About

This presentation has been developed by Centre for Environment Education, Prasanna Desai Architects and Innovative Transport Solutions Pvt Ltd for Pune Municipal Corporation under the project for preparation of a Comprehensive Bicycle Plan for Pune. The project is financially supported by the Government of India, Ministry of Urban Development and the Pune Municipal Corporation.

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GROWTH OF MOTORIZED TRAFFIC IS A PROBLEM!

Transportation is one of the main civic issues identified by Pune’s citizens.

Caught in congestion  Unhealthy  Unsafe
GROWTH OF MOTORIZED TRAFFIC IS A PROBLEM!

- The city has grown, more people are travelling, longer distances
- Public transportation and cycling facilities have not keep pace with the growth of the city
- The number of personal motor vehicles has increased

Over 500 cars and two-wheelers are registered everyday in Pune region
GROWTH OF MOTORIZED TRAFFIC IS A PROBLEM!

Approximately 1500 road accidents take place annually in Pune. The increase in motorized traffic is an underlying cause.
Inspiration

Widening roads and building flyovers are not real solutions. These invite more personal vehicles and increase congestion.

“Trying to solve congestion by building more roads is like trying to put out a fire using gasoline!”

“A great city is not the one that has highways, but one where a child on a tricycle or a bicycle can go safely anywhere.”

Enriqué Peñalosa (President of Colombia)
U Turn in Transportation Planning in Pune

- The PMC General Body approved Pune’s Comprehensive Mobility Plan in 2012
- The Vision articulated in the Comprehensive Mobility Plan (below) is in line with the National Urban Transport Policy, 2006

“Moving people safely and economically by emphasizing public transport and non-motorized transport.”
Major Components of Pune’s Comprehensive Mobility Plan

- Mobility Corridors & road design
- Traffic Management
- Public Transport
- Passenger/Commercial Terminal
- Walk & Cycle
- Travel Demand Management
- Road Management & Maintenance
- New links
Strategy

A number of projects are underway to make the Vision statement of the Comprehensive Mobility Plan a reality. These include adoption of street design guidelines, initiation of work to develop more than 100 km of pedestrian friendly roads, initiation of work on two new BRT corridors, support to PMPML for purchase of buses and organizational strengthening, preparation of a transit hub, etc.

Pune Cycle Plan

- A part of the city’s transformation in transportation
- Being prepared in 2016
- Supported by the Ministry of Urban Development, Govt. of India
Terms of Reference

Creation of a city-wide cycle track network and cycle-safe streets

A city-wide Public Bicycle Scheme with a detailed project report for a pilot project

Bicycle Parking Facilities

Integration with Public Transit

Design Guidelines for planning and implementing cycle-friendly infrastructure

Institutional Mechanisms, Capacity-building and Financial Planning for implementing the plan

Strategy for Cycling Promotion and Awareness and Education Campaigns
# VISION

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<th>Current &amp; Future Cyclists</th>
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<td>Safe, convenient, comfortable cycling conditions for existing and future cyclists</td>
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<th>2</th>
<th>Retain Cyclists</th>
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<td>Current cyclists don’t shift to motorized modes</td>
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<th>3</th>
<th>Long Trips</th>
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<td>Long distance private trips are converted to cycle + public transport</td>
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<th>4</th>
<th>Short Trips</th>
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<td>Short trips are by walk and cycle instead of motorized modes</td>
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<th>5</th>
<th>Safe Behaviour</th>
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<td>Supportive, safe behavior by motorists towards non-motorized modes</td>
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**Studies**
(Infra Audits, User Surveys, Traffic Counts)

May 2016

**Public Inputs FOR Draft Plan**
(Ward Consultations, written submissions)

June 2016

**Prepare Draft Pune Cycle Plan**

July 2016

**Public Inputs ON Draft Plan**
(Ward Consultations, written submissions)

August 2016

**Incorporate Public Inputs**

August 2016

**Submission to General Body For Approval**

September 2016 onwards

**Approval by State Government**

**Notification as part of Pune Development Plan**

Pune Cycle Plan
Cycling and other modes of transport in Pune

9% of those who travel to work, do so on a cycle. That is, more than 1.6 lakh people cycle to work in Pune.

Source: Census of India, 2011
The Comprehensive Mobility Plan recommends this proportion of modes of transport by 2031.

- **Walk and Cycle**: 50%
- **Public transport**: 40%
- **Motorized vehicles**: 10%
- **Existing share of cycles**: 9%

The desired share for Walk and Cycle is 50%

Can the share of Cycling go up from 9% to 25% in Pune by 2031?
**PUNE CYCLE PLAN**

### Extent of Cycling Today in Pune

- About 40 thousand people cycle 6 to 10 km
- More than 80 thousand people cycle 2 to 5 km

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<tr>
<th>Distance</th>
<th>Percentage</th>
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<td>0 to 1</td>
<td>9%</td>
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<tr>
<td>2 to 5</td>
<td>8%</td>
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<tr>
<td>6 to 10</td>
<td>25%</td>
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<td>11 to 20</td>
<td>6%</td>
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<tr>
<td>21 to 30</td>
<td>8%</td>
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<td>31 to 50</td>
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<tr>
<td>More than 51</td>
<td>0%</td>
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### Travel by two-wheelers and four-wheelers in Pune

- **Not stated**
- **More than 51**
- **31 to 50**
- **21 to 30**
- **11 to 20**
- **6 to 10**
- **2 to 5**
- **0 to 1**

**Total number of bike and car trips upto 5 km = 2.9 lakh**

### Percentage of working people travelling by cycle to work in Pune, Census 2011

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### Percentage of working people travelling by Moped/scooter/motorcycle to work place in Pune, Census, 2011

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### Percentage of working people travelling by car/jeep/van trips to work place in Pune, Census, 2011

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**Could trips up to 5 km be done by bicycle instead of by motorized two-wheeler or car?**
Pune’s Cyclists

Informal Workers  Students, office goers  Professionals  Delivery men  Home & personal trips  Recreational cyclists

How can the city make cycling safe, convenient and attractive for current and future cyclists?

Recreational cycling is a great way to promote cycling. Could recreational cyclists also go to work on cycles?
EXISTING CYCLE TRACKS – AN OPPORTUNITY
The existing cycle tracks cover over 90km of distance across the city. This can be made usable by connecting the missing links, improving existing designs and strictly preventing other activities in the cycle tracks.

1. CYCLE TRACK AUDIT - RED ORANGE GREEN ANALYSIS
   On-street survey for assessment of width and land-use

*continued*
2. On-street survey for assessment of width and land-use
3. Destination mapping – educational institutes, industrial areas, IT hubs, commercial areas, markets, restaurants, theatres, heritage/tourist spots, gardens and parks, bus stops, railway stations
4. Traffic Volume Counts
5. User Surveys
6. Stakeholders Consultations

Mapping Destinations - Schools in Pune City

*continued

*marking in clock wise direction (solapur onwards)
Examples of cycle-friendly Infrastructure

Cycle Network

Segregated cycle track on arterial roads

Painted cycle lane in collector roads
Examples of cycle-friendly Infrastructure

Cycle Network

Traffic calming to make internal streets cycle-safe

Cycle only greenways
Examples of cycle-friendly Infrastructure

Junctions

- Identified waiting spaces for cyclists at junctions
- Cyclist phase
Examples of cycle-friendly Infrastructure

Cycle Parking

On-street parking

Off-street parking
Examples of cycle-friendly Infrastructure

Examples

Cycle Parking with a quick shower booth in a university campus

Cycle Parking in Perth
Examples of cycle-friendly Infrastructure

Link to Public Transport

Rainbow BRT, PMPML Bus Stops, State Transport Bus stands, Railway Stations
Examples of cycle-friendly Infrastructure

Cycle Parking shelter for security

Cycle Parking right at the station platform
Examples of cycle-friendly Infrastructure

Signage

Signage Design Code of Practice, Road markings and Signage

Parking signage at a transit hub showing directions to train station, bus station etc.

Education about signage related to cycling
Examples of cycle-friendly Infrastructure

Public Bicycle System

- Docking stations
- Cycles
- Mobile app
- Smart card
Public Bicycle System

Users can check out a cycle from any cycle station at any time of the day, use it to go anywhere they want to, and then return it to any cycle station located nearby their destination.

A city-wide public bicycle system may have
• Several hundred public bicycle stations
• Several thousand public bicycles for rent
Using Public Bicycle System - 4 Easy Steps

SIGN UP

SWIPE OUT

RIDE!

DOCK
### Cycle-friendly Infrastructure

<table>
<thead>
<tr>
<th>Cycle Network</th>
<th>Junctions</th>
<th>Cycle Parking</th>
<th>Link to Public Transport</th>
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PARTNERSHIP POSSIBILITIES

Cycle Friendly Workplaces

- Infrastructure - Convenient cycle parking, shower and clothes line, on-campus cycles, cycles for errands
- Incentives
  - Cyclists arrive 20 mins late or leave 20 mins early
  - Those who cycle for whole month get cash reward.
- Provide easy loans or gift cycles
- Cycle Culture - Cycle Day, Cycle Week
- Show cycling activities as part of ISO/TS certification
PARTNERSHIP POSSIBILITIES

Cycle Oriented Educational Campus

- Gate management for students to cross safely
- Teach cycling and responsible behaviour, partnership with Traffic Police Road Safety Patrol
- School projects on how students come to school, audit footpaths and cycle routes to school, feedback to PMC
- Cycle Repair Service run by students
- Visible, convenient, secure cycle parking
WARD MEETINGS
Punecycleplan.wordpress.com

Facebook.com/Punecycleplan2016
Low Carbon Happiness!

Pune Cycle Plan

Safe rides for everyone, everywhere

Stay in touch
Pune Cycle Plan
Traffic Dept
Pune Municipal Corporation
3rd Floor, Veer Sawarkar Bhawan
Shivaji Nagar, Pune 411005

punecycleplan@gmail.com | https://www.facebook.com/PuneCyclePlan2016 | punecycleplan.wordpress.com