



Ministry of Housing and Urban Affairs  
Government of India



# INDIA CYCLES 4 CHANGE CHALLENGE

## Streets 4 People CHALLENGE

**STAGE 02**

### W2: Planning your Walking & Cycling Network



## **Stage:02 progress so far...**

*India Cycles4Change & Streets4People Challenges*

# The Freedom2Walk&Cycle took the nation by storm in January!

Together, our city leaders and citizens clocked in

Over 12 lakhs kms of walk, cycle and run!

Between 1st-26th Jan 2022

20+ cities have pledged towards making long term commitments!



**The Freedom 2 Walk & Cycle Pledge**

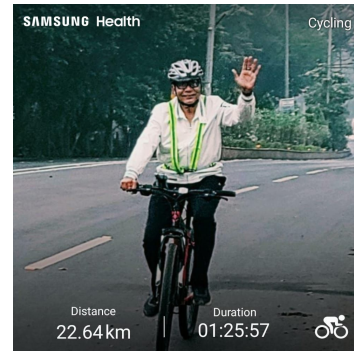
Nashik has participated in the Freedom 2 Walk & Cycle Challenge for City Leaders, an initiative by the Smart Cities Mission, Ministry of Housing and Urban Affairs. Building on this experience, Nashik is committing to a long term vision to create healthy streets and happy lives.

The city of Nashik pledges to create streets that are safe, attractive, and comfortable for everyone in the city and to engage with the citizens to achieve the same. To this end, Nashik will take up the following initiatives from this year onwards:

1. Celebrate Pedestrians and Cyclists by hosting citizen engagement events  
a. January 11th of every year will henceforth be celebrated as Pedestrian Day in Nashik  
b. Nashik shall host various activities on the same and as part of World Bicycle Day
2. Improving physical infrastructure for walking, cycling, and well-being:  
a. Sides of streets shall be transformed with safe and accessible infrastructure for walking and cycling  
b. Road intersections shall be improved with road safety  
c. 1 neighbourhood shall be developed with continuous walk and cycle networks  
d. 1 street placemaking interventions shall be tested
3. Bringing about a long term behaviour change:  
a. Nashik shall announce the Monday of every week as 'Cycle/Work' Shop or 'Walk/Work' Shop Day

The city of Nashik, hereby commit to work with all the relevant departments and with the citizens to successfully implement these initiatives.

Thanks and regards,  
  
Shri. Sumant More



# In February, we launched the **Healthy Streets, Healthy Cities: 2023 Goals!**

## **1. Cities adopt:**

- Healthy Streets Policy
- Healthy Streets Design Guidelines
- 3 Year Cycling / Walking Action Plan
- Parking policy

## **2. Cities set up:**

- Healthy Streets Apex Committee
- Healthy Streets Design Cell / Department

### ***A. Foundation***

***to bring institutional reforms***

## **1. Cities implement permanent pilots** to promote walking and cycling:

- Cycle-friendly interventions
- Flagship placemaking projects

### ***B. Action***

***to implement physical interventions***

## **1. Cities institutionalize campaigns:**

- Cycle2Work, Cycle2Shop
- Open Streets
- Pedestrian Day

### ***C. Communication***

***to build momentum***

Over the last month, cities had one-on-one discussions with us!

**820+ kms**

**of streets are currently  
under execution!\***

*(March 2022 data)*

**930+ kms**

**of streets are expected to be  
transformed by 2023!\***

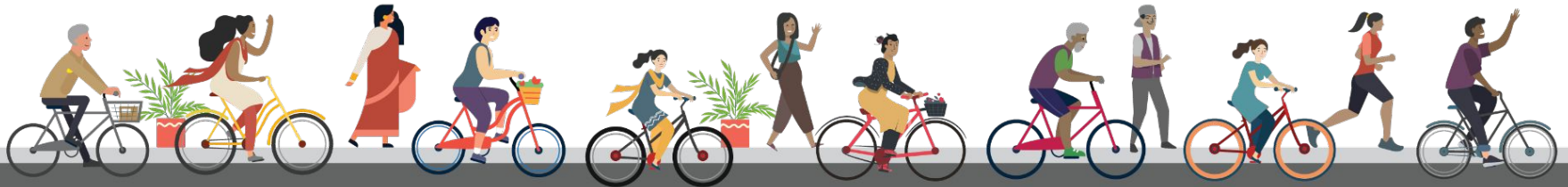
*(March 2022 data)*

**14 cities**

**have street design consultants onboard!\***

*(March 2022 data)*

*\*To be updated based on further discussions*

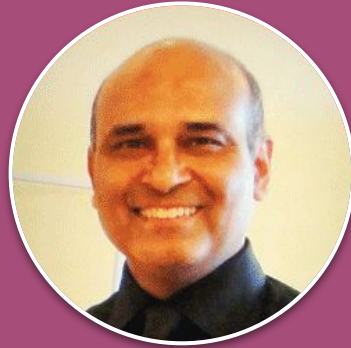


Congratulations to all the cities for initiating work towards  
the **2023 goals** to achieve the vision of creating  
**Healthy Streets, Healthy Cities!**

**We are excited for our cities to commence work  
on their network plans and scale up  
Walking & cycling-friendly interventions!**

Let's hear from cities on the  
**their process of creating network plans and scaling up!**

**Pune**



**Prasanna Desai**

Architect, Urban Designer &  
Director PVP College of Architecture,  
Pune

**Bengaluru**



**Sobia Rafiq**

Co-Founder Sensing Local,  
Bengaluru

**It's time for Action and Scale up!**



# 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 Apex 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**

# In this workshop, we will discuss...

## 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*

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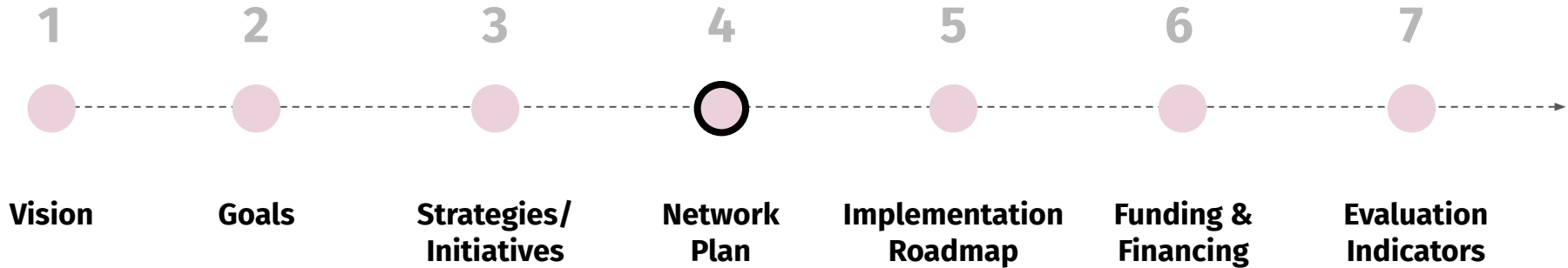
# B. Foundation - Goals

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

# A 3-year Cycling and Walking Action Plans

The 3-Year Cycling and Walking Action Plans will lay out the long-term roadmap to implement **Healthy Streets** initiatives in your city!

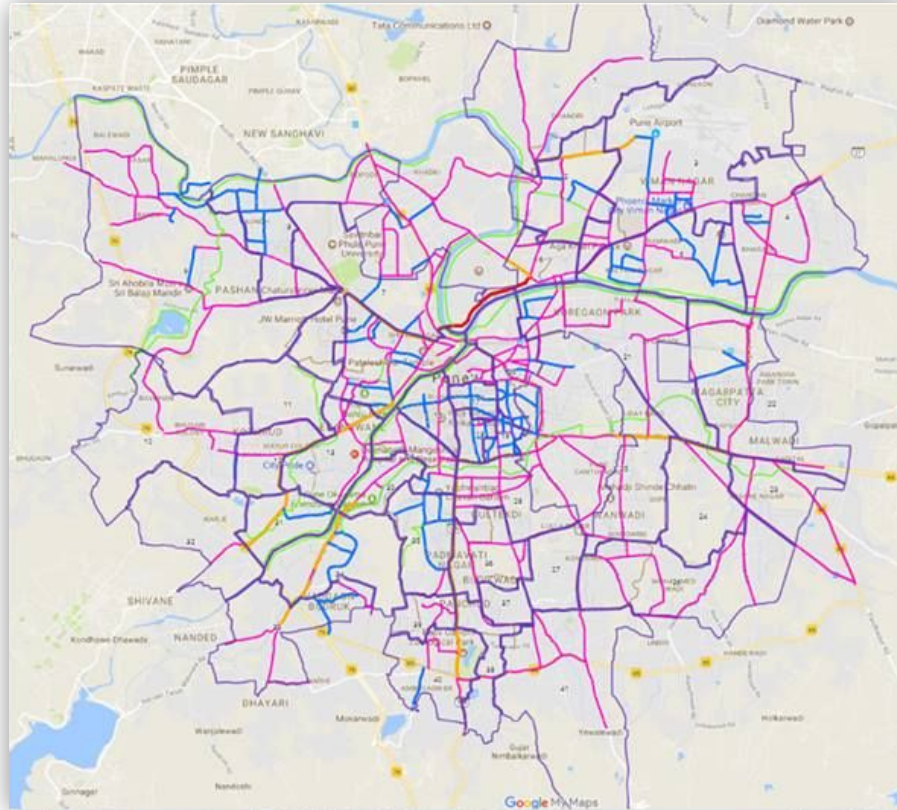
A template for the Action Plan will be shared soon!



# What is a walking & cycling **Network Plan**?

- Walking & Cycling Network Plan is a **dense street network plan** that identifies **walking and cycling routes**.
- It shall also inform the **type of permanent walking- and cycling-friendly interventions/elements** required.
- A well-connected network shall **ensure seamless connectivity across the city**.

We **encourage cities to do network planning at two scales - city-wide and neighbourhood**



[Check out Pune's city-wide Bicycle Network Plan here!](#)

**The Network Plan will be part of the 3-year Action Plan!**

Pune's Bicycle Network Pune  
Image source: Pune Smart City

# Why does your city need a walking & cycling **Network Plan**?

- To identify the **quantum and type of walking and cycling infrastructure** that needs to be implemented
- To develop **street inventory & abstract budget estimates**
- To **build support for scaling up Street Design projects, allocate budget for DPR preparation & hire design consultants, and source budget for implementation.**
- To build a case for **setting up Design cell/ department, adoption of policies, guidelines.**
- To plan and design your streets with **permanent and connected walking & cycling infrastructure**



# Get started on the network plan - **Build your team**

**Reach out to the  
coordination  
team for any  
clarifications!**

**HOW can you  
prepare the  
Network Plan?**



Set up an **in-house** working team with urban designers, planners, GIS experts, TULIP Interns

**OR**



**Empanel** a team of Urban Designers / Planners and work with them

***Note: Collaborate with all stakeholders, NGOs, CSOs, local universities / institutions***

*Choose a way that shall best suit your city!*

**Let's get started with  
developing the walking & cycling network plan!**

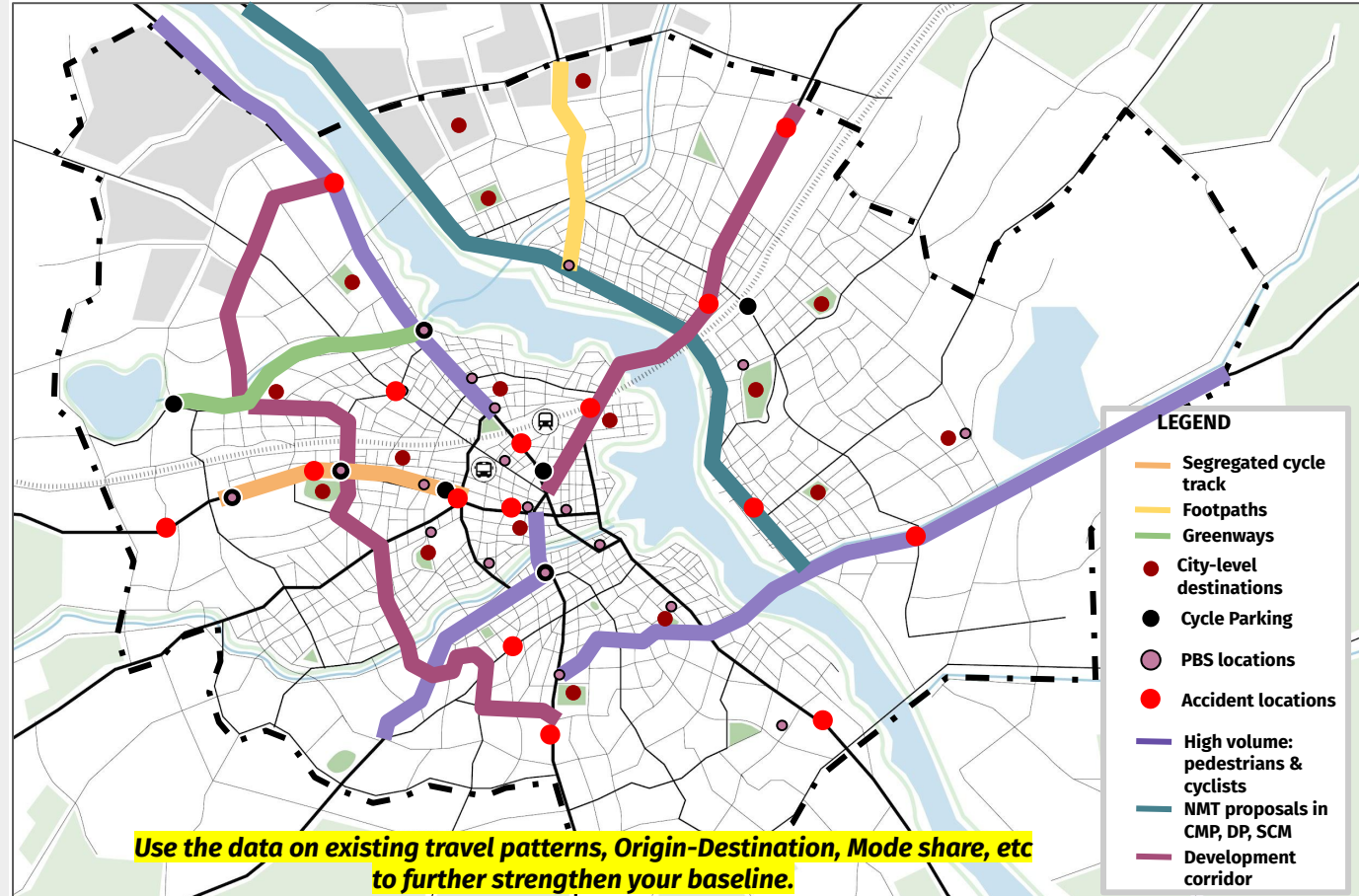


# Step 1: Map the baseline information

Prepare a basemap, using GIS or other geospatial tools, with the following layers:

- 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
- City-level destinations - transit stations, schools, markets, job centers, parks, etc.

*To collect these data, conduct surveys and tap into data from other agencies and existing reports.*



# Step 2: Identify the street hierarchy

## Arterial Streets

Arterial streets provide **intra-city long distance travel**. They connect various parts of the city. They have **high traffic volumes and may have high vehicle speeds**. They may have **public transport (bus, metro, etc.) or IPT (shared auto/vans etc.) service**.

## Collector Streets

Collector streets connect **traffic from arterial streets to local streets**. They also **provide connection between different neighbourhoods**. They may have public bus transport or IPT service.

## Local Streets

Local streets **provide access to private properties in a neighbourhood**. They are not meant to provide through-movement for vehicles outside the neighbourhood. As per IRC:86 the **speed on local streets should be not more than 30kmph**.

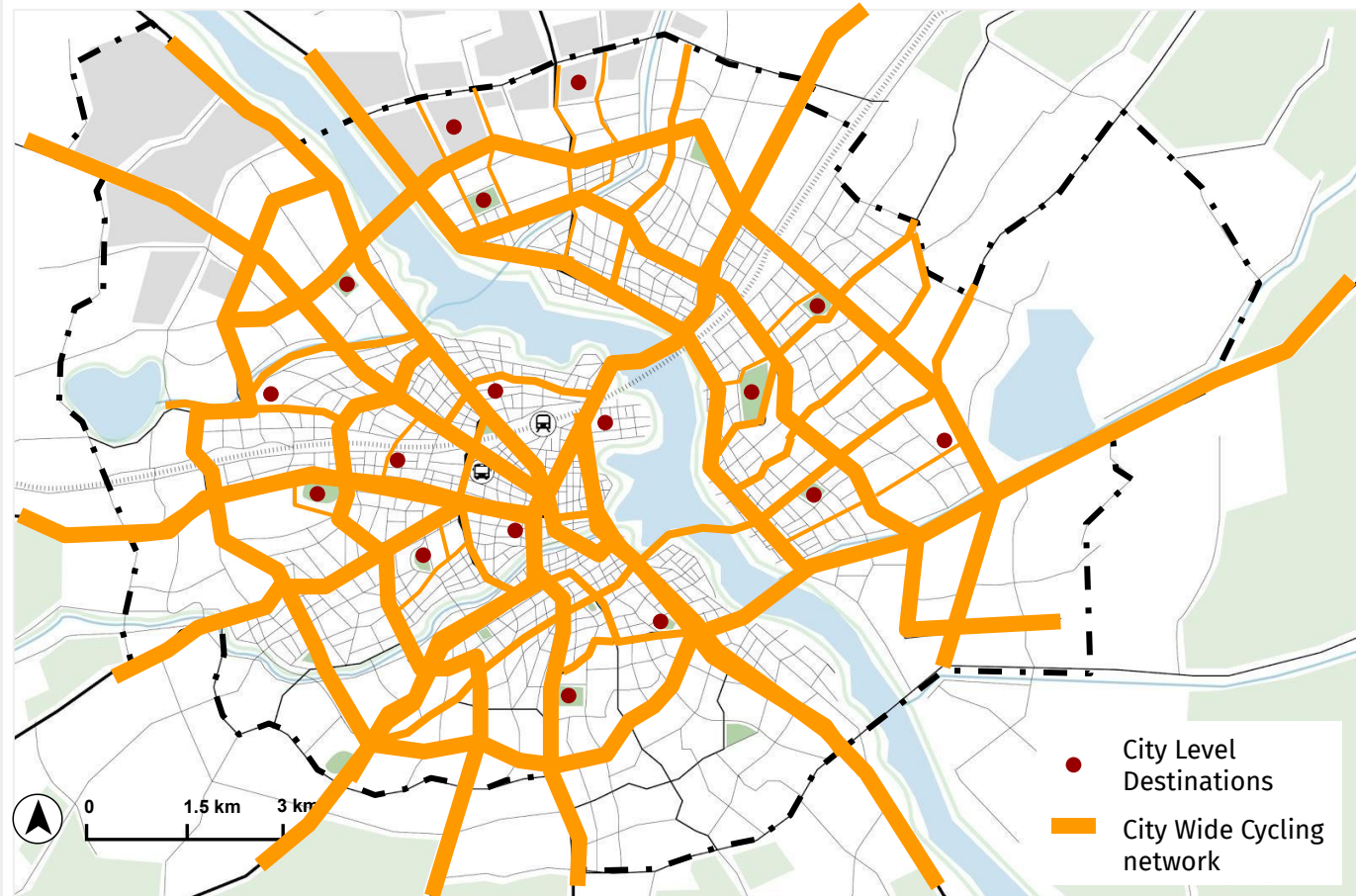


# Step 3: Map the network: City-level

Identify your **city-level walking and cycling network** by covering:

- **All Arterial streets**
- Collector streets that have / connect to major **public transport or shared auto corridors**
- Collector and local streets that **connect city-level destinations** such as corporate offices, markets, industries, townships, etc.
- Other connections through bridges, and private property linkages.

*Ensure routes frequented and suggested by cyclists, citizens or other stakeholders are covered in the network plan.*



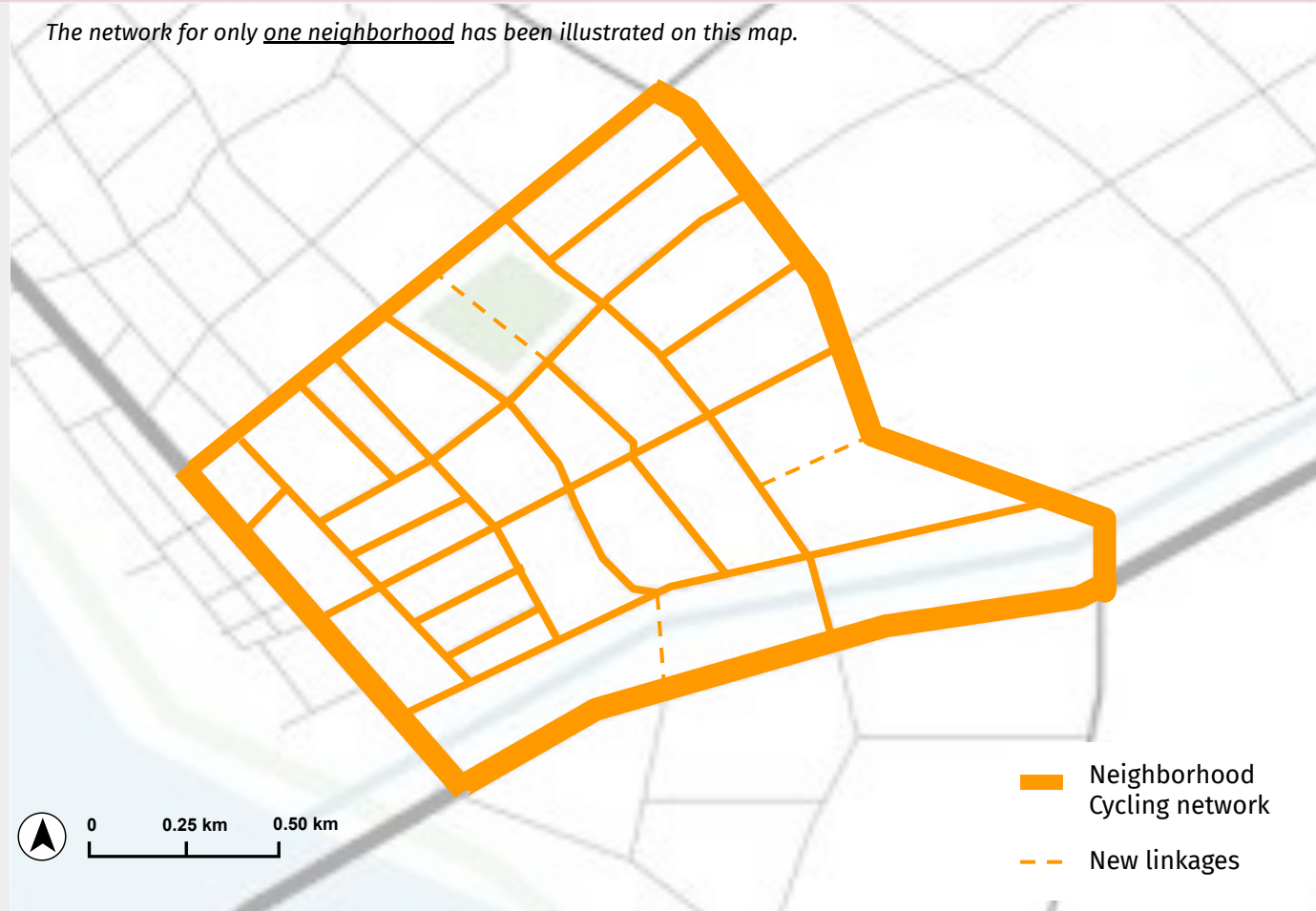
# Step 3: Map the network: Neighborhood-level

Densify your **neighbourhood-level walking and cycling network** by:

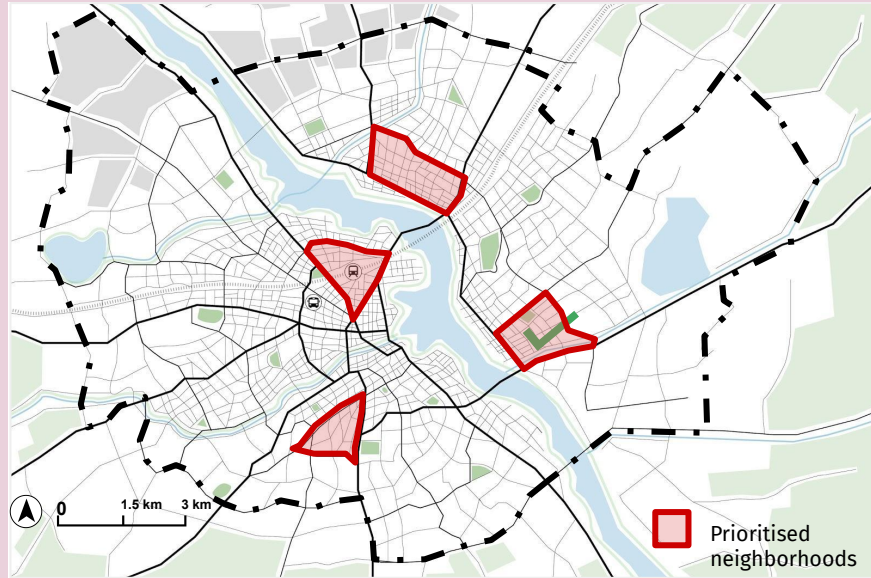
- Including **all local streets**
- Adding potential **shorter linkages** through parks, private properties, etc
- Providing **midblock crossings** every 80–250 m in residential areas, and at every 80–150m in commercial areas, **with sufficient access points.**

*You can also consider developing this as a ward-level network plan.*

The network for only one neighborhood has been illustrated on this map.



# Prioritize a few neighborhoods to start with!



- Neighbourhoods with **high road accident count**
- Neighborhoods that attract **most number of trips**
  - Job centers
  - Places of Interest (tourism)
- Neighborhoods with **strong support for cycling among citizens, active corporators, and politicians**

**Now that you have the network plan,  
let's look at how you can use it  
to identify interventions and make it robust.**

# Types of walking- & cycling-friendly interventions

## SEGREGATED FOOTPATHS



On **all streets** with **street speed > 15 kmph** to ensure pedestrian safety. It could also have placemaking components.

Segregated footpaths are feasible on streets with Right of Way  $\geq 9\text{m}$

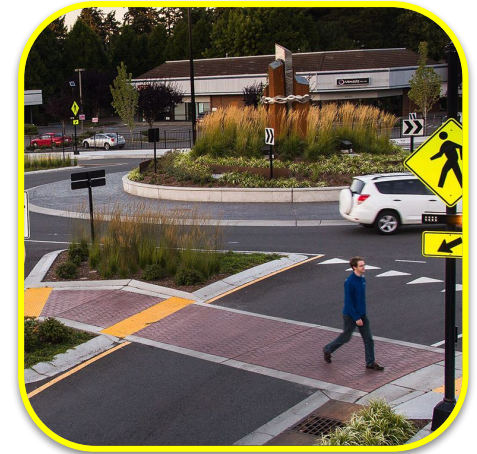
## SEGREGATED CYCLE TRACKS



On **Arterial and collector streets** with **street speeds > 30 kmph** to ensure cyclists' safety and encourage cycling to reduce traffic congestion.

Segregated cycle tracks are feasible on streets with Right of Way  $\geq 18\text{m}$

## TRAFFIC CALMED STREETS



On **collector and local streets** where there is less traffic volume and greater ability of vehicles to speed up ( $>30\text{ kmph}$ ).

To ensure safety of children and residents in a neighborhood.

# Types of walking- & cycling-friendly interventions

## WALK- & CYCLE-ONLY STREETS



In **areas with high footfall** such as **markets, commercial areas**. It could also have placemaking components.

To avoid traffic congestion and provide safe and comfortable **movement of people**.

## WALK, CYCLE, & PUBLIC TRANSPORT-ONLY STREETS



In **areas with high footfall** such as **markets, commercial areas, transit station areas (railway stations, bus terminals, metro stations)**.

To avoid traffic congestion and ensure **multimodal integration**.

## CYCLE HIGHWAYS



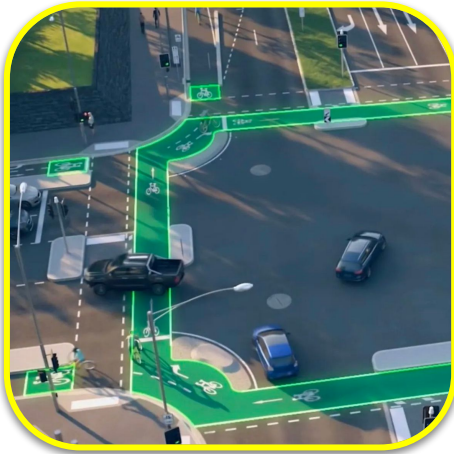
**Off street linkages** that provide **long distance connectivity by creating shorter travel distances**.

They can be at-grade or grade separated, with sufficient entry and exit points connecting the main street network.



# Types of walking- & cycling-friendly interventions

## INTERSECTIONS



Through bicycle boxes, traffic calming elements, prioritized signals, etc. to **ensure safe and continuous connections.**

## BRIDGES AND OTHER LINKAGES



Through private properties—such as educational institutions, offices, large gated communities, etc— and natural landscapes **to ensure shorter linkages.**

## MID-BLOCK CROSSINGS



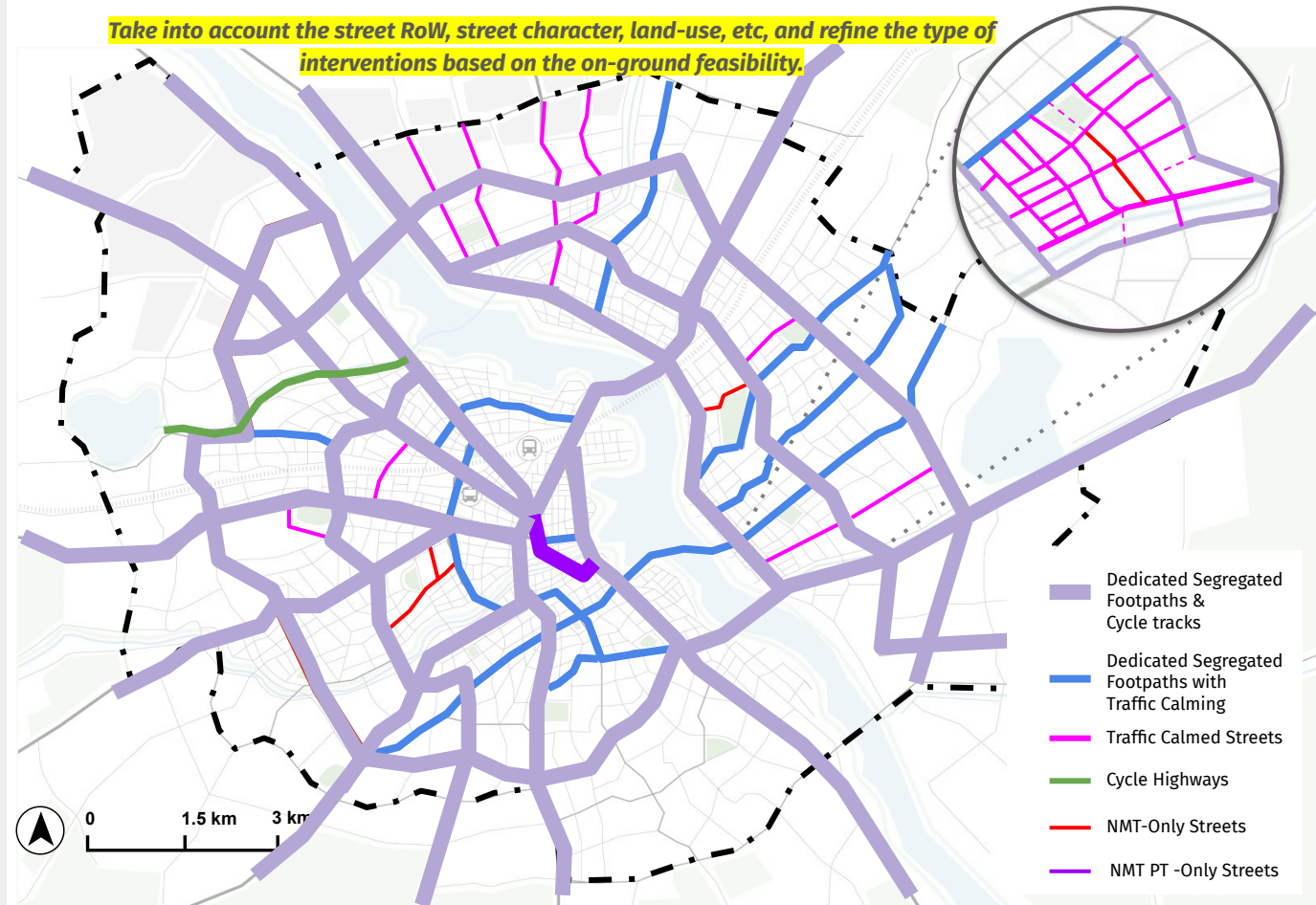
Through dedicated signalled or unsignalled crossings every **80–250 m in residential** areas, and at every **80–150m in commercial** areas, with refuge median as necessary.

# Step 4: Identify and assign the type of walking & cycling interventions

- All streets with street speed above **15 kmph** shall have **dedicated and segregated footpath.**
- All streets with street speed of **above 30 kmph** shall have **dedicated and segregated cycle track.**
- Streets where **pedestrians and motorists share the same street space** should be **traffic calmed to below 15 kmph.**

As per [IRC:86 - 2018](#), design speeds for plain roads:

- Arterial streets - 60kmph (provided it is access controlled through service road, otherwise design it as collector street)
- Collector streets - 40kmph
- Local streets - 30kmph
- School zone, hospital, crowded areas - 20kmph



# Step 5: Create a street inventory for your Network Plan

Based on the Network Plan, create a street inventory table with the following:

- Street name, Zone / Ward name or number
- Street length
- Location coordinates
- Type of permanent walking & cycling interventions + Length

*Feel free to customize it as per your city's requirements*

Use Excel or any geospatial mapping tools to develop the table.

*Create a Master inventory for city-level Network Plan & supplementary inventory based on neighborhood-level Plan*

Data Recorded and Compiled by: Ritwika Rani, Aditya Murthy, Kavya Lalchandani Date: December 2017  
PDA | iTrans | CEE

Pune Municipal Corporation PUNE CYCLE PLAN List of Roads and Treatment												
Segment No.	Zone No.	Ward Office (Admin Wards)	ROAD / STREET NAME	LHS	RHS	LOCATION COORDINATES		ROAD LENGTH (IN KMS)				
						Start	End	Segregated (Dedicated) Retrofitted Existing Cycle Track	Segregated (Dedicated) Proposed Cycle Track	Proposed Painted Cycle Lane	Segregated (Dedicated) Proposed Greenway	Segregated Proposed Cycle Track (Merged with footpath)
1	ZONE 5	H. Kasba - Vishrambaug Wada	L B Bhopatkar Path (Kelkar Chowk - Munjabacha Bole Rd)			18.516382, 73.850028	18.51487, 73.85008	-	-	0.2	-	-
2			L B Bhopatkar Path (Kelkar Chowk - Munjabacha Bole Rd)			18.516382, 73.850028	18.51487, 73.85008	-	-	0.2	-	-
3	ZONE 5	H. Kasba - Vishrambaug Wada	L B Bhopatkar Path (Munjabacha Bole Rd - Umbraya Maruti Chowk)			18.51487, 73.85008	18.51419, 73.85014	-	-	0.1	-	-
4			L B Bhopatkar Path (Munjabacha Bole Rd - Umbraya Maruti Chowk)			18.51487, 73.85008	18.51419, 73.85014	-	-	0.1	-	-
5	ZONE 5	H. Kasba - Vishrambaug Wada	Sadashiv Peth Road (Umbraya Maruti Chowk - NAGNATHPAR MARUTI MANDIR)			18.51419, 73.85014	18.51238, 73.85038	-	-	0.2	-	-
6			Sadashiv Peth Road (Umbraya Maruti Chowk - NAGNATHPAR MARUTI MANDIR)			18.51419, 73.85014	18.51238, 73.85038	-	-	0.2	-	-

**Use this sample table to get started!**

#	Street Name	Length in Kms	Length of interventions planned					
			Segregated Cycle Tracks	Segregated Footpaths	Traffic Calmed Streets	Walk & Cycle Only Streets	Walk, Cycle, & Public Transport Only Streets	Cycle Highways

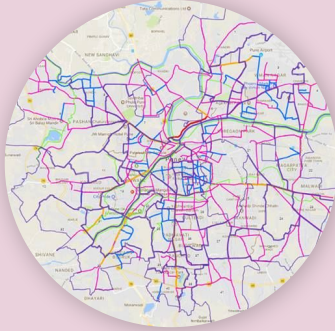
**Update the inventory, every time when there is a change in Network Plan.**



**Ensure that your plan keeps growing over time.**

**Feel free to strengthen your planning methodology with additional data and inputs from stakeholders.**

**Check out some of the sample  
network plans from cities to add more layers to your  
network plans!**



**Pune Bicycle  
Network Plan**



**Coimbatore NMT  
Network Plan**



**Walkable  
Mallewaram**

**Developing the network plan, with the streets inventory, will help in the development of the phasing plan, packaging & budget estimates.**

Steps towards these will be shared soon!

***Reach out to the ITDP team for discussions and reviews for the network plan!***



# A. Action - Goals

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

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

# What will each city achieve in 2023? **50kms of Healthy Streets!**



**15 km\***

**walking and cycling corridors**

with segregated cycle lanes and footpaths (for RoW>18m)



**35 km\***

**of walking and cycling neighborhood network**

through footpaths, cycle tracks, traffic calming elements, placemaking



**All**

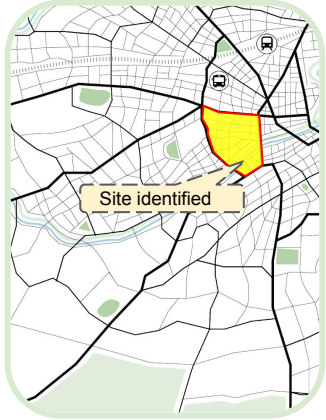
**intersections & crossing** are safe for walking and cycling



**Cycle parking, rentals and repair clinics** along the network

***\*Ensure that the network is connected and continuous***

# A1 & A2. Implement permanent interventions - Road map



Source ITDP India

**a. Finalise your sites**



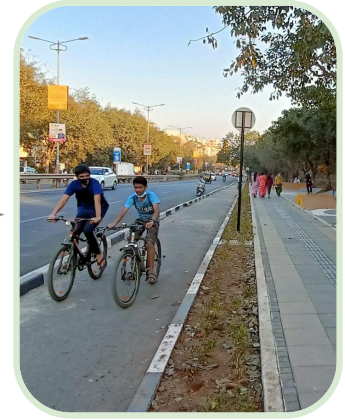
Source Bandra Collective

**b. Prepare detailed design**



Source: NACTO

**c. Test the design & capture learnings**



Source ITDP India

**d. Make it permanent**

*Continue to engage with the community & build momentum for walking & cycling!*



# A1 & A2. Implement permanent interventions - Road map



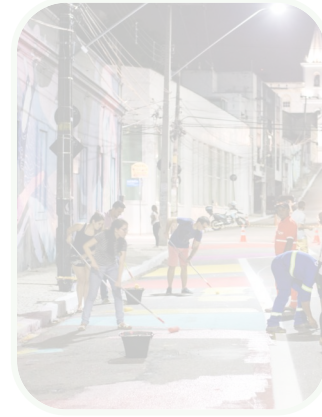
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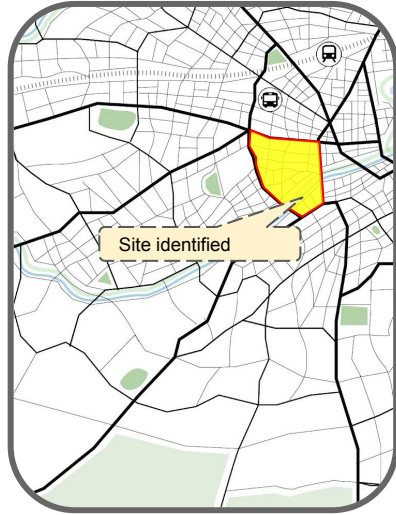
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**d. Make it permanent**

*Continue to engage with the community & build momentum for walking & cycling!*



## a. Finalise your sites

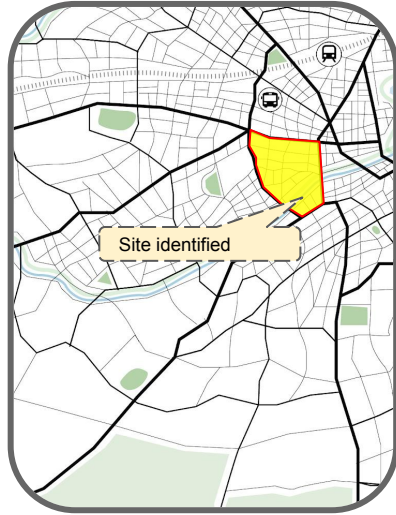


Source ITDP India

i. Leverage existing projects / Stage 01 pilots

ii. Take up new sites for transformation

## a. Finalise your sites



Source ITDP India

i. Leverage existing projects / Stage 01 pilots

ii. Take up new sites for transformation

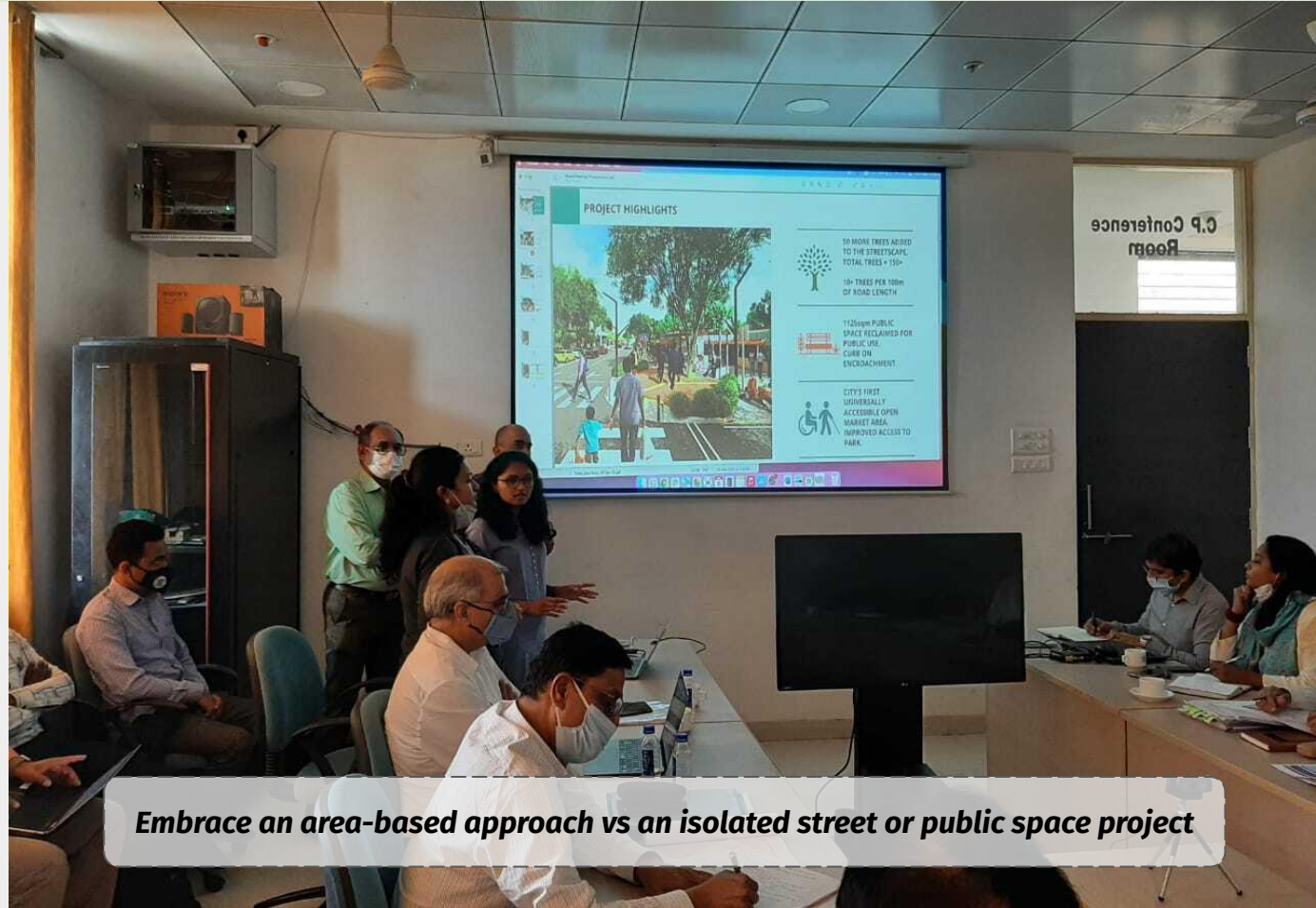
# i. Leverage existing projects / Stage 01 pilots

## Why?

- To embed the Healthy Streets principles in ongoing projects and maximise impact
- To apply your learnings from Stage 1 Pilot testing, for permanent transformation

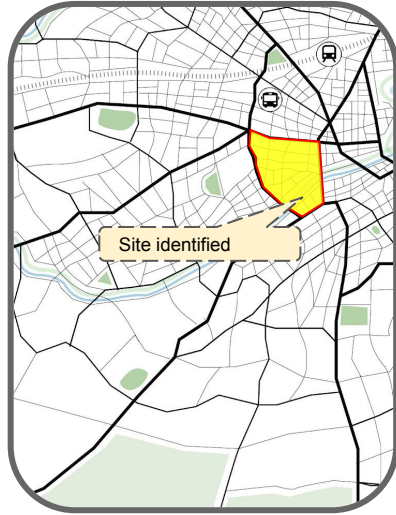
## Which sites/projects shall qualify?

- 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. Finalise your sites



Source ITDP India

i. Leverage existing projects / Stage 01 pilots

ii. Take up new sites for transformation



## ii. Take up new sites for transformation

### Remember your pledge

Take a look at the **infrastructure transformation committed** by your city in the **Freedom2Walk&Cycle** pledge.

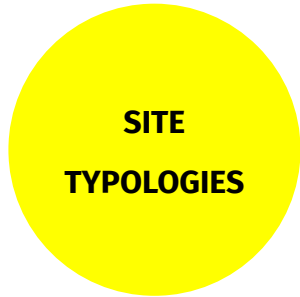
### Aim Higher

**Go beyond the challenge targets** and finalize additional streets for transformation.

*Use the network plan to help identify and finalize your sites.*



# 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**

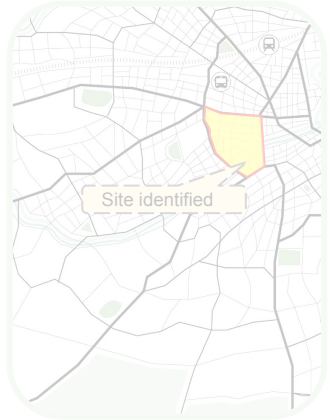


*Source nizamudinrenewal.org*

**Unplanned low-income area**

*Does your city have another type?*

# A1 & A2. Implement permanent interventions - Road map



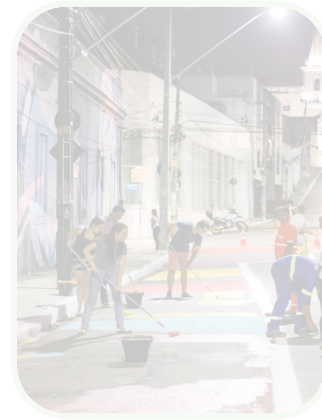
Source ITDP India

**a. Finalise your sites**



Source Bandra Collective

**b. Prepare detailed design**



Source: NACTO

**c. Test the design & capture learnings**



Source ITDP India

**d. Make it permanent**

*Continue to engage with the community & build momentum for walking & cycling!*



## b. Prepare Detailed Designs

Reach out to the  
coordination  
team for support  
on these!

**HOW can your city  
design streets?**



**Set up an in-house  
design team**



**Roll out RFP and hire  
Design Consultants**



**Host a competition to  
crowdsource design ideas**



**Collaborate with local  
universities / institutions**

*Choose a way that shall best suit your city!*

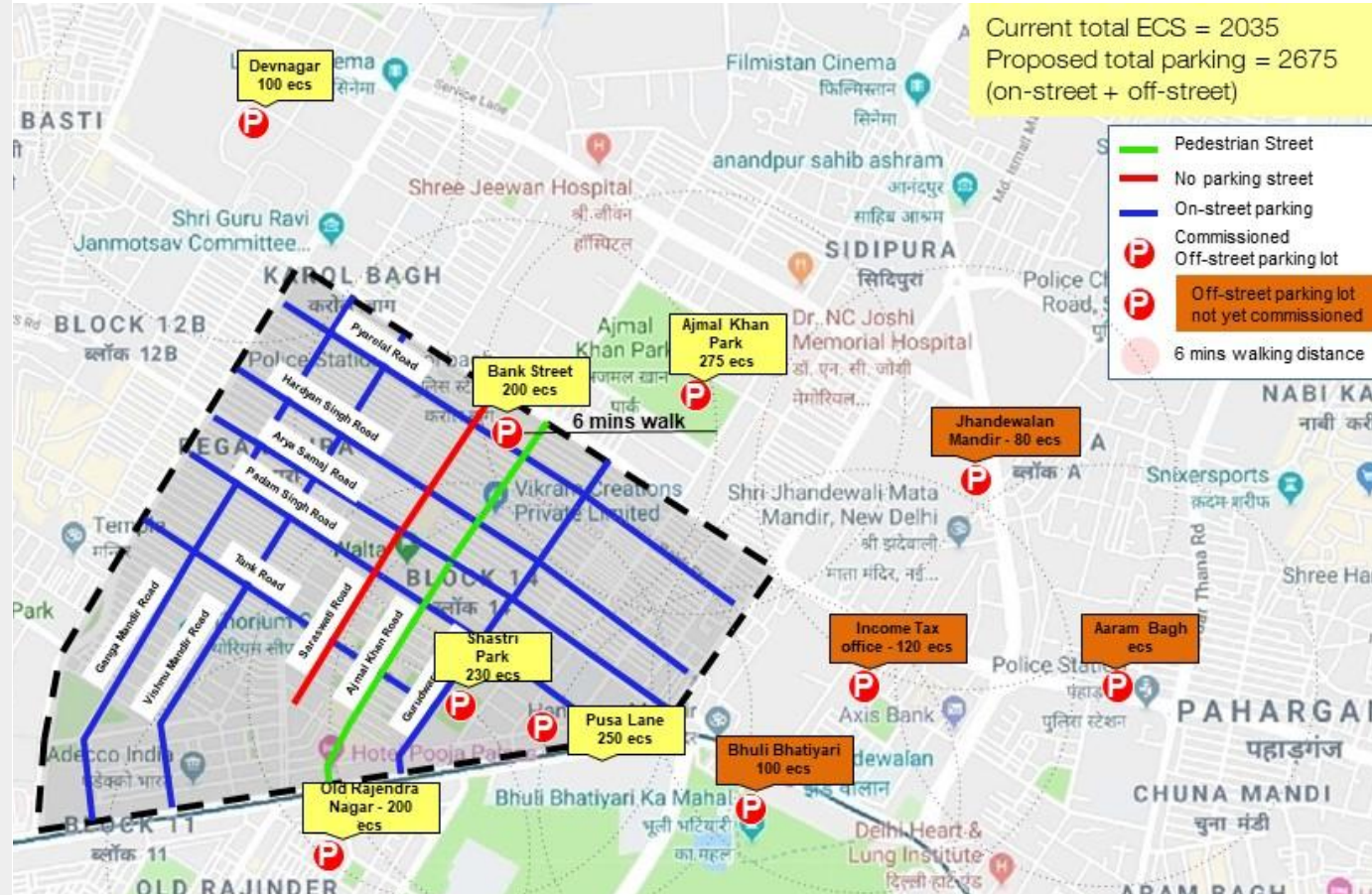
# Embrace an area-based approach!

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.

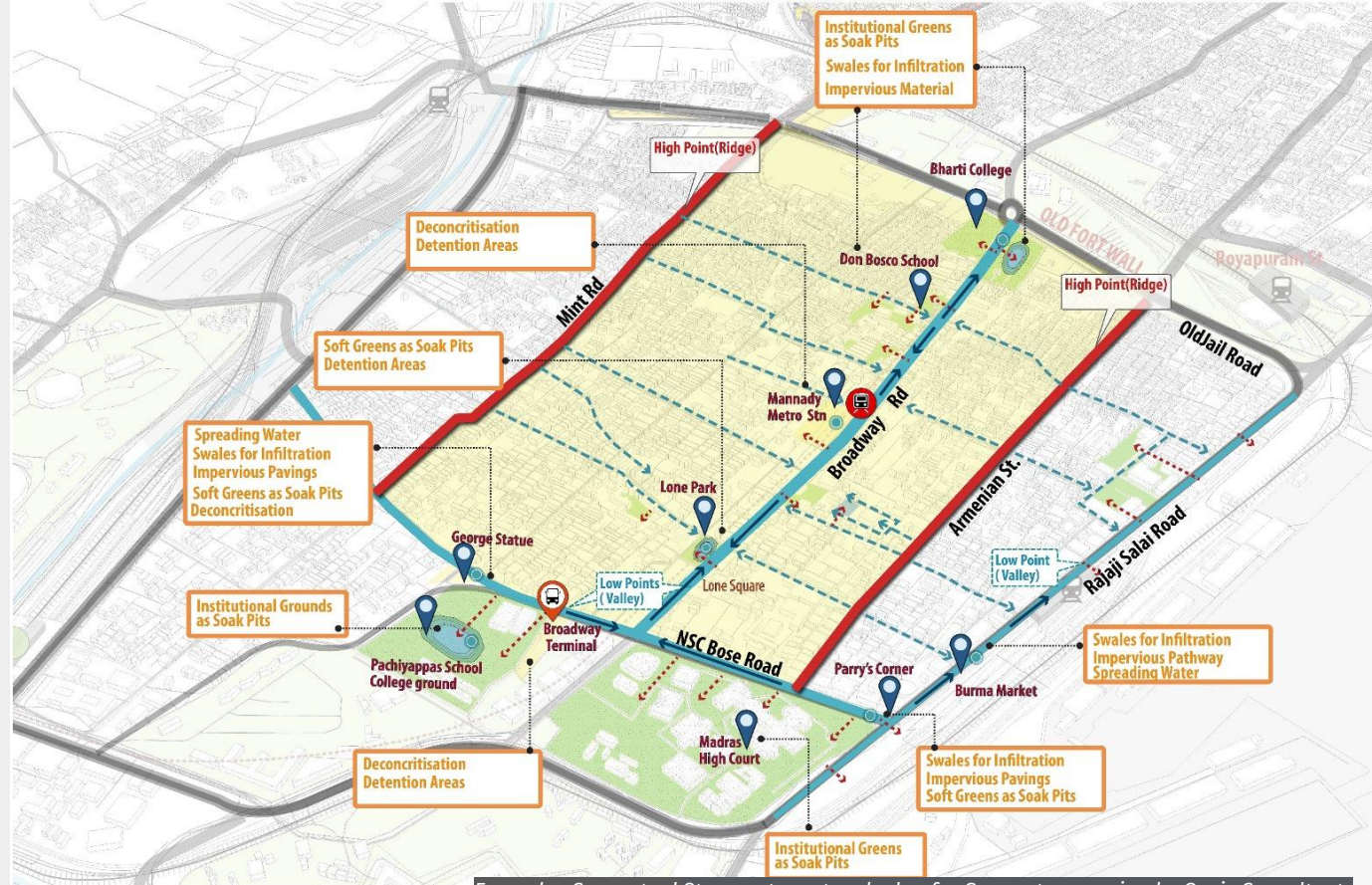


# Embrace an area-based approach!

Think and implement comprehensive solutions!

*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

## Check out these collaterals to guide you through the detailed designs!

[Click here to download the Handlebar survey guide and checklist!](#)

[Click here to download the walking audit guide!](#)

[Click here to download the design guidelines for safe cycling](#)

[Click here to download the Design Guidelines for Safe Neighbourhoods](#)

*Reach out to the ITDP team for design reviews!*

# C. Communication - Goals

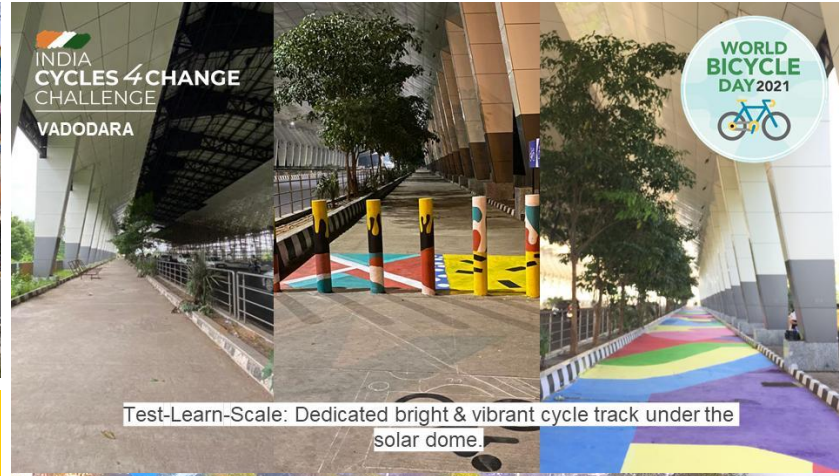
C1. & C2. Host **World Bicycle Day**



**And coming up is the most awaited celebration of the year!**

**Save the date and mark your calendars for  
June 3rd, to celebrate World Bicycle Day!**

# Last year, we hosted cycle rallies and launched online campaigns!



Test-Learn-Scale: Dedicated bright & vibrant cycle track under the solar dome.



INDIA CYCLES 4 CHANGE CHALLENGE  
COIMBATORE

**Share a bicycling story!**

Hi there!

World systems have changed and readjusted at various levels. What we can distinctively look back to, is the culture of cycling.

Human spaces have had cycles around for more than two centuries now, but a shift again is being witnessed in needs of individuals. The resolution for World Bicycle Day recognizes the uniqueness, longevity and versatility of the bicycle, and that it is a simple, affordable, reliable, clean and environmentally fit sustainable means of transport.

We are celebrating bicycle as a safe, healthy, sustainable and equitable means for human living and reclaiming streets. On this occasion, we are trying to gather inspiring & flavourful stories of people.

The stories may be filled with nostalgia, sour or sweet learnings; treasured experience or just your everyday feeling or even a message. We are happy to request you to share your story around cycling titled -

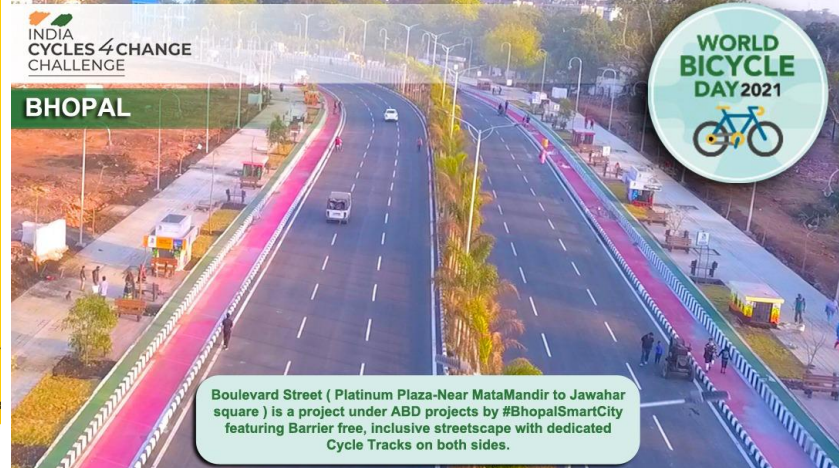
**"Great things that happen while I cycle"**  
In 250 words.

Mall your stories at :  
raahgiri@foundation@gmail.com  
Mail Subject: WBD My Bicycling Story

Submission open:  
3rd June 2021 - 9th June 2021  
Top 3 interesting stories would be rewarded with gift hampers.  
Winners Announcement: 15 June 2021

#StreetsForAll #Raahgiri Follow us :  
@RaahgiriDay @Raahgiri\_Fdn @RaahgiriFoundation

raahgiri foundation  
Reclaiming Streets



Boulevard Street ( Platinum Plaza-Near MataMandir to Jawahar square ) is a project under ABD projects by #BhopalSmartCity featuring Barrier free, inclusive streetscape with dedicated Cycle Tracks on both sides.

**3 JUNE: WORLD BICYCLE DAY**

**IT'S FIT**  
**IT'S SAFE**  
**IT'S GREEN**

# Let's take up some exciting new initiatives for World Bicycle Day 2022!

**Kick start the planning for these initiatives now!!**

*Action*

**IMPLEMENT  
30 KMPH  
STREETS**

*Foundation*

**ADOPT THE  
HEALTHY  
STREETS POLICY**

*Communication*

**INSTITUTIONALIZE  
OPEN STREETS  
CAMPAIGNS &  
HOST CYCLE  
RALLIES**

# 1. Implementing 30 KMPH Streets!

## Why 30 KMPH streets?

Well-designed 30 KMPH **reduce the chances of fatal accidents** when pedestrians and cyclists share the streets with motor vehicles.



# 1. Implementing 30 KMPH Streets!

The guide  
will be  
shared  
soon!

- Implement 30KMPH streets in **at least 3 neighbourhoods!**

**Celebrate the 30 KMPH streets on 3rd of June!**

## 2. Adopting the Healthy Streets Policy

[Click here to download the guide to adopt the Policy](#)

- Roll out your policies for **public consultation and adopt** them **before 3rd June**

**Celebrate the Policy Adoption Event on 3rd of June!**



### 3. Institutionalising Open Street Campaigns

The guide  
will be  
shared  
soon!

- Bring all the stakeholders together and **plan regular Open Streets** across the city!

**Announce and kick-start the campaigns on 3rd June!**



Source: Mumbai Equal Streets

# Let's kick-off this Bicycle Day by empowering women!

**Women often feel unsafe to cycle on our streets. Host women oriented cycle rallies and celebrate their freedom to cycle on 3rd June!**





The background of the slide is a light yellow color, decorated with scattered confetti in various colors (pink, teal, orange, yellow) and several long, wavy streamers in pink, teal, and yellow. The text is centered and reads:

**Let's make World Bicycle Day a festival in our cities.**

**Plan multiple other cycling events  
in the week of 3rd of June.**

**[Download the  
guide to host  
multiple cycling  
activities!](#)**

So, let's begin and make this a nationwide celebration!

# Goals towards which collaterals are already shared...

## 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 Apex 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, World Bicycle Day**

C3. Institutionalise **Cycle2Work / Cycle2Shop Campaigns**

# Next steps

## What will cities do?

### Foundation:

- Develop the walking and cycling network plan
- Set up HS Department / Cell
- Adopt the HS Policy
- Set up Apex Committee

### Action:

- Finalize your sites
- Develop the detailed designs

### Communications

- Take up the World Bicycle Day Initiatives

## What will ITDP share?

### Foundation:

- Guide to create the walking & cycling network plan
- Guide to adopt HS Policy

### Communications

- Guide to host the World Bicycle Day

# 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!**

# Thank you!



<http://bit.ly/c4conline>



<https://bit.ly/s4ponline>

