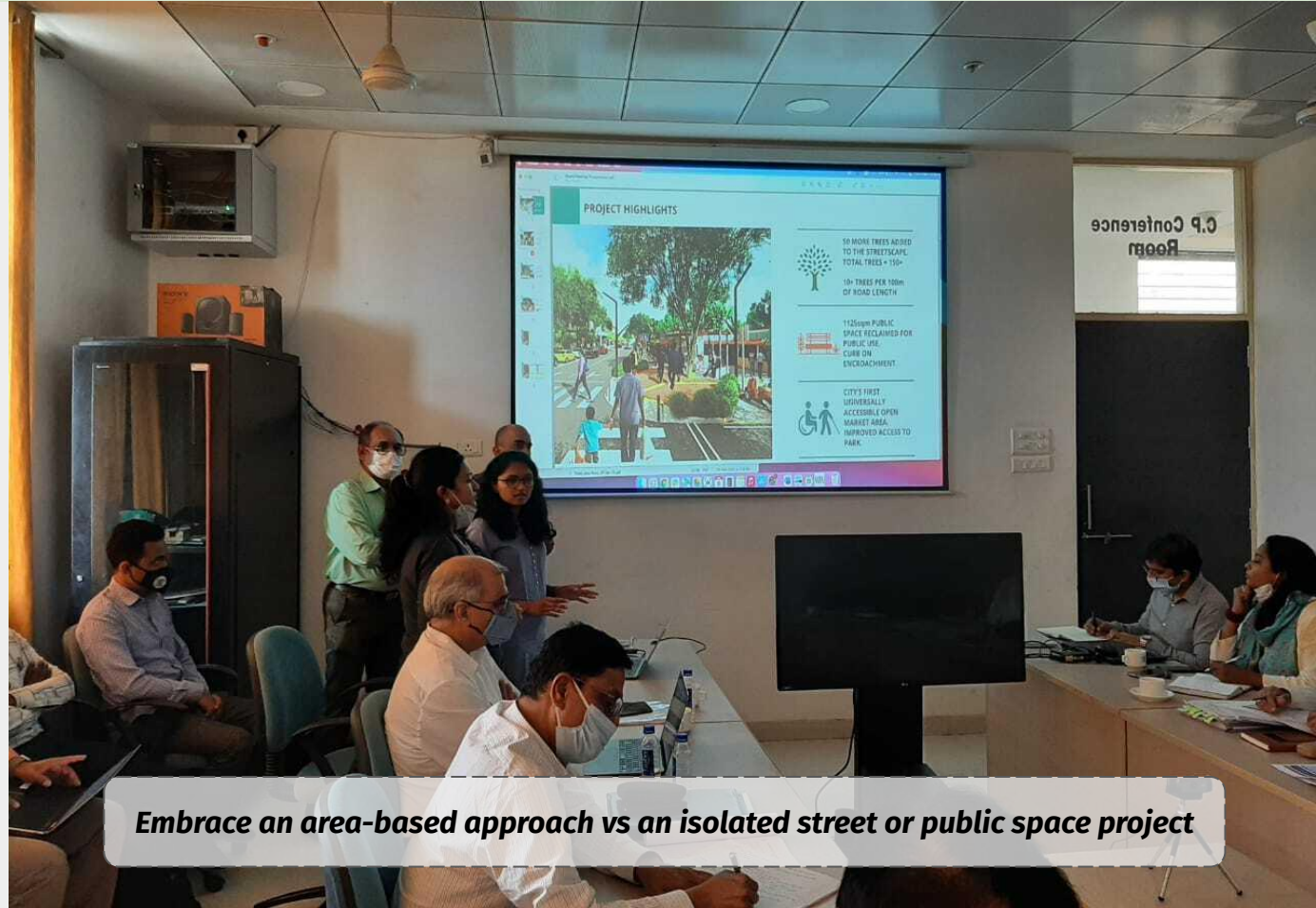
i. Leverage existing projects

Why?

- To embed the Healthy Streets principles in ongoing projects for maximising impact
- To implement comprehensive urban development measures

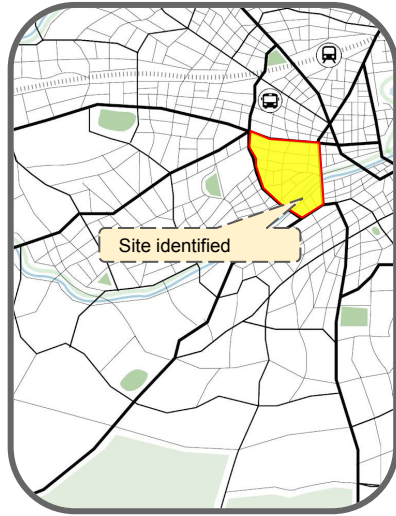
Which sites/projects shall qualify?

- Any street project that will allow for design changes / additions.
- Any project that doesn't currently have safe walking and cycling infrastructure, and will benefit from them.



Embrace an area-based approach vs an isolated street or public space project

a. Identify a site area

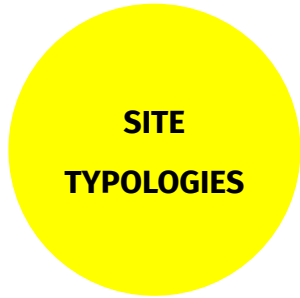


Source ITDP India

i. Leverage existing projects

ii. Kickstart new Healthy Streets initiatives

Remember these typologies while identifying your site!



Source Oasis Design Inc

Transit zone

(catchment area of a public transport station - Bus Depot/Stop, Metro Station, etc.)



Source ITDP Brazil

Mixed income area

(a residential area with households from diverse socio-economic background)



Source St+art India

Resettlement area

(planned housing clusters for relocating communities)



Source nizamudinrenewal.org

Unplanned low-income area

(dense squatter settlements within the city)

Does your city have another type?

***Let's have a look at few impactful projects
on different area typologies!***

Transit zone

Case 01 - **Chattarpur Metro Station, South Delhi, India**



Transit zone: Case Study 01

DELHI

Transit hub: Chattarpur Metro Station

Length/Area:

Station catchment area - 7km (approx.)

Pedestrian-priority zone - 300m radius (approx.)

Project objective:

To enable convenient, safe, and accessible environment for multimodal integration



Mixed income area

Case 02 - Cachoeirinha, Belo Horizonte, Brazil



Mixed income area: Case Study 02

BRAZIL

Mixed-income residential area: Cachoeirinha in Belo Horizonte

Length/Area:

Street segment - 250 m

Project objective:

To empower local students on fundamentals of safe street design and transform school-zone



Resettlement area

Case 03 - **Kannagi Nagar, Chennai**

Before



After



Resettlement area: Case Study 03

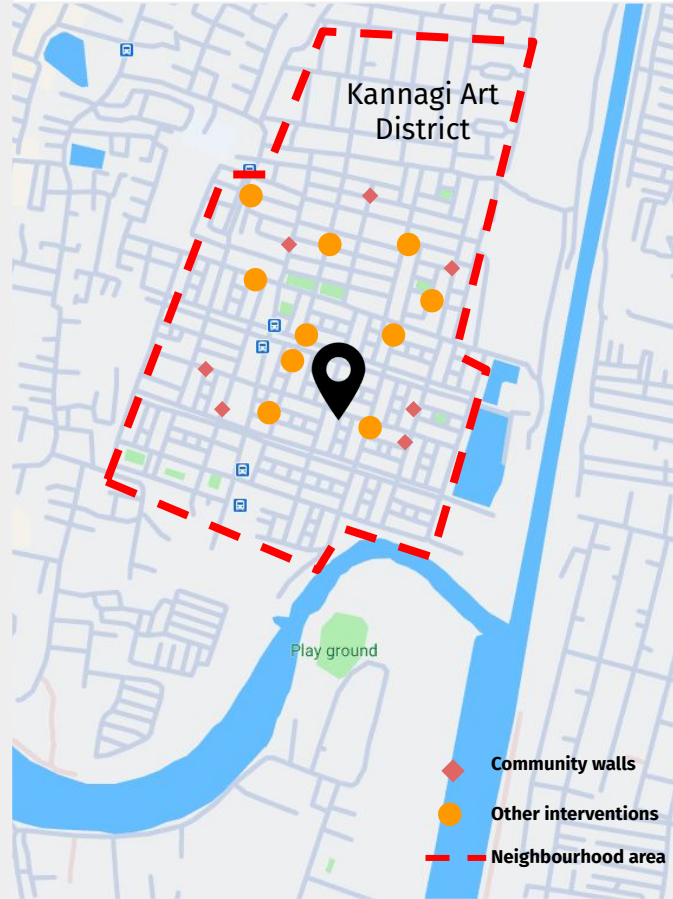
CHENNAI

Resettlement colony:
Kannagi Nagar

Length/Area:
1.5 sq km (approx.)

Project objective:
To explore art as a tool
to create vibrant
neighbourhood

Note: Cities should aim for
long-term transformation through
permanent interventions



Unplanned low-income area

Case 04 - Dandora, Nairobi

Before



After



Unplanned low-income area: Case Study 04

NAIROBI

Unplanned low-income area: Dandora

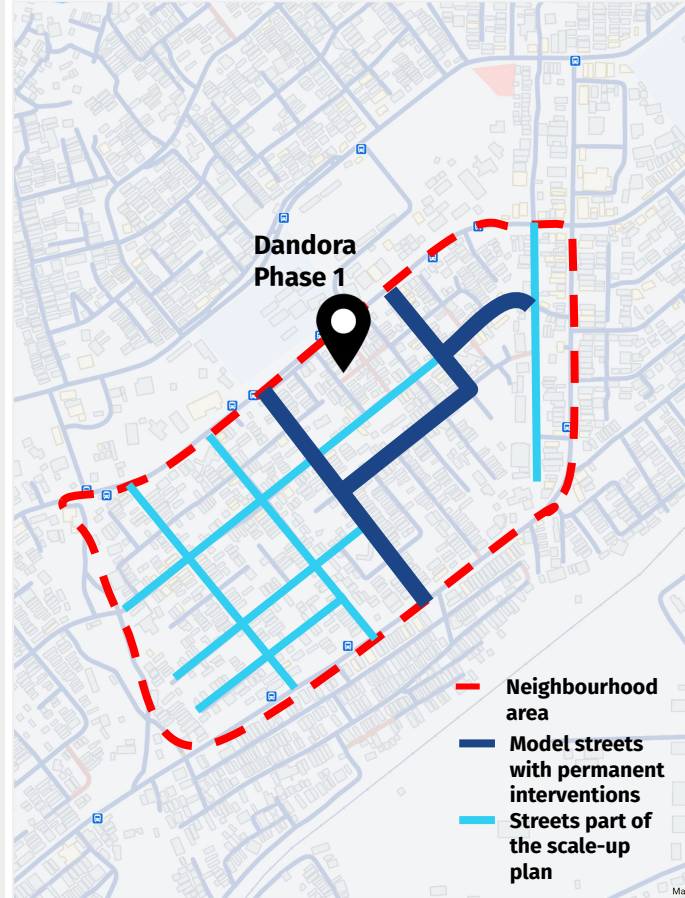
Length/Area:

0.53 sq km (approx.)

Project objective:

To enable safe, healthy, and accessible environment

Note: Cities should aim for long-term transformation through permanent interventions



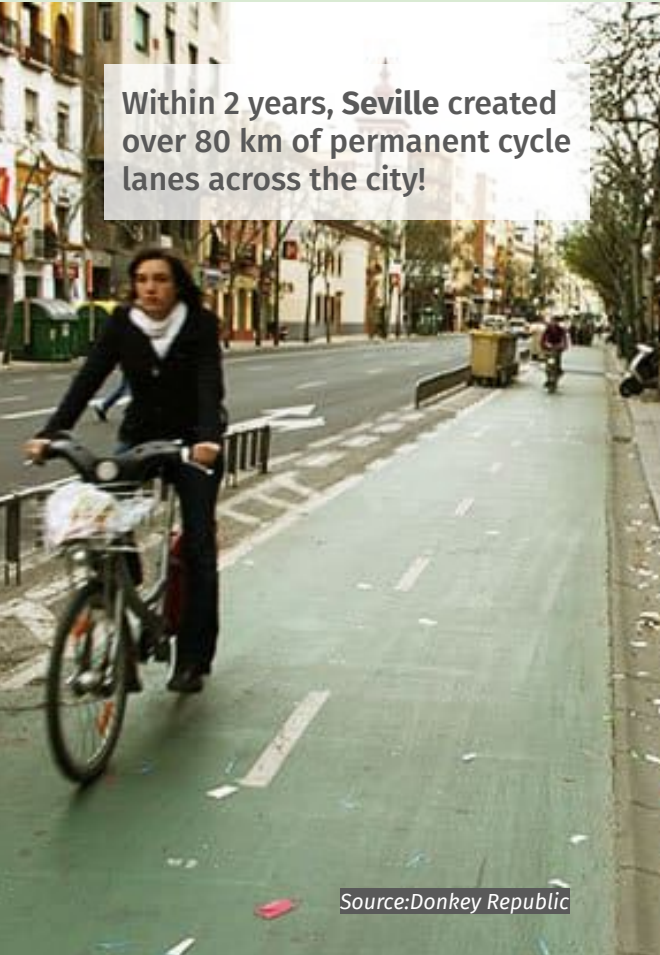
Source : UN Habitat

Unplanned low-income area: Case Study 04



Cities are also creating permanent cycling networks!

Within 2 years, **Seville** created over 80 km of permanent cycle lanes across the city!



Source: Donkey Republic

Over 600 km of permanent cycle network developed in **Bogota!**



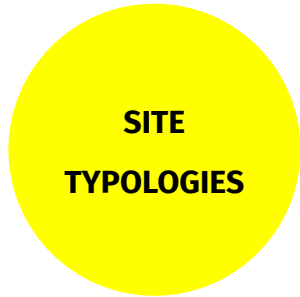
Source: Vox

In under 5 years, **Paris** tripled biking trips by creating 370 kms of bike lanes.* Today, the city has over a 1000 kms of bike lanes.



Source: Joe Robinson

Remember these typologies while identifying your site!



Source Oasis Design Inc

Transit zone



Source ITDP Brazil

Mixed income area



Source St+art India

Resettlement area



Source nizamudinrenewal.org

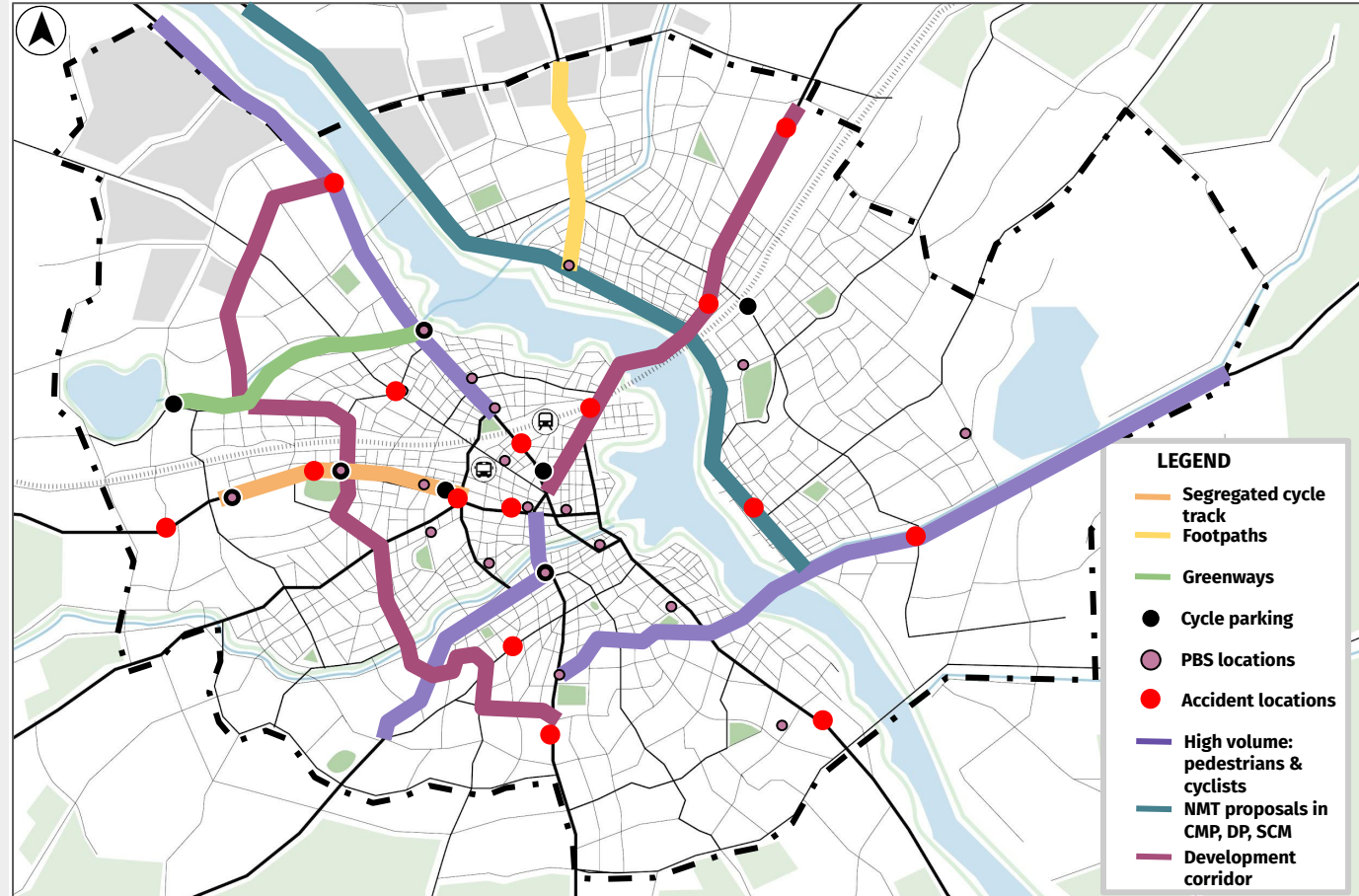
Unplanned low-income area

Does your city have another type?

ii. Kickstart a Healthy Streets initiative - Identify a site area

Start with baseline mapping to identify a site area:

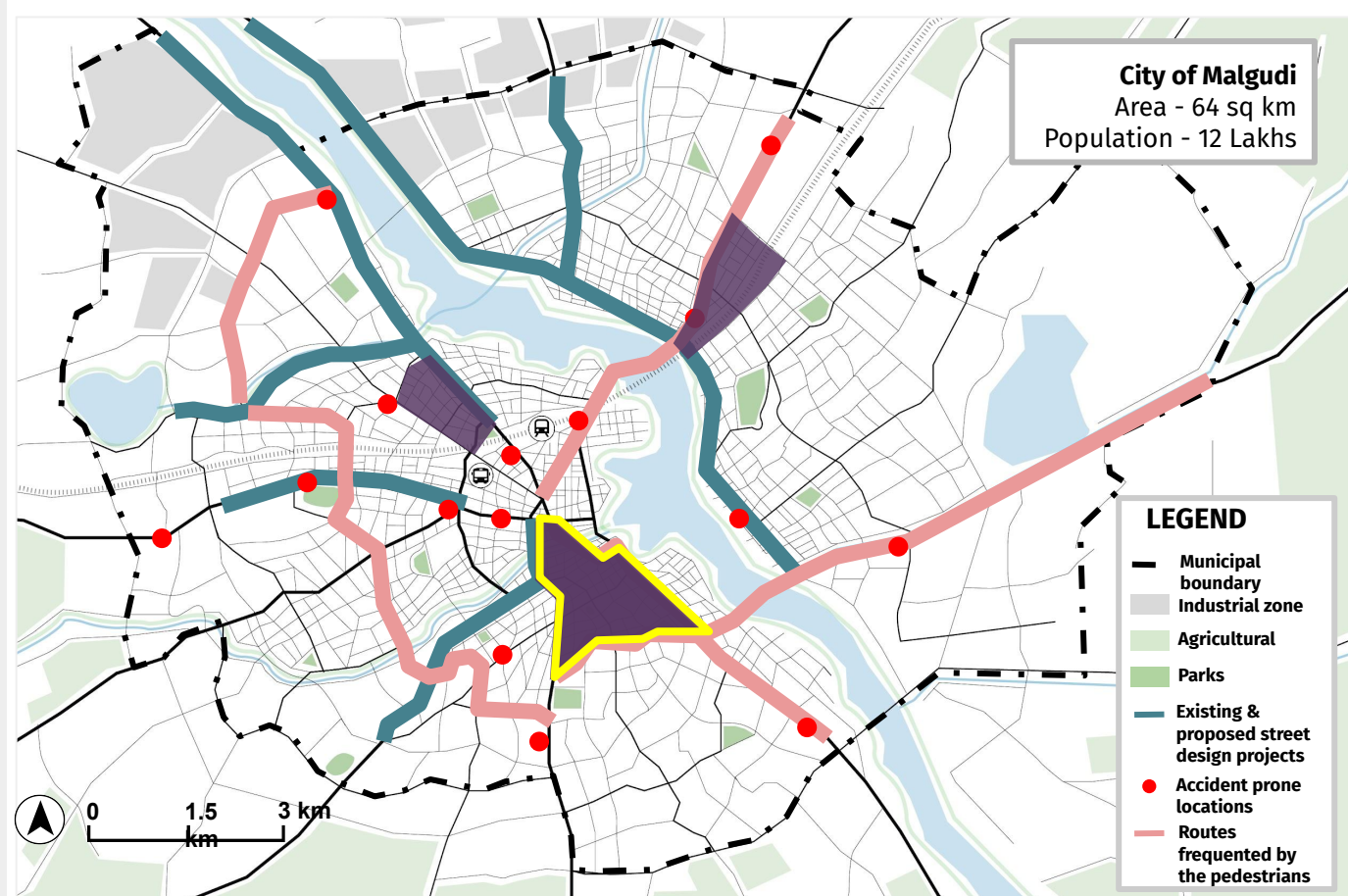
- Existing walking and cycling infrastructure
- Accident prone locations
- Routes frequented by the cyclists and pedestrians
- NMT proposals in CMP, DP, SCM, etc.
- Routes suggested by citizens or other stakeholders



ii. Kickstart a Healthy Streets initiative - Identify a site area

Keeping the baseline data and the typologies in mind, choose a site based on the following parameters:

- Support from Residents
- Ease of Implementation
- High visibility and impact
- Opportunity to Connect existing cycling and walking infrastructure
- Potential to cater to a large demographic including children, women, elderly, and other vulnerable user groups



Plan your funds and budgeting

Map existing funds and potential opportunities:

- List the funds allocated for street design projects in 2023 by different city agencies (*ULB, Smart City team, Highways, etc.*)
- Tap into ongoing central and state supported schemes / funds: Nirbhaya fund, National Clean Air Programme funds, etc.
- Identify other potential funding sources: CSR funds, Public-Private Partnership opportunities, etc



B. Foundation - Goals

B7. Set up the **HS Committee**

Build your team!

1. Form a working team

- ensure representation by women
- include engineers and architects
- involve the city's communications team

2. Collaborate with local champions

- engage with local experts, political leaders
- partner with institutions, CSOs, NGOs, media

3. Take support from citizens

- send out a 'call for support'
- form a citizens network



We will share
poster template
and media note
for reaching out
to citizens!

B7. Set up the HS Apex Committee

Click [here](#) for **Healthy Streets Apex Committee proposal note**

Create an Apex Committee to oversee the Healthy Streets development in the city

Role of Apex Committee

- Develop Healthy Streets Policy + Parking Policy
- Review designs of Healthy Streets projects
- Monitor Healthy Streets projects
- Ensure participatory planning



Municipal Commissioner (Head)

Government departments

All road owning and maintenance agencies including but not limited to:



Traffic police



Public transport agencies



Development authority

Utility regulators

Key decision makers from utility agencies including, but not limited to :



Water supply



Electricity



Telecommunication

Experts and Civil Society Representatives

Representatives from external non-governmental agencies and academia with expertise in NMT and PT projects, civil bodies associated with street vending, women's rights, children, the disabled, etc.

C. Communication - Goals

C1. Institutionalise the **Open Streets Campaign**

C1. Roll-out an Open Streets Campaign

What?

An Open Streets Campaign is a **recurring event** (daily, weekly, bi-weekly, or monthly) which **reimagines streets as safe, happy, and healthy public spaces.**

Why?

1. A quick and low-cost tool **to reimagine street life** in your cities
2. An effective way to **build the case of Healthy Streets** that prioritise pedestrians and cyclists



Location: Chennai

C1. Roll-out an Open Streets Campaign

How?

1. **Select multiple streets** across your city
2. **Open up the streets** only for pedestrians and cyclists
3. **Collaborate** with local organizations to liven up the streets
4. **Capture impact, improve, and repeat**



Until Workshop 02...

What will cities do?

Action:

- Identify your site area

Foundation:

- Form your city team
- Reach out to citizens for support
- Set up Healthy Streets Apex Committee

Communication:

- Rollout Open Streets Campaign

What will ITDP share?

Video & presentation from Workshop 01

Foundation:

- Media note
- Guide and poster template to reach out to your citizens
- Guide to Set up HS Apex committee

Communication:

- Guide - How to roll-out and institutionalise Open Streets Campaign?

Thank you!



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<http://bit.ly/c4conline>

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<https://bit.ly/s4ponline>

