TRANSFORMING LIVES WITH HEALTHY STREETS

Unravelling the Journey of Creating Healthy Streets in Indian Cities

January 2024

Ministry of Housing and Urban Affairs
Government of India

The Ministry of Housing and Urban Affairs is the apex authority of Government of India to formulate policies, coordinate the activities of various Central Ministries, State Governments, and other nodal authorities, and monitor programmes related to issues of housing and urban affairs in the country.

Smart City
MISSION TRANSFORM-NATION

The Smart Cities Mission was launched by the Ministry in 2015 to promote sustainable and inclusive cities that provide core infrastructure and give a decent quality of life to its citizens, a clean and sustainable environment and application of 'Smart' Solutions.

ITDP
I N D I A

The Institute for Transportation & Development Policy (ITDP) is a global non-for-profit organisation that works with cities worldwide to promote transport solutions that reduce traffic congestion, air pollution, and greenhouse emissions while improving urban liveability and economic opportunity. ITDP is represented in India by ITDP Pvt Ltd and works with governments, multilateral agencies, and civil society to make visible, on-the-ground improvements by providing technical expertise, policy solutions, research publications, and training programmes.

Location: Pimpri Chinchwad

Message from the Minister

Hardeep Singh Puri

Minister, Ministry of Housing and Urban Affairs

The world encountered multiple challenges due to the COVID-19 pandemic in 2020. Beyond its profound impact on physical health, the pandemic took a significant toll on the mental well-being of people and the way of life in our cities. Citizens turned to the streets for cycling, exercise and other activities, thus necessitating the transformation of our streets into safe and healthy social spaces.

Realising the potential of our streets to facilitate a holistic recovery from the pandemic, the Smart Cities Mission launched the *India Cycles4Change* and *Streets4People* Challenges. 117 Indian cities devised new approaches to designing streets, keeping citizens at the centre of the design process, working with them to test solutions, learning from these experiments, and then scaling them up across the city.

I appreciate the civil society organisations, public representatives, city officials and citizens who joined hands with their cities in this endeavour. I am hopeful that such initiatives by the Smart Cities Mission and ITDP India will serve as best practices and inspiration for other urban areas in India cities to embark upon similar endeavours.

Location: Jabalpur

Location: New Town Kolkata

Message from the Secretary

Manoj Joshi

Secretary, Ministry of Housing and Urban Affairs

India is expecting an explosion of urban growth—data suggests that by 2050, India's urban population will double. Increased urban population would place a heavy burden on the transport systems within these cities.

The initiatives of the Smart Cities Mission—the *India Cycles4Change* and *Streets4People* Challenges—have had the foresight to equip hundreds of cities in India with the tools and capacity to develop robust, eco-friendly, and economical solutions to the transport issues that cities are facing or expecting to face in the near future.

I urge all the cities that participated in the Challenges to ensure that the work towards creating vibrant cycling- and walking-friendly cities is taken forward and scaled up rapidly in the coming decade. I am excited to see the future of Indian cities moving forward with this vision.
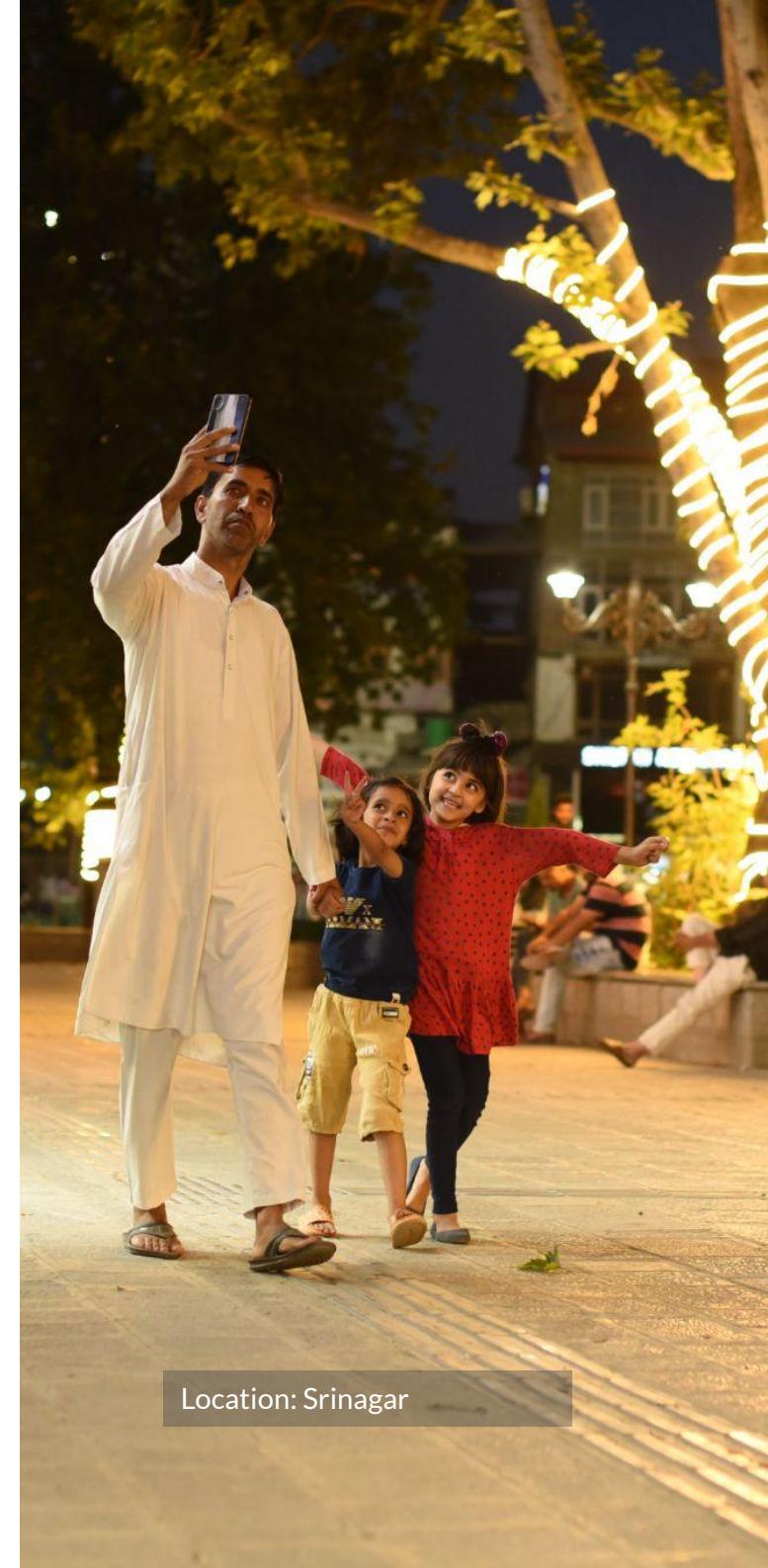
Location: Srinagar

Message from the Mission Director

Kunal Kumar
Joint Secretary and Mission Director, Smart Cities Mission,
Ministry of Housing and Urban Affairs

There are moments we encounter that force us to stop and rethink our future. In 2020, the global pandemic forced us to pause, reflect, and adapt, presenting a unique opportunity to reimagine the very essence of our cities. It is with great pride that I introduce this document chronicling the transformative journey undertaken by Indian cities through two visionary initiatives—the *India Cycles4Change* and *Streets4People* Challenges.

The symphony of action surpasses the eloquence of the most profound speeches & this is precisely what cities across India have focused on achieving through these initiatives. Over 2500 kms of footpaths & cycle tracks are being built through these initiatives. From a significant 28.83% reduction in PM 10 levels, indicating improved air quality in Street 106, New Town Kolkata, to the multifold increase in pedestrian footfall in Pimpri Chinchwad's Linear Park, we are witnessing a multitude of positive impacts.

Realizing the importance of institutional resilience to sustain this long-term vision, 33 cities have formed Healthy Streets Apex Committees and over 30 cities are adopting the Health Streets Policy. 19 cities have prepared 3-year Action Plans for city-wide transformation, and 35 cities are regularly hosting campaigns to build support for walking and cycling.

Location: Imphal

We have witnessed nearly 1000 Open Street events alongside other programs such as cycle training camps for women, *Cycle2Work* initiatives, *Freedom2WalkCycleRun* and more.

This document stands as a testament to the dedication, passion, and innovation of various stakeholders—including city administrators, policymakers, urban planners, CBOs, and citizens—who came together to envision a different urban experience and worked tirelessly to bring it to life. From tactical urbanism interventions to comprehensive infrastructure overhauls, every effort finds its place within these pages.

However, this journey is far from over and requires our unwavering commitment to test new ideas, learn from our experiments, and scale up the most successful solutions. I hope the efforts from these cities inspire us to continue pushing boundaries and create a sustainable and inclusive urban future for the country.

Location: Bhubaneswar

Location: Bengaluru

Message from the Partners

Aswathy Dilip

Managing Director, ITDP India Pvt Ltd.

Three years ago, 117 Indian cities embarked on a transformative journey together to reshape their streets through the *India Cycles4Change* and *Streets4People* Challenges.

Looking back at where it all started, we joined hands with the Smart Cities Mission during a difficult time for our country and the world—the COVID-19 pandemic. I found myself deeply inspired and invigorated by the collective resolve of cities and their leaders who embraced the Challenges as an opportunity to reflect upon and rewrite their futures.

The cities adopted the *Test-Learn-Scale* paradigm to foster rapid innovation and created a collaborative ecosystem where citizens, city leaders, and experts came together to adapt, learn, and evolve. I extend my heartfelt gratitude to all the partners whose tireless efforts have laid the foundation for this transformation.

The efforts of the cities have shown that with determination, collaboration, and innovation, change is not just possible but inevitable. With great hope, I look forward to working with them to support the scale-up of these efforts in the coming years.

Location: Chandigarh

Location: Vijayawada

Location: Jabalpur

Location: Kohima

Location: Chennai

1

India's Healthy Streets Revolution

10

things that make a Healthy Street!

The *India Cycles4Change* and *Streets4People* Challenges had a shared vision—to get cities to transform their streets into Healthy Streets that prioritise walking, cycling, and public transport. Healthy Streets are designed to promote the well-being of everyone, with a focus on prioritising the needs of the most vulnerable users.

Every citizen gets a fair share of road space

01

Everyone breathes clean air

02

Public transport is easily accessible

03

Everyone moves around the city seamlessly

04
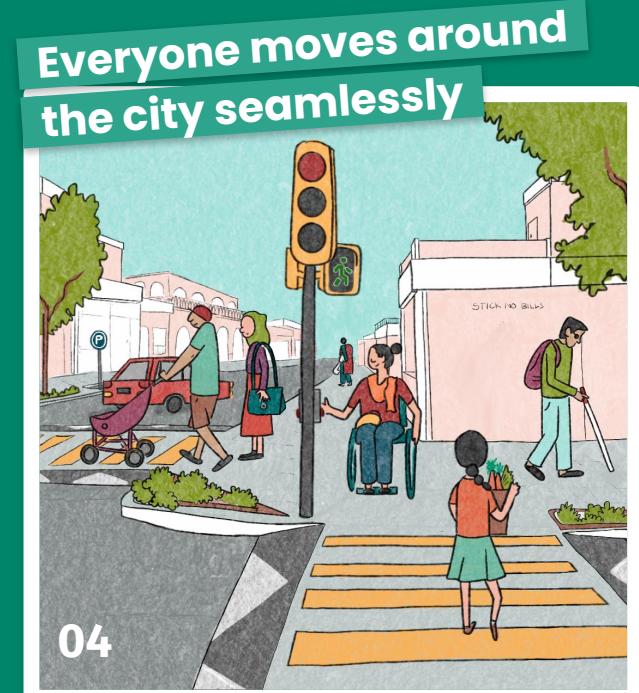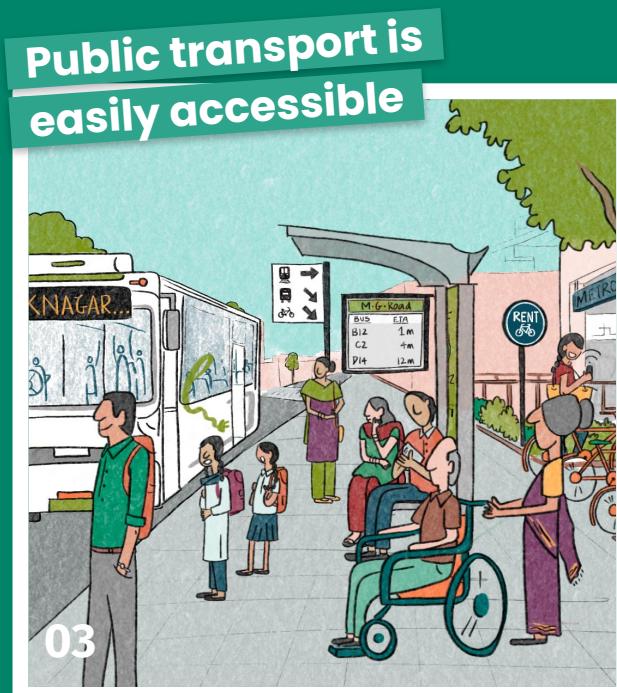
Women, children, and the elderly feel safe at all times
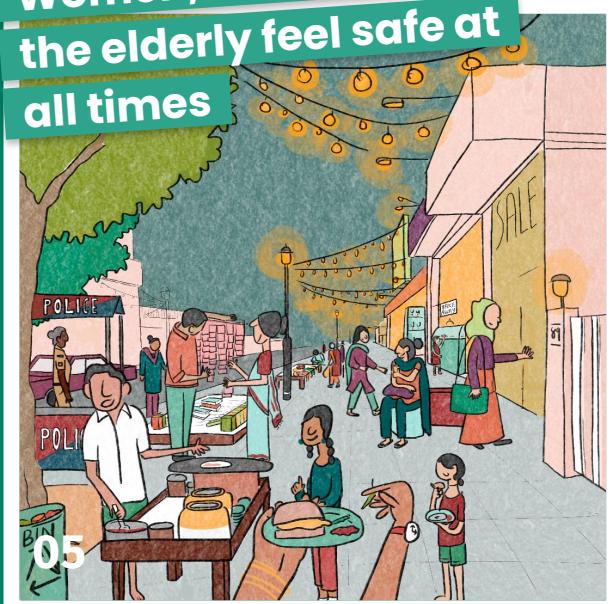
05

No lives are lost
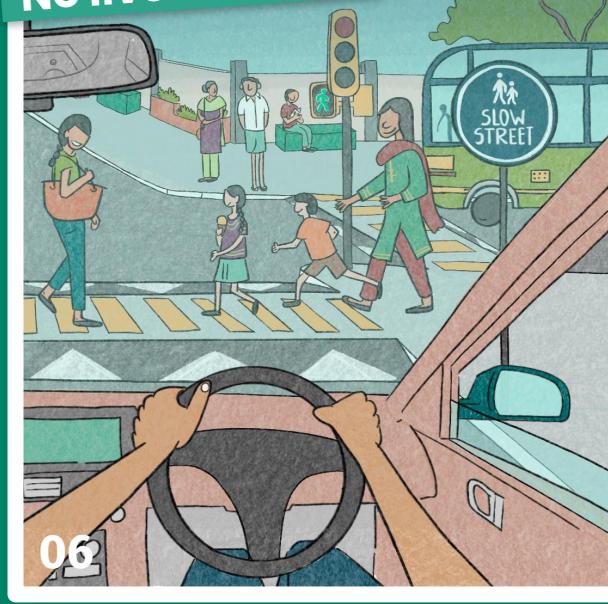
06

Walking, cycling, and public transport are attractive

07

People enjoy street life
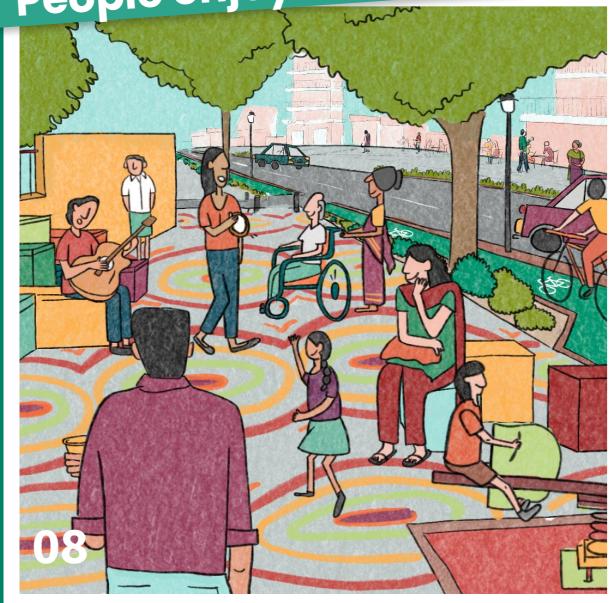
08

Local businesses flourish
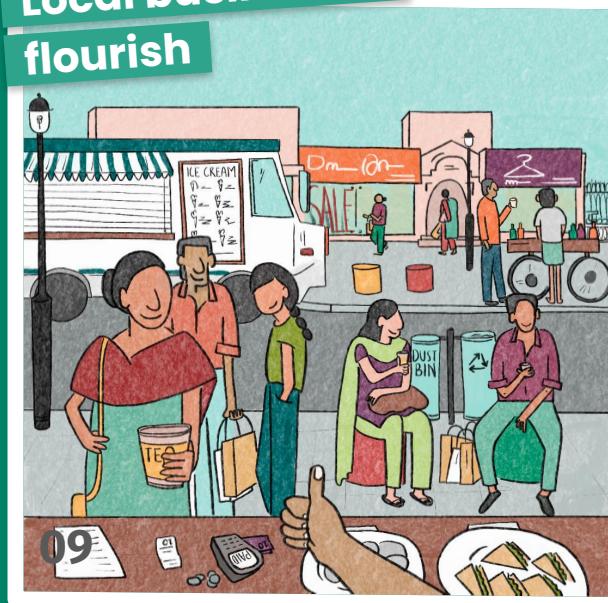
09

The design adapts to climatic changes
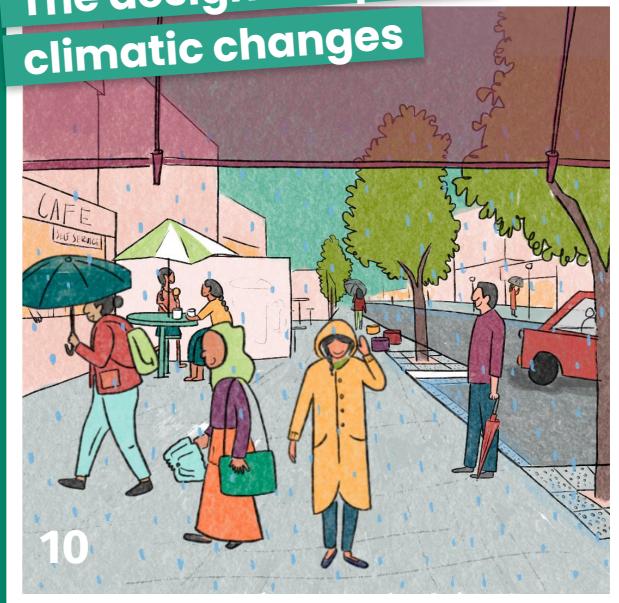
10

The global pandemic redefined our relationship with cities and streets.

As COVID-19 brought many cities to a halt, people all over India took to walking and cycling, not just as a form of recreation and exercise but also to access essential goods and services.

Turning this crisis into an opportunity, the Government of India launched two visionary Challenges in 2020—*India Cycles4Change* and *Streets4People*. Aligned with the National Urban Transport Policy (2006), **the Challenges aimed to inspire over 100 cities to transform their streets into safe, happy, and healthy spaces for walking and cycling.** The Smart Cities Mission, Ministry of Housing and Urban Affairs launched the two Challenges, with the Institute for Transportation and Development Policy India (ITDP India) as a knowledge partner, supported by the Fit India Movement and the Swachh Bharat Mission.

117 cities

signed up for the *India Cycles4Change* **and** *Streets4People* **Challenges**
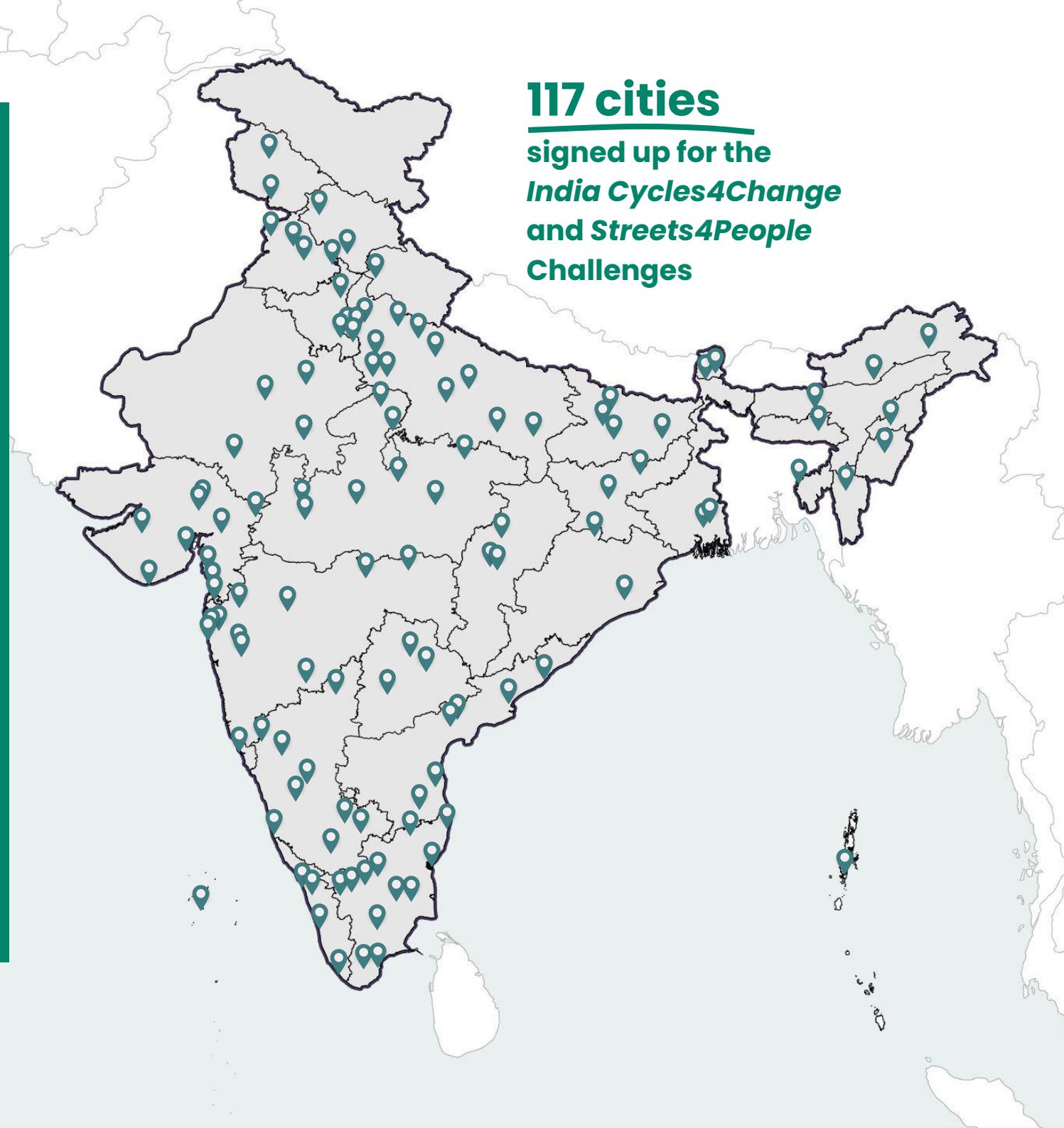
As part of the Challenges, cities* worked with various stakeholders, including their citizens, to develop and implement a unified vision of 'Healthy Streets'— streets that prioritise walking, cycling, and public transport.

By creating Healthy Streets, cities can provide affordable and safe access to jobs, education, and healthcare. Streets can also become open public spaces for recreation, and physical and mental health—a necessity especially during the COVID-19 pandemic. This shift can improve public health, expedite India's economic recovery, and enhance resilience. Switching to cycling, even for short trips, could amount to annual economic benefits of a staggering INR 1.8 trillion to the national economy, while also reducing traffic congestion and pollution in our cities.

Examples such as New York's Open Street: Restaurants Program, which saved 80,000 jobs by allowing establishments to utilise sidewalks, and a Transport for London report, showing that improving streets for walking and cycling can boost retail sales by up to 30%, demonstrate the positive outcomes of prioritising walkability and livability in cities.

In two seasons of the Challenges over the last three years, 117 cities registered to transform their streets and public spaces.

At the end of the Challenges, **15 cities emerged as *Cycles4Change* and *Streets4People* Champions.**

Through the journey, the cities adopted a *Test-Learn-Scale* mantra, embraced a *participatory planning approach*, launched various *campaigns* to build public support and catalyse behavioural change, and set up *strong institutional frameworks* for long-term resilience. The impact of these initiatives is a testament to the power of collaborative action in creating healthy streets, healthy cities, and happy lives for all.

Throughout this document, the term cities refers to the Municipal Corporation or the Smart City Limited of the participating city—the primary agency responsible for initiatives undertaken under the Challenges.

Before

Udaipur

After

Healthy Streets
Transformation
Stories »

Before

After

Kohima

Before

After

New Town Kolkata

Before

During Tactical Trials

After

Pune

350+

km of footpaths were implemented in just one year*

*March 2022 - June 2023

220+

km of cycle tracks were implemented in just one year*

*March 2022 - June 2023

1400+

km of footpaths and cycle tracks will be implemented by the Challenge cities

60,000+

people responded to surveys rolled out by cities

250+

city leaders led the way by walking and cycling for commutes

150,000+

citizens participated in on-ground events conducted by cities

> " The *IndiaCycles4Change* and *Streets4People* Challenges have raised awareness about the importance of facilitating the movement of cyclists and pedestrians in Indian cities. This is a crucial step in changing public perception and the government's priorities regarding sustainable transport modes.
>
> **Sarika Chakravarty**
> Team Lead, UrbanShift Country Project,
> National Institute of Urban Affairs (NIUA)

Location: Bengaluru

Location: Silvassa

2

The Mantra of the Challenges

Location: Vadodara

ADOPTING A NEW MANTRA

Through the Challenges, cities put citizens at the heart of a new approach—working with them to **TEST solutions, LEARN from these experiments, and then SCALE them across the city.**

This *Test–Learn–Scale* method is not a new approach to urban interventions, but **bringing it to 100+ cities in the Indian context at once was radical.**

The Challenges introduced this method to help cities test solutions with citizens—to ensure the solutions meet their needs, and to garner public support for subsequently making the solutions permanent and scaling them up.

TEST
new solutions

LEARN
from these experiments

SCALE
them across the city
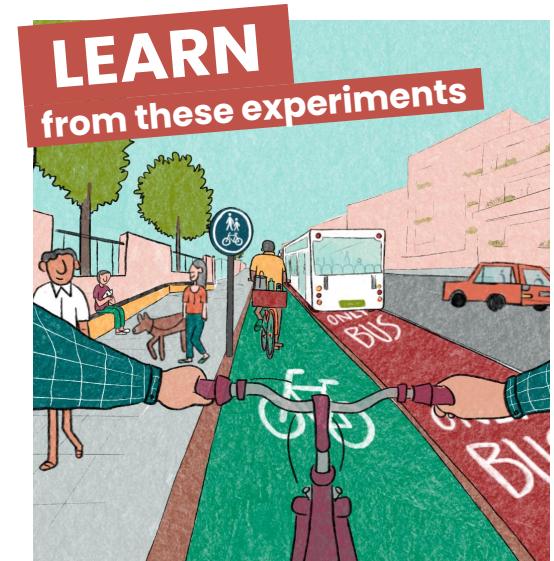
TEST

Piloting and testing interventions, especially during a pandemic, was a **quick, inexpensive, and temporary** way to make streets and junctions safer for walking and cycling while allowing room for iteration. It also **reduced public resistance** by enabling people to engage with and experience alternatives before permanently changing streets.

The testing phase—part of Stage 1 of both Challenges—introduced cities to the art of using **low-cost materials like paints, cones, and planters** to create protected cycling lanes and pedestrian zones along main roads and slow down traffic within many neighbourhoods.

As part of the *Streets4People* Challenge, to develop creative and unique public spaces, participating cities launched **design competitions to crowdsource concepts** from architects, planners, and designers. Over 2,000 designers participated in these competitions.

Parking to Plaza

Location   Kohima

Stakeholders   Kohima Smart City Development Limited, Kohima Municipal Council, Kohima Traffic Police, Task Force for Music and Arts

Overview
Kohima took a bold step and transformed the Old NST parking lot into a vibrant community space for pedestrians, cyclists, and food vendors by adding **pop-up curbside seating, colourful paint markings, and planters.** To invite citizens from different communities, the city hosted a **four-day street carnival** in this new pop-up public space, making this tactical urbanism intervention a grand success.

Kohima

Udaipur

Gurugram

Bengaluru

Pimpri Chinchwad

Surat
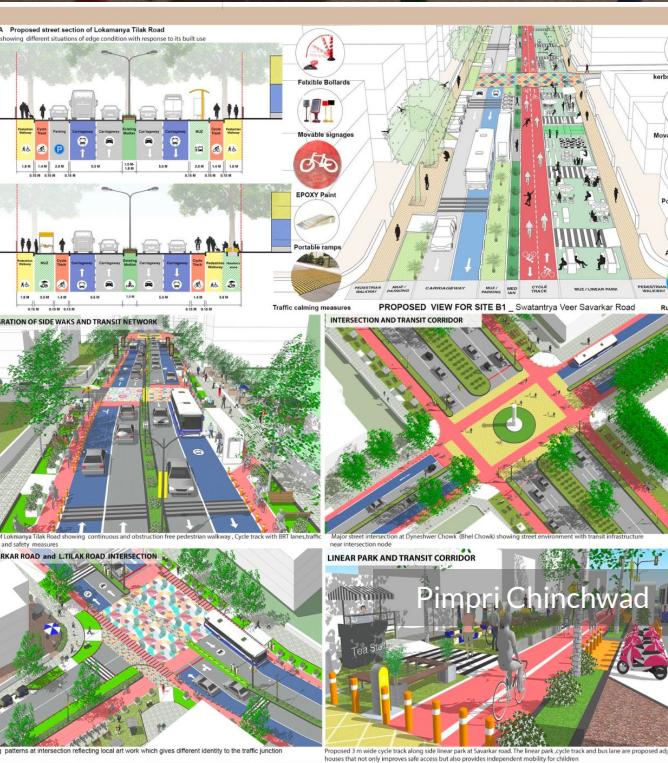
LEARN

Once the pilots were implemented, the cities **engaged with diverse stakeholders**—citizens, civil society organisations, and various city agencies such as the Traffic Police—to get feedback on the temporary pilots. The **feedback was used to evaluate and update the interventions**, making them an integral part of the process. This learning phase—also part of Stage 1 of the Challenges—helped address critical concerns and build public interest and engagement. These learnings were shared with other cities participating in the Challenges.

Voices of Women

Location   Kochi

Stakeholders   Cochin Smart City Development Limited, Kochi Municipal Corporation, ICDS Kochi, Residents of Division 2,3,4,5, Kudumbashree

Overview
Kochi conducted extensive community engagement sessions throughout the Challenges to capture citizens' feedback about the projects. The city also hosted **focus group discussions with women from local self-help groups** and educated them on the need for good street design as part of these sessions.

Vijayawada

Gurugram

Tumakuru

Kohima

Indore
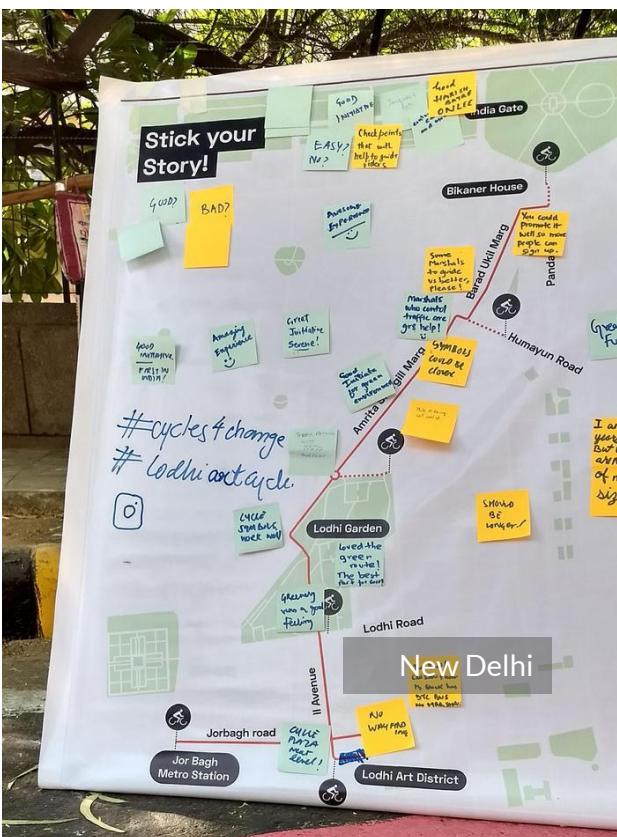
New Delhi

SCALE

39 cities qualified for Stage 2 of the Challenges by creating on-ground transformation through outstanding leadership and effective collaboration with citizens.

In Stage 2, they developed 3-Year Healthy Streets Action Plans that extend beyond physical infrastructure to include **strategies to raise funds and scale up in phases, and communication plans to build and sustain support.** In addition, these cities also made their pilot tests permanent, expanded walking and cycling initiatives to different neighbourhoods, adopted supportive policies, and set up committees and cells to ensure long-term resilience.

Plan for a 15-min City

Design and Image Credits: Prasanna Desai Architects
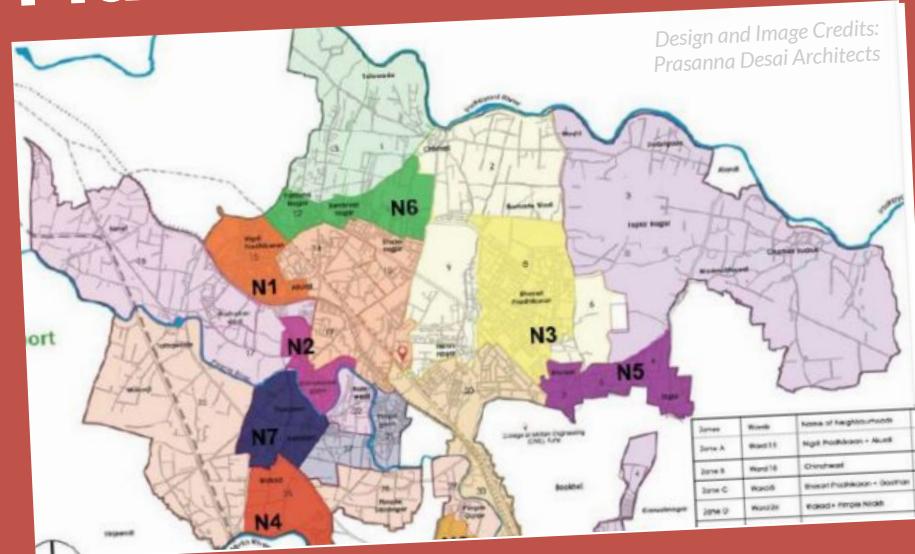
Location Pimpri Chinchwad

Stakeholders Pimpri Chinchwad Municipal Corporation

Overview
Pimpri Chinchwad has developed a city-wide 'Harit Setu' Master Plan to **connect green spaces and create walking and cycling-friendly neighbourhoods in the city.** Based on the learnings from a pilot neighbourhood, the city will develop a detailed scale-up strategy to transform the entire city. The city has been selected as a **Bloomberg Initiative for Cycling Infrastructure (BICI) city** for the implementation of the 'Harit Setu' Masterplan!

Indore

Pimpri Chinchwad

Bhopal

Silvassa

Jhansi

Kochi

City Of Satna
Area - 71.67 sq km
Population - 3.15 lakh
Satna

Surat

Cycle Track & Street Planning Map
Jabalpur
Jabalpur
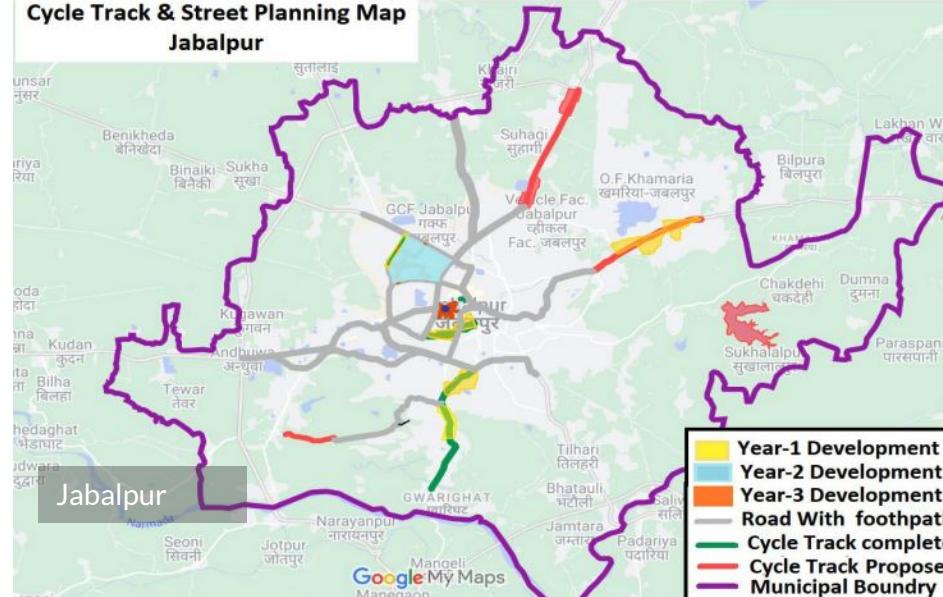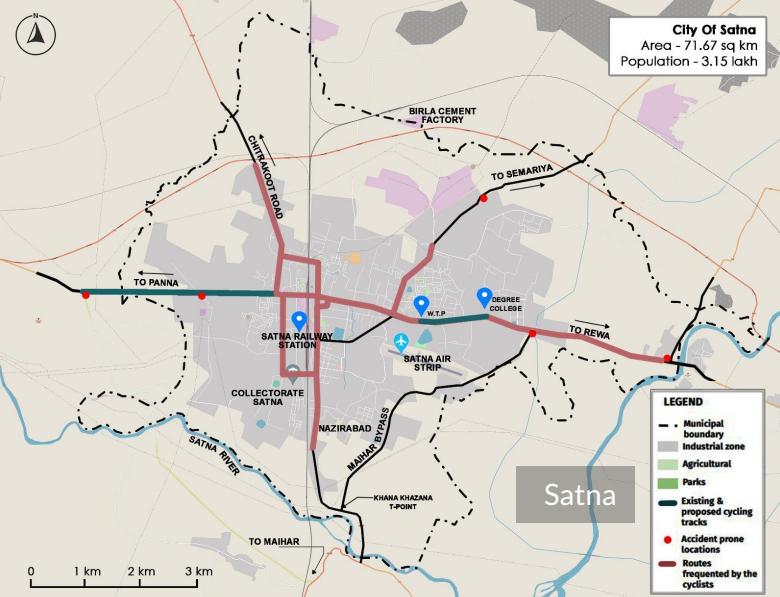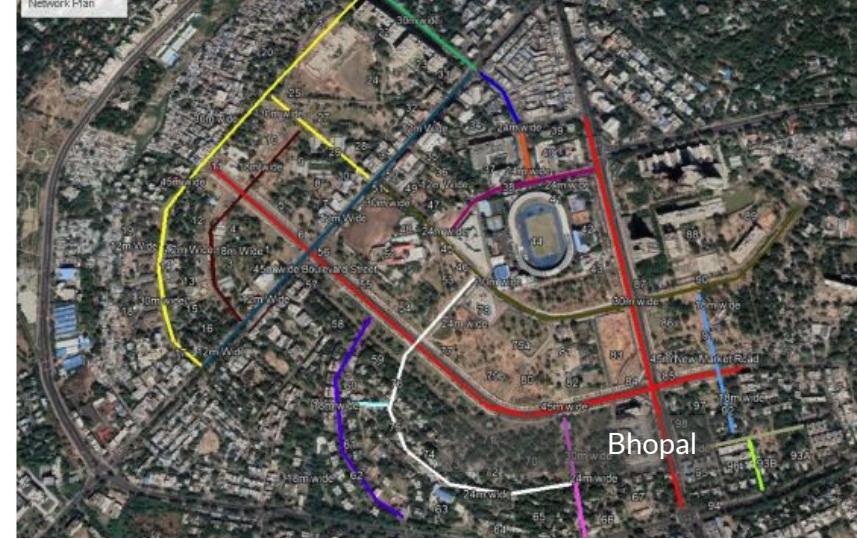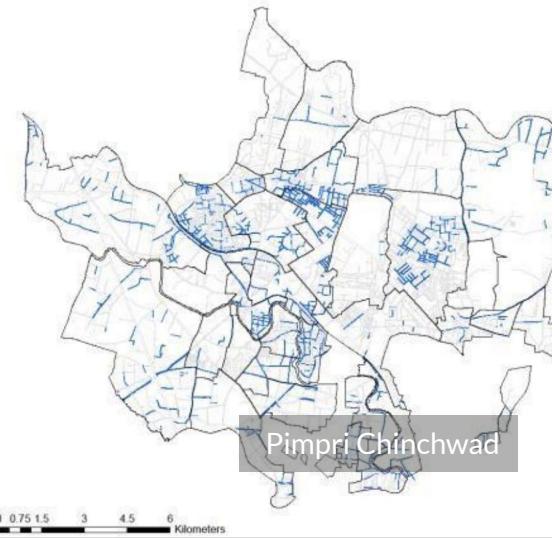
Location: Bengaluru

3

Transformation in Cities

THE HEALTHY STREETS PILLARS

Over the last decade several Indian cities like Pune, Delhi, Chennai, Bengaluru, and Coimbatore have taken bold steps towards reimagining their streets as public spaces. Looking at the journeys of these cities, these cities had some priorities in common—adopting supporting policies, implementing pilot projects etc.—that created the right conditions for the development of Healthy Streets

Drawing from these learnings, three pillars of Healthy Streets were conceptualised— **Action** , **Foundation** , **and** **Communication** **—to give the participating cities a holistic framework for creating Healthy Streets.**

The Action pillar focused on on-ground transformation, including the implementation of supporting infrastructure needed for projects' success.

Cities adopted a *Test-Learn-Scale* approach including testing new ideas, learning from the results, and scaling up the successful ones.
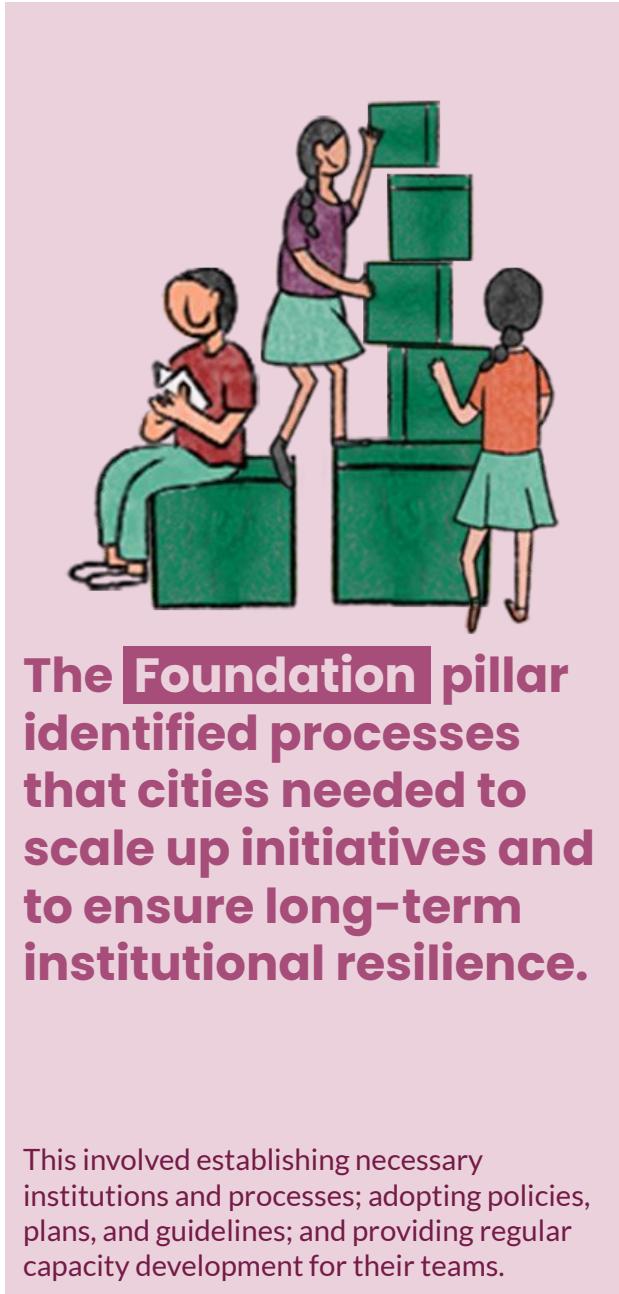
The Foundation **pillar identified processes that cities needed to scale up initiatives and to ensure long-term institutional resilience.**

This involved establishing necessary institutions and processes; adopting policies, plans, and guidelines; and providing regular capacity development for their teams.
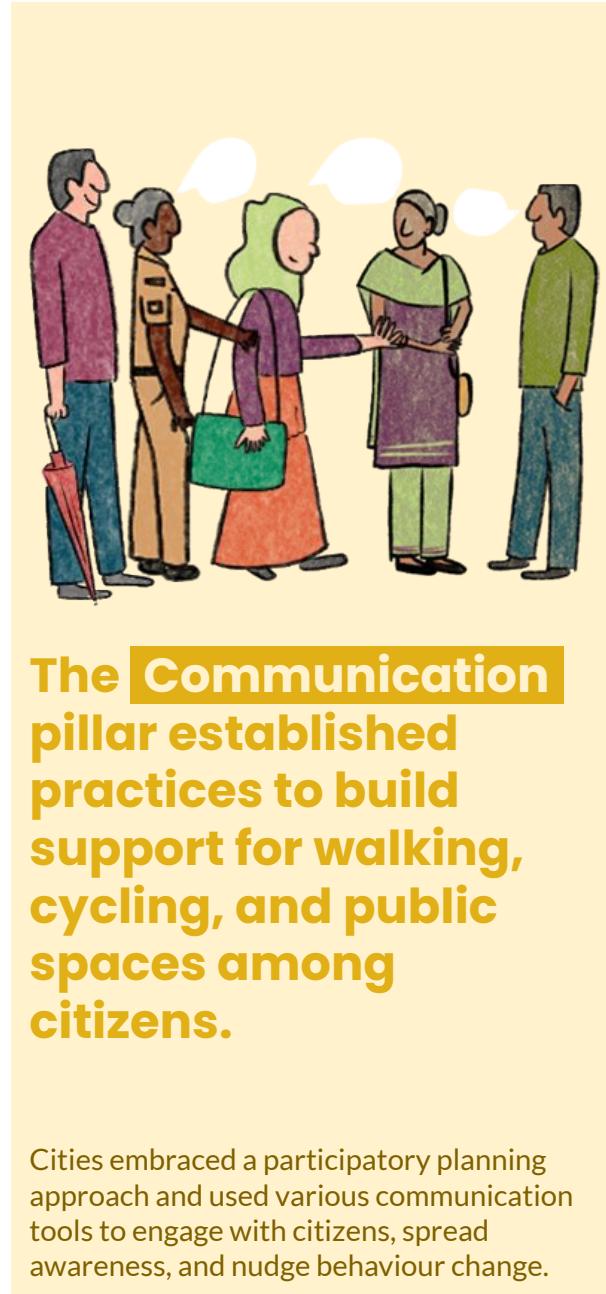
The Communication **pillar established practices to build support for walking, cycling, and public spaces among citizens.**

Cities embraced a participatory planning approach and used various communication tools to engage with citizens, spread awareness, and nudge behaviour change.

Through the Challenges, the participating cities focussed on these key pillars to achieve their goals towards creating Healthy Streets.

Location: Kohima

> "
> One of the biggest impacts of these Challenges has been the awareness and growing acceptance of cities to focus on walking and cycling. The tactical trials have also made cities realise the impacts on a 1:1 scale. The impact on smaller cities is especially remarkable.
>
> **Abhijit Lokre**
> Founder & Partner, The Urban Lab

ACTION

to implement physical interventions

Test Tactical Urbanism Interventions and **Implement permanent cycling interventions**

Test Tactical Urbanism Interventions and **Implement permanent walking/placemaking interventions**

Here are the Challenge goals that the cities worked towards!

FOUNDATION

to embed institutional reforms

Adopt **Healthy Streets Policy**

Set up **Healthy Streets Apex Committee**

Adopt **3-Year Healthy Streets Action Plan**

Set up **Healthy Streets Department/Cell**

COMMUNICATION

to build momentum

Institutionalise *Open Streets* **Campaign**

Institutionalise *Cycle2Work/Cycle2Shop* **Campaigns**

Location: Nagpur

"

By investing in safe and convenient infrastructure, we create limitless opportunities for everyone to enjoy walking and cycling as essential parts of their everyday lives. Together, we can create a future where every walking and cycling trip brings us closer to a cleaner, more liveable city.

Raviraj Thakor
Data Analyst,
Silvassa Smart City Limited

ACTION

- Creating Pop-Up Cycle Lanes
- Making Junctions Safer
- Activating Dead Spaces
- Creating Safer Neighbourhoods
- Reclaiming Streets for Pedestrians
- Providing Affordable Cycle Repairs
- Making Trials Permanent

Aurangabad Recycles

The city reused old tyres (and added plants in them!) to aesthetically separate cycle lanes from traffic.

CREATING POP–UP CYCLE LANES

Cities created pop-up cycle lanes to protect cyclists from the danger of speeding motor vehicles. Surat, Bengaluru, and New Delhi used **traffic cones and bollards to segregate,** while Nashik and others **fixed broken road surfaces to make rides more comfortable.**
Pune, Pimpri Chinchwad, Chandigarh, Aurangabad, New Town Kolkata and Jabalpur are some of the cities that made these pop-up cycle lanes permanent!

Location: Aurangabad

Location: Gurugram

MAKING JUNCTIONS SAFER

Junctions are pedestrians' and cyclists' worst nightmare—nearly 40% of respondents from a cycling survey mentioned they feel unsafe at junctions . Cities found ways to make them safer: Gurugram **painted colourful cycle crossings to catch the attention of motorists; Vadodara demarcated cycle boxes**—a designated space giving cyclists priority in front of other vehicles at signals; Chandigarh **installed cycle signals**; Kochi redesigned neighbourhood intersections by **reclaiming space from the carriageway. Over 400 junctions are currently being improved** by the participating cities!

ACTIVATING DEAD SPACES

Empty spaces are often unsafe, unclean, and an eyesore in the streetscape. Cities identified such areas in their cities, cleaned them up, and transformed them into lively, communal spaces where people felt safe and happy using them. Karnal and New Town Kolkata **activated spaces under flyovers** by introducing **vibrant and interactive street art murals**. Pune **activated dead edges along corridors into 'experience zones' for all citizens.**

Before

Location: Pune

Location: New Delhi

CREATING SAFER NEIGHBOURHOODS

Cities like Aurangabad, Bengaluru, and Pimpri Chinchwad took multiple steps to make neighbourhood streets safe for all: they **designated 'slow zones' by restricting traffic speed** (with speed breakers, chicanes, and road signs), **installed street lights, and revamped isolated spaces to improve women's safety.** The Challenge cities are implementing **traffic calming measures on over 170 km of streets** to enhance the safety of pedestrians and cyclists.

Delhi's Children Plaza

The city transformed its Lodhi Garden neighbourhood by rerouting traffic and using a splash of paint! The plaza also hosted interactive discussions with cyclists through interviews and a 'Stick Your Story' board.

Udaipur's Transit Hub

To improve pedestrian safety, Udaipur created dedicated vending and parking zones, introduced traffic calming elements, created interactive community zones and reorganised traffic around the Pahadi bus station in the city centre.
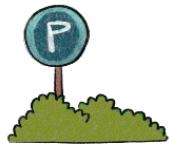
RECLAIMING STREETS FOR PEDESTRIANS

Cities **reclaimed space from their carriageway and parking,** and **closed down streets to traffic** to create more space for pedestrians. Gurugram, Imphal, and Nagpur **closed down streets around schools and market areas for vehicles and made them pedestrian-only** as part of their tactical trials. Kohima even **converted parking spaces into parklets** where people could socialise.

Location: Udaipur

Location: Kohima

PROVIDING AFFORDABLE CYCLE REPAIRS

Cities introduced **free cycle repair clinics to make maintenance accessible to everyone.** Kohima and Jabalpur went one step further by offering **repair lessons to cyclists** and using **vans as mobile clinics** to reach all parts of the city.

New Town Kolkata's new public space!

The city reclaimed street space for pedestrians and cyclists by reducing lanes for motor vehicles, transforming it into a permanent public space with food trucks, a library on wheels, pop-up carnivals, and photo exhibits after successful testing!
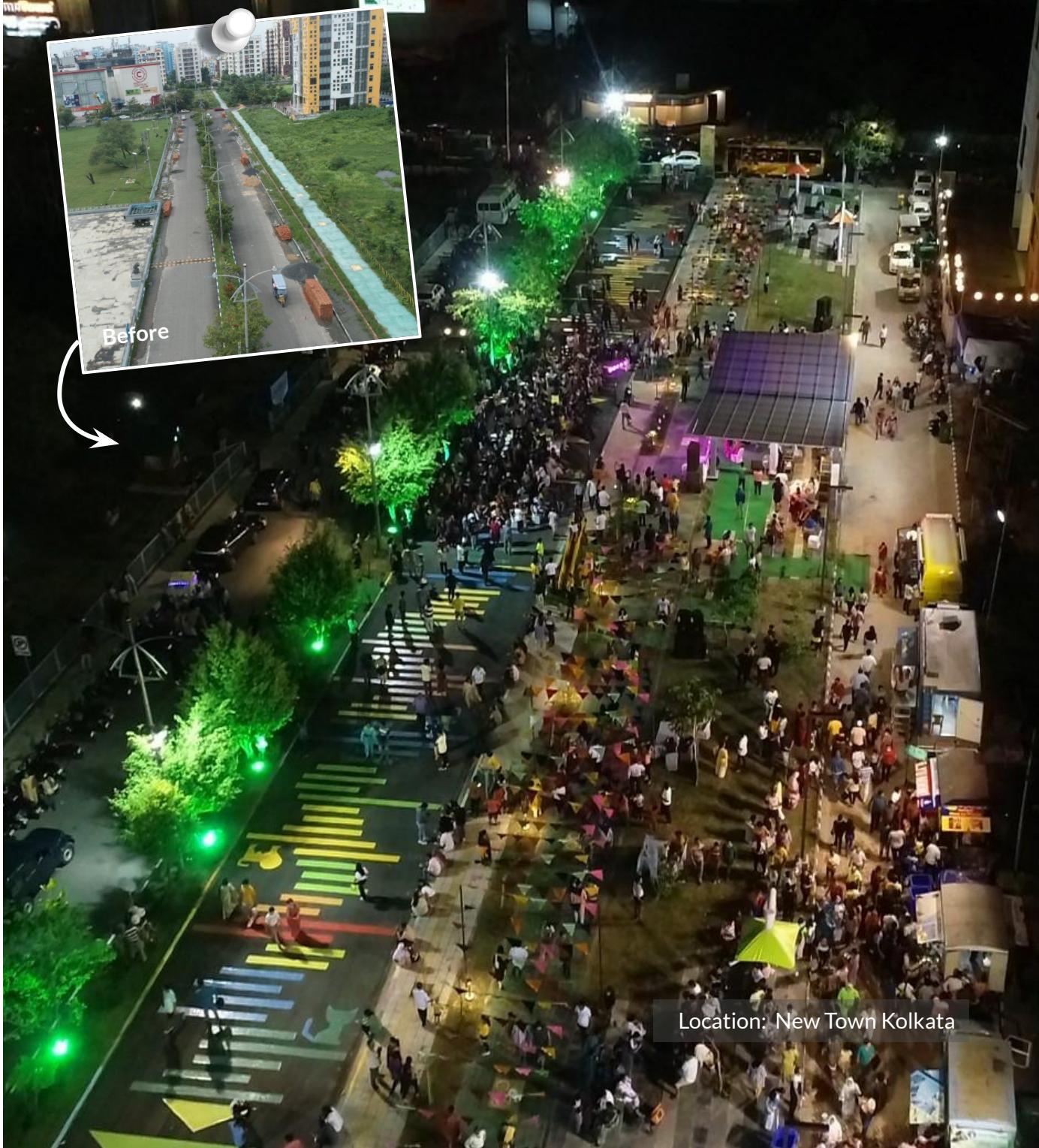
MAKING TRIALS PERMANENT

Embracing the *Test-Learn-Scale* mantra, cities learnt from their pilot initiatives to **understand the ground realities** and **how designs can impact the movement and safety of pedestrians and cyclists.** The cities ensured that these learnings informed the designs of permanent interventions.

Before

Location: New Town Kolkata

Location: Pimpri Chinchwad

> "
> **Streets are for people, not just cars. Healthy Streets can transform traffic centric streets into vibrant spaces, filling our cities with color, music, and laughter!**
>
> **Nidhi Singh Rajput**
> Chief Executive Officer,
> Jabalpur Smart City Limited

Location: Jabalpur

> " The Healthy Streets Policy and 3-Year Action Plan are necessary steps towards creating a more liveable city for all residents. By prioritising pedestrian and bicycle infrastructure, we can improve public health outcomes and reduce our carbon footprint.

Swati Desai
Chief Executive Officer,
Surat Smart City Development Limited

FOUNDATION

- Creating Apex Committees
- Adopting Policies
- Setting up Design Cells
- Developing 3-Year Action Plans

Location: Indore
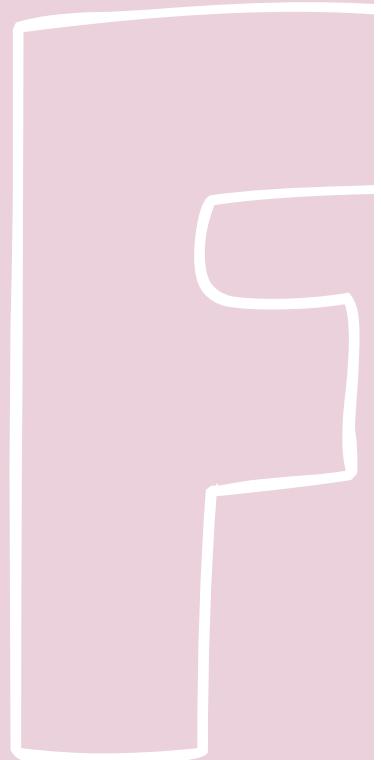
CREATING APEX COMMITTEES

Headed by the Municipal Commissioner, with senior representatives from various city departments, the Healthy Streets Apex Committees aimed to **envision and set goals for projects and programmes** to improve walking and cycling, **ensure participatory planning**, and **monitor their progress. 33 Challenge cities formed the Healthy Streets Apex Committees!**

Location: Pimpri Chinchwad

ADOPTING POLICIES

15 Challenge cities adopted Healthy Streets Policies to **set a vision** and **lay out a clear framework to prioritise walking and cycling**—including **developing plans and budgets for scale-up**, **building institutional capacity**, and **garnering public support.** These cities also reached out to citizens for feedback as their first step towards adopting the policy.

Chandigarh's Cycling Policy

Chandigarh is the first city in India to develop a Cycling Policy! The draft policy aims to make cycling an alternate means of transport for short distances in the city.

SETTING UP
DESIGN CELLS

Cities like Bhopal, Kohima, Udaipur, and Nagpur set up Healthy Streets Design Cells—**dedicated teams to plan, design, and implement projects** based on the goals prepared by the Apex Committee. The Cells comprised of representatives of relevant public agencies, civil society organisations, and mobility experts. These design cells are also responsible for **conducting stakeholder consultations** and **hosting community engagement sessions**.

Location: Udaipur

Location: Jhansi
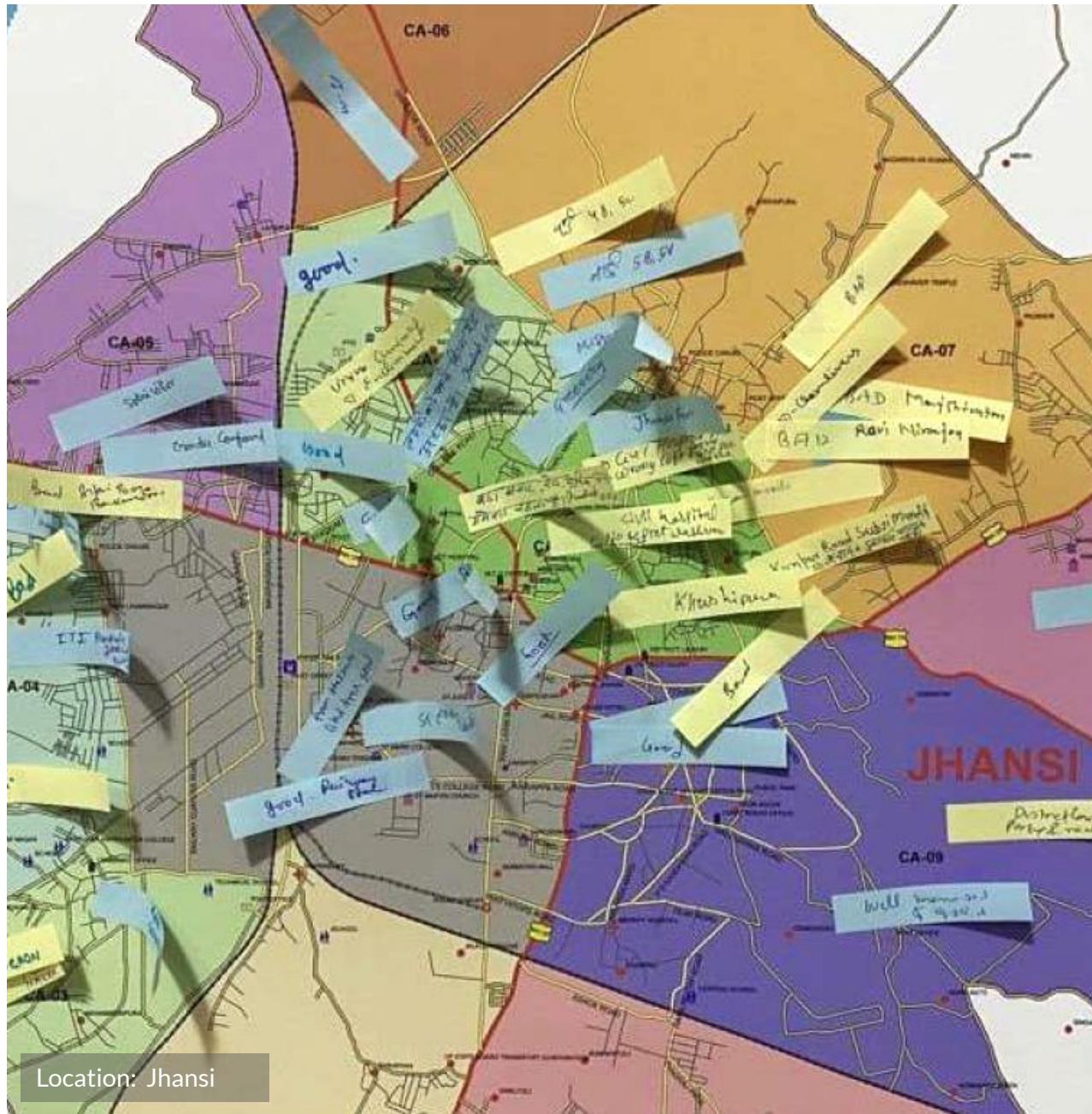
DEVELOPING 3-YEAR ACTION PLANS

Cities developed 3-year action plans with goals and strategies they would take up over three years towards achieving their Healthy Streets vision. The plans included **strategies and budgets for city-wide expansion** of walking and cycling initiatives, with **clear identified roles and responsibilities of various city agencies** towards implementing these strategies. Cities will track their annual progress and prepare their next action plans at the end of the third year.

Location: Kochi

"

To create inclusive, multifunctional streets, Kochi engaged with citizens to ensure an effective bottom-up approach. This helped citizens embrace the Healthy Streets Initiatives.

Shanavas S IAS
Chief Executive Officer,
Cochin Smart Mission Limited

COMMUNICATION

- **Listening to Citizens**
- **Crowdsourcing Solutions**
- **Reclaiming Streets through Events**
- **Empowering Women to Walk and Cycle**
- **Engaging with Children**
- **Engaging with Traffic Police**
- **Organising *Cycle2Work* Campaigns**
- **Creating Online Campaigns**

Rajkot interviewed postmen to understand issues faced by daily cyclists.

LISTENING TO CITIZENS

At the onset of the Challenges, cities rolled out **surveys to capture citizens' perceptions**— including women and other vulnerable groups—towards walking and cycling infrastructure in their city. To ensure everyone's voices were heard, these surveys were **prepared in local languages**, and **shared widely through social media and the press.**

After identifying pilot locations, city officials **walked and cycled with citizens** at different times of the day **to identify and map roadblocks to walking and cycling.** They found that a few of these were dealbreakers that, if fixed, could improve the walking and cycling experience of the neighbourhood for everyone.

Location: Tumakuru

HERE'S WHAT CITIES FOUND OUT FROM THE SURVEYS

What makes cycling inconvenient?

Insufficient Street Lighting

Speeding Vehicles

Congestion

Unruly Junctions

HONK!

HONK!

Obstructions by Parked Vehicles

Potholes

WHISTLES*

Hey girl! Smile more!

1 out of 5 women fear being harrassed while cycling

6 out of 10 women know how to cycle but **only 1 has a cycle.**
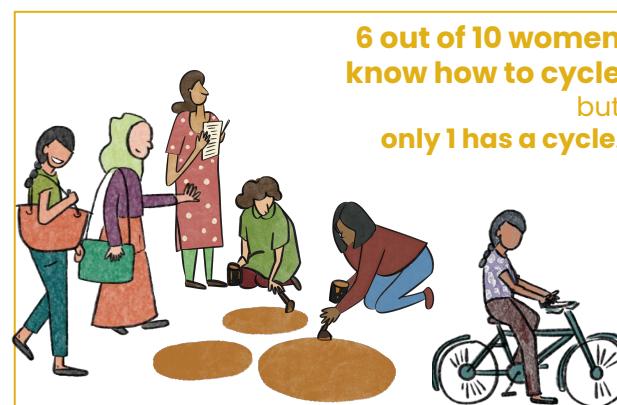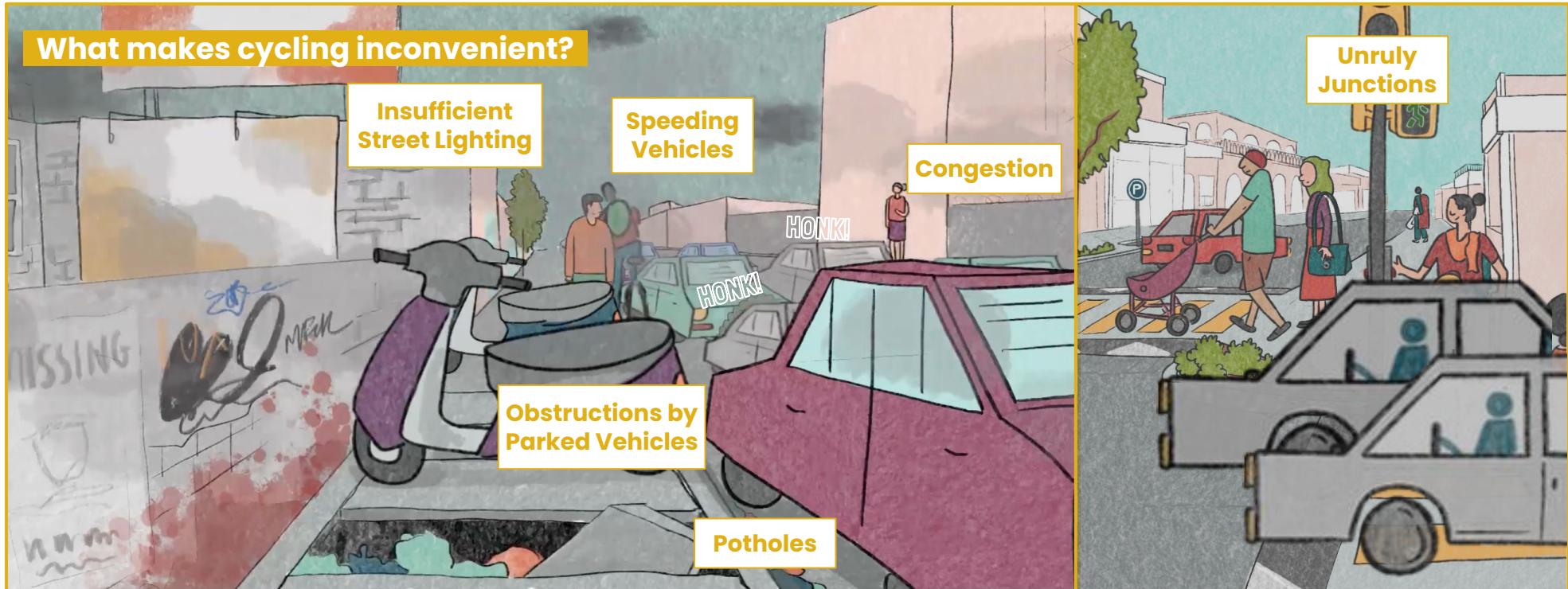
95% of the respondents

said they would shift to cycling if it becomes safe and convenient.

Findings from a survey conducted by ITDP India in May 2020 with over 27,000 respondents

CROWDSOURCING SOLUTIONS

In the *Streets4People* Challenge, cities experimented with a new way of developing designs for the pilot locations—hosting a **design competition** to crowdsource innovative design ideas for multiple sites. **Over 2000 designers, comprising students, architects, and planners, signed up to support their cities.** The winning entries were tested on-ground as tactical urbanism pilots.

Location: Bengaluru

Location: Pune

RECLAIMING STREETS THROUGH EVENTS

Cities showcased the growing demand for walking and cycling by **closing down streets to vehicular traffic and opening it up for pedestrians and cyclists to enjoy**. In addition to hosting these open street events, cities organised **heritage walks, walkathons, rallies, and cyclothons** that attracted thousands of participants. Smaller **neighbourhood-level events** catered to older people, children, and families, and **gathered residents' support for Healthy Street initiatives.**

Pune's Pedestrian Day

Pune hosted India's first pedestrian day on 11th December 2021. Through a series of events across the city, Pune reclaimed space for pedestrians, showcased facilities created for them, and reinforced the need for safe, comfortable, and universally accessible walking infrastructure.

"Cycle with Kochi"

Cochin Corporation's 'Cycle With Kochi' project trained nearly 200 women from Kudumbashree units to cycle to promote green commuting.

EMPOWERING WOMEN TO WALK AND CYCLE

A survey conducted by ITDP India showed that **9 out of 10 women didn't own cycles, and 4 out of 10 didn't know how to cycle.** This was a crucial barrier cities had to break for more women to cycle. Cities included women in the decision-making committees and tested many ideas: Bengaluru initiated a **cycle training school**; Kakinada hosted **women-only cycle rallies**; Vadodara appointed an **inclusivity manager**. Some cities also organised **walkathons at night to raise awareness on women's safety on urban streets.**

Location: Vijayawada

Location: Panaji

ENGAGING WITH CHILDREN

To encourage younger generations to walk and cycle more often, some cities **appointed Junior Cycling Ambassadors, hosted walkathons for children and even launched design competitions to reimagine their streets.** In many cities, **children painted cycle lanes, demarcated public spaces, and created street signages as part of tactical urbanism interventions.** Cities also created designated play areas for children as they redesigned their streets.

Surat's "Cyclology"

The city started a first-of-its-kind cycling curriculum for schools to explain the importance of cycling to children through poems, stories, and practical lessons.

ENGAGING WITH TRAFFIC POLICE

Through the process of testing solutions, cities realised the crucial role of the Traffic Police in successfully executing Healthy Streets initiatives and actively engaged with them. Chandigarh constituted a **dedicated cycling squad comprising of Traffic Police officers on cycles** to promote cycling in the city, educating cyclists to ride on cycle tracks and prosecuting motorists who drive on these tracks. Silvassa worked with the Traffic Police to **build their understanding of Healthy Streets and make them champions for the initiatives.**

Location: Chandigarh

Location: Valsad

ORGANISING *CYCLE2WORK* CAMPAIGNS

City officials led by example. Many **cycled to work regularly** to highlight the need to shift to cycling. Their efforts caught the attention of senior state officials, who also started to cycle. Cities **collaborated with private companies to incentivise their employees to cycle to work.** Cities like Bengaluru, Silvassa, and Rajkot are also measuring the resultant reduction in CO_2 emissions.

CREATING ONLINE CAMPAIGNS

Given the restrictions due to the pandemic, cities got digital-savvy to collaborate with citizens. They used **social media to engage with people, crowdsource design solutions, seek feedback on various pilots, and share regular updates.** Kohima even launched an app! Campaigns like *#Cycle2Freedom*—where citizens shared empowering cycling stories—and cities got renowned cyclists and celebrities on board through the campaigns like *#ResetWithCycling* to build a buzz around cycling for the public.
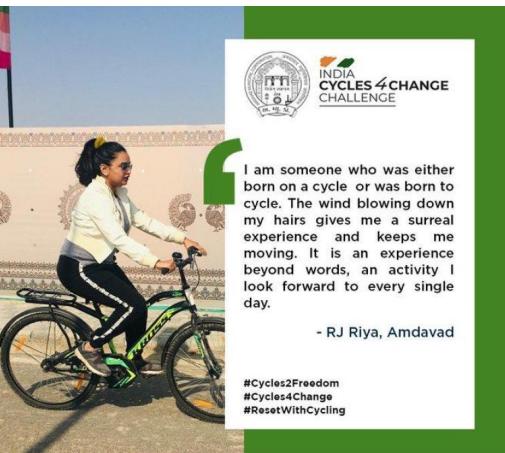
Location: Imphal
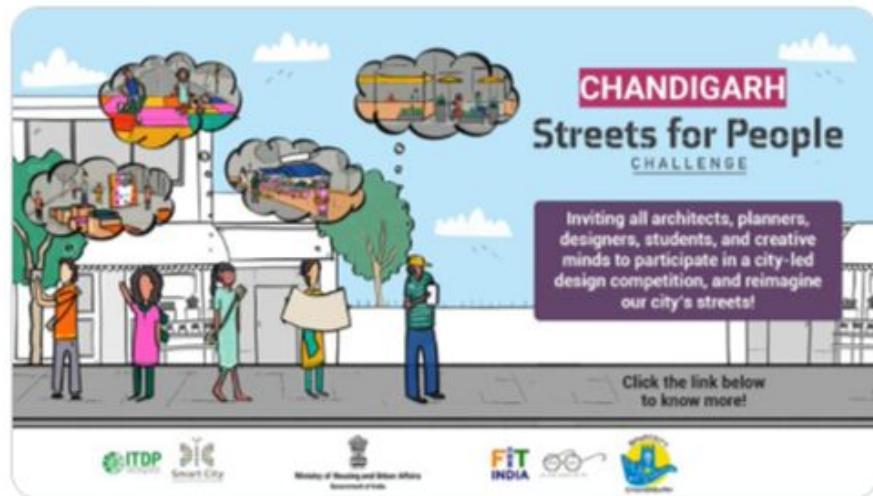
> " A good city is like a good party—people stay longer than necessary because they are enjoying themselves. If you see a city with many children and many old people using the city's public spaces it's a sign that it's a good quality place for people.

Pushyamitra Bhargava
Mayor, Indore

19 cities
prepared
3-Year Healthy Streets
Action Plans
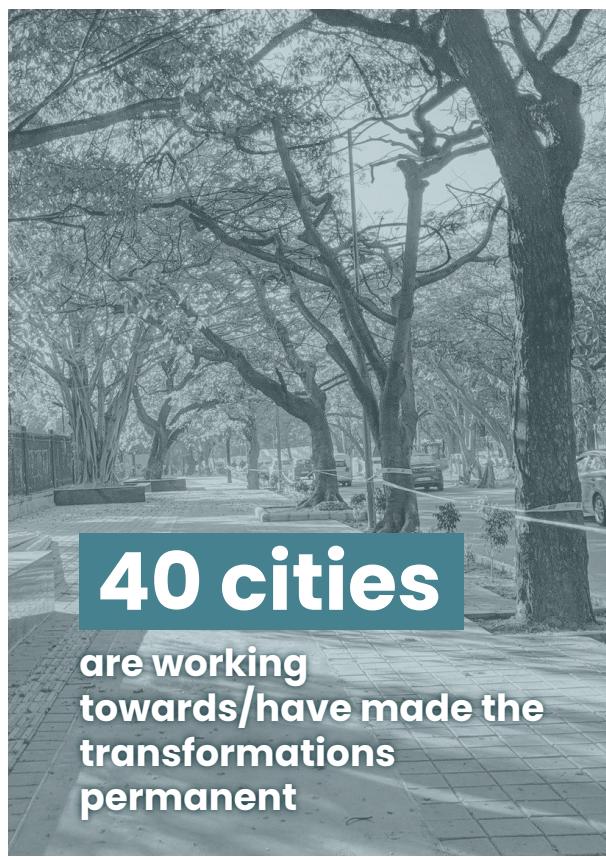
40 cities
tested designs through
tactical interventions

15 cities
have adopted the
Healthy Streets Policy
and 17 cities are
underway to adoption
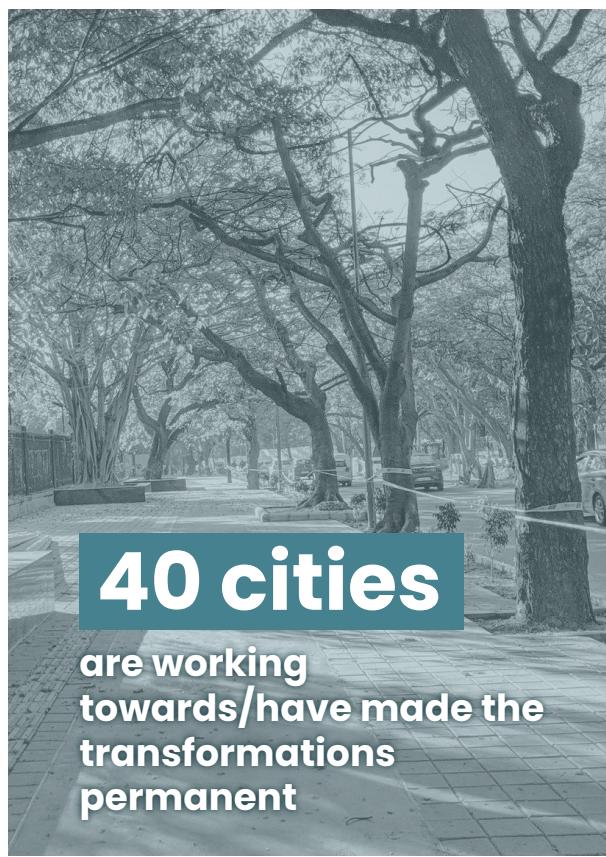
40 cities
are working
towards/have made the
transformations
permanent

33 cities
have formed the
Healthy Streets Apex
Committee

India's Healthy Streets Pioneers
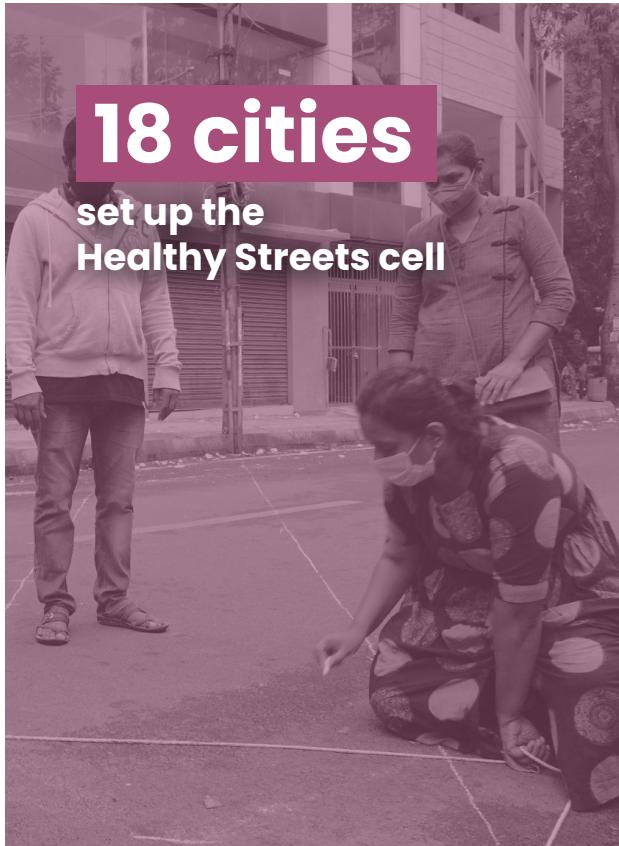
18 cities set up the Healthy Streets cell

25 cities initiated *Cycle2Work* campaign and 9 cities will institutionalise this campaign

42 cities conducted handlebar surveys and walking audits to understand on-ground challenges to walking and cycling

17 cities have developed a 3-Year Healthy Streets Network Plans

35 cities have regularly hosted campaigns and initiatives to build support for walking and cycling

Location: Pimpri Chinchwad

4

India's Healthy Streets Pioneers

Location: Coimbatore

INDIA CYCLES 4 CHANGE CHALLENGE

Streets 4 People CHALLENGE

1 Stage 1 commenced in June 2020

Stage 1 launched in September 2020

2020>>

LET US KNOW!
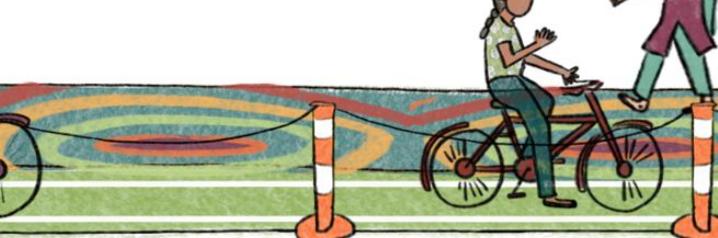
2 November 2021
Stage 2 of the Challenges kicked off

<< 2021

3 January 2022
Season 2 of both Challenges launched

4 January 2024
Announcing the Challenges Champions

2022>>

2023>>

ROAD CLOSED STREETS FOR PEOPLE

SLOW STREET

DESIGN COST SITE 1 SITE 2 SITE 3 QUANTITIES

CHALLENGE FORMAT

Becoming walking- and cycling-friendly during the pandemic with limited physical interaction was challenging. Hence, the Challenges were broken down into two stages with achievable milestones to make them less daunting for the cities. The cities were also supported by a panel of technical experts every step of the way.

Stage 1

INDIA CYCLES 4 CHANGE CHALLENGE

Stage 1 of the Challenges focussed on getting cities to understand the basics of creating Healthy Streets—the why, what, and how. Cities tested low-cost design solutions on the ground, compiled learnings from citizens and stakeholders, and built support for Healthy Street initiatives through various campaigns.
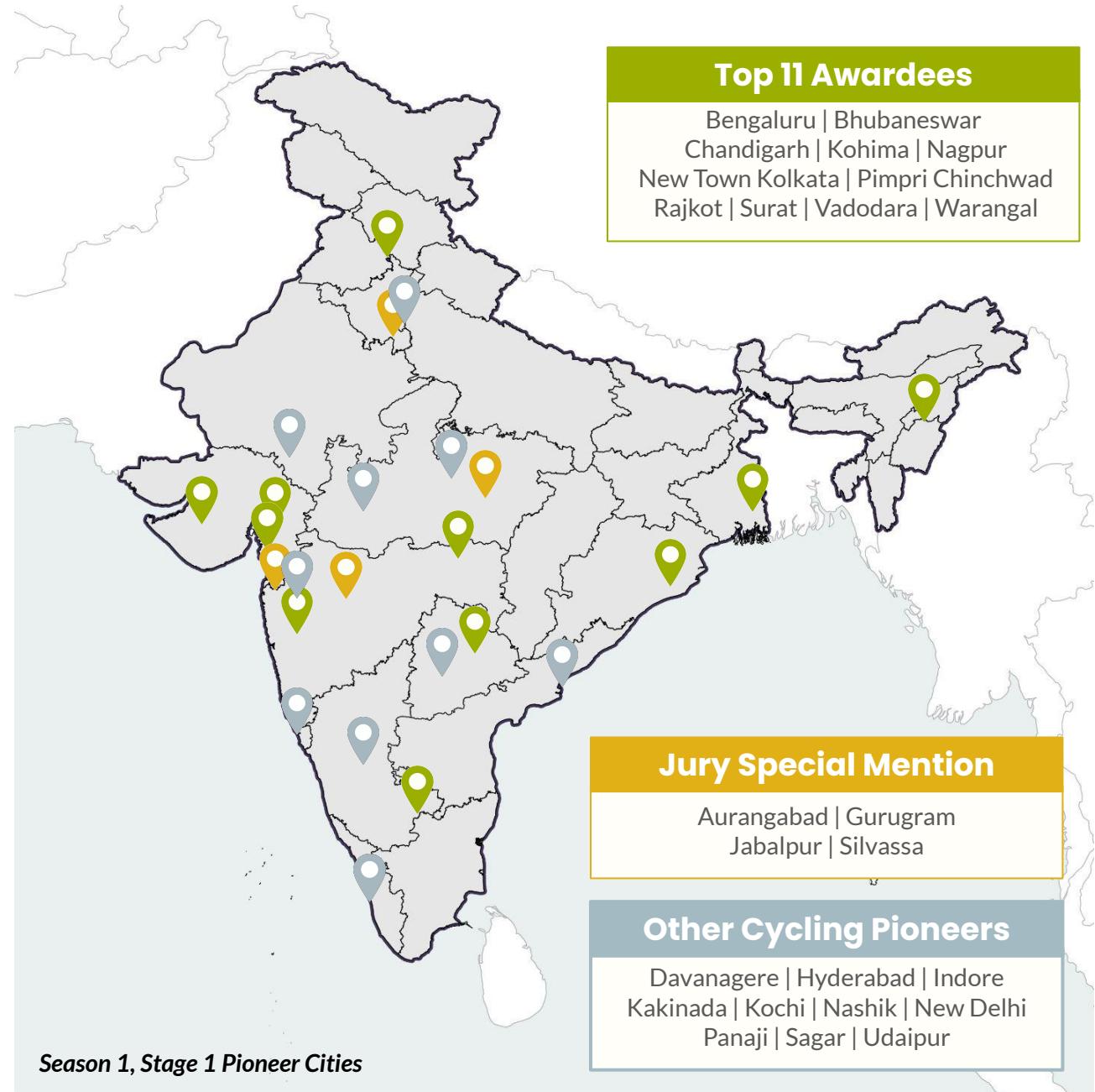
India's Healthy Streets Pioneers

Top 11 Awardees

Bengaluru | Bhubaneswar
Chandigarh | Kohima | Nagpur
New Town Kolkata | Pimpri Chinchwad
Rajkot | Surat | Vadodara | Warangal

Season 1, Stage 1 Pioneer Cities

Jury Special Mention

Aurangabad | Gurugram
Jabalpur | Silvassa

Other Cycling Pioneers

Davanagere | Hyderabad | Indore
Kakinada | Kochi | Nashik | New Delhi
Panaji | Sagar | Udaipur

Streets 4 People
CHALLENGE

Top 11 Awardees

Aurangabad | Bengaluru | Gurugram
Kochi | Kohima | Nagpur
Pimpri Chinchwad | Pune | Udaipur
Ujjain | Vijayawada

Jury Special Mention

Imphal | Karnal | Silvassa | Vadodara

Season 1, Stage 1 Pioneer Cities

Stage 1 of the *Streets4People* Challenge came with a unique twist—an opportunity for cities to crowdsource design solutions through a competition. This city-led design competition allowed for greater community participation and involvement by including the voices of citizens in selecting the winning designs.

Stage 1 culminated with a panel of eminent jury members identifying 25 *India Cycles4Change* cities and 15 *Streets4People* cities as pioneers. The top 11 *India Cycles4Change* cities were awarded INR 10 million each and the top 11 *Streets4People* cities were awarded INR 5 million each.

Stage 2
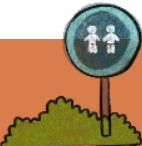
In Stage 2, the shortlisted cities from Stage 1 focussed on converting the temporary interventions into permanent infrastructure, with a scale-up plan alongside supportive long-term policies. To bring together walking and cycling initiatives, the *India Cycles4Change* and *Streets4People* Challenges were merged to enable cities to develop holistic Healthy Streets initiatives.

Owing to the success of the Stage 1, the Smart Cities Mission launched Season 2 of the Challenges where 53 new cities joined the movement. Season 2 was an opportunity for the cities to understand the basics of Healthy Streets, connect with technical experts, and learn from the experience of the other pioneer cities.

Location: Bengaluru

INDIA CYCLES 4 CHANGE CHALLENGE

Streets 4 People CHALLENGE

15 cities were identified as Challenge Champions for showcasing exemplary efforts towards the Healthy Streets Goals. Read on to find out what each of these cities did!
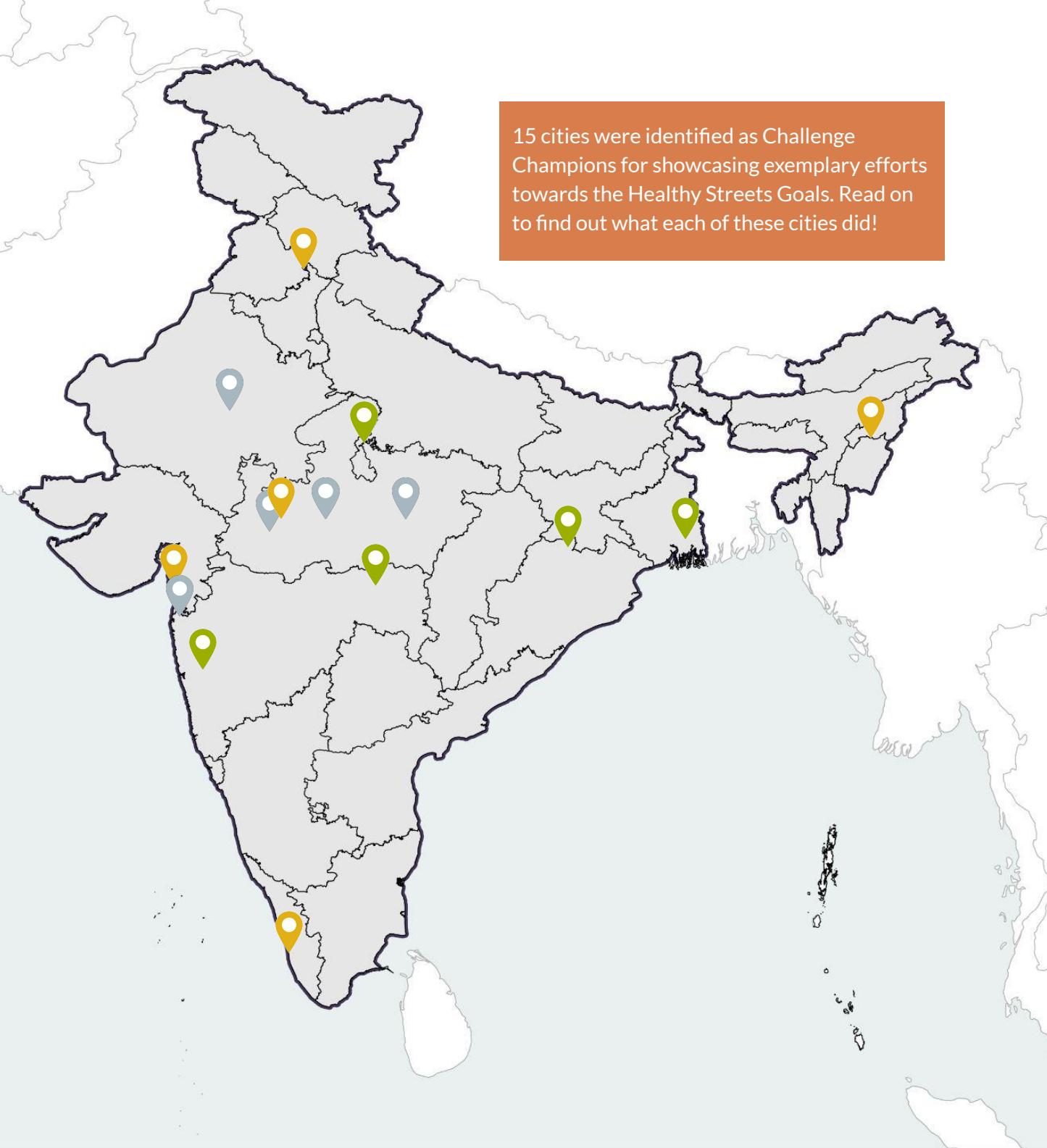
Challenge Champions

Leaders
Jhansi | Nagpur | New Town Kolkata
Pimpri Chinchwad | Rourkela

Forerunners
Chandigarh | Kochi | Kohima
Surat | Ujjain

Explorers
Ajmer | Bhopal | Indore
Jabalpur | Silvassa

Season 1 Cities	Permanent Healthy Streets Interventions	Healthy Streets Apex Committee	Healthy Streets Cell	Healthy Streets Policy Adoption	3-year Healthy Streets Action Plan	Recurring Walking & Cycling Campaigns
Aurangabad	✔	✔	✔	↻	✘	↻
Bengaluru	✔	✔	✘	↻	↻	↻
Bhopal	✔	✔	↻	✔	✔	↻
Bhubaneswar	↻	✘	✘	✘	✘	↻
Chandigarh	✔	✔	✔	✔	✔	↻
Gangtok	↻	✔	✔	✔	✘	↻
Gurugram	✔	✔	✘	↻	✘	↻
Hyderabad	↻	✘	✘	✘	✘	✘
Imphal	↻	✘	✘	✘	✘	↻
Indore	✔	✔	✔	✔	✔	↻
Jabalpur	✔	✔	✔	↻	✔	↻
Jhansi	↻	✔	✔	✔	✔	↻
Kakinada	↻	✘	✘	✘	✘	↻
Karnal	✔	✔	✘	↻	✘	✘

Status of cities captured between June 2021 to July 2023

✔ Complete | ✘ Not yet started | ↻ Ongoing

Season 1 Cities	Permanent Healthy Streets Interventions	Healthy Streets Apex Committee	Healthy Streets Cell	Healthy Streets Policy Adoption	3-year Healthy Streets Action Plan	Recurring Walking & Cycling Campaigns
Kochi	✔	✔	✔	✔	✔	↻
Kohima	✔	✔	✔	✔	✔	↻
Nagpur	✔	✔	✔	✔	✔	↻
Nashik	✔	✘	✘	↻	✘	↻
New Town Kolkata	✔	✔	✔	✔	✔	↻
Pimpri Chinchwad	✔	✔	✔	✔	✔	↻
Raipur	↻	✔	✘	↻	✘	↻
Rajkot	✔	✔	✘	↻	✘	↻
Sagar	✔	✔	✘	✔	✔	↻
Silvassa	✔	✔	✔	✔	✔	↻
Surat	✔	✔	✔	↻	✔	↻
Udaipur	✔	✘	✘	↻	✘	↻
Ujjain	✔	✔	✔	✔	✔	↻

Status of cities captured between June 2021 to July 2023

✔ Complete | ✘ Not yet started | ↻ Ongoing

Location: Gurugram

Season Cities 2	Permanent Healthy Streets Interventions	Healthy Streets Apex Committee	Healthy Streets Cell	Healthy Streets Policy Adoption	3-year Healthy Streets Action Plan	Recurring Walking & Cycling Campaigns
Ahmedabad	✖	✖	✖	✖	✖	↻
Ajmer	✔	✔	✔	✔	✔	↻
Aligarh	✔	✖	✖	✖	✖	↻
Bilaspur	✖	✖	✖	✖	✖	↻
Chennai	↻	✖	✖	✖	✖	↻
Dharamshala	✔	✖	✖	↻	✔	↻
Gandhinagar	↻	✔	✖	✖	✖	↻
Jaipur	↻	✔	✔	↻	✔	↻
Mangaluru	✔	✔	✖	✖	✖	↻
Pasighat	✔	✔	✖	✖	✖	↻
Ranchi	✔	✖	✖	✖	✖	↻
Rourkela	✔	✔	✔	✔	✔	↻
Saharanpur	✖	✖	✖	↻	✖	✖
Satna	✔	✖	✖	✖	✔	↻
Tumakuru	✖	✖	✖	✖	✖	↻
Valsad	✔	✔	✖	✖	✖	↻

Status of cities captured between June 2021 to July 2023

✔ Complete | ✖ Not yet started | ↻ Ongoing

Jhansi

Leader

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

Jhansi realised that there is no one-size-fits-all solution to create Healthy Streets. The city has not only focused on getting their street design elements right, but have also looked to piloting other initiatives—traffic management, parking management, anti-encroachment drives—that can improve the quality of streets.

Under strong leadership, the city has also been focusing on setting up **strong institutional processes**, such as regular meetings and improved coordination between various agencies and stakeholders. The city, to understand the true impact of such initiatives, are also planning to conduct **street audits** through a public-private partnership model!

Partners
Skill India NGO,
Private Bus Association of Jhansi

Kanpur Road

Scale of Transformation

2.4 km

Project Cost.

₹10 Cr

Project Typology.

Footpath
Cycle Track
Public Space

India's Healthy Streets Pioneers

Kanpur Road is a 30 m wide arterial road with dense commercial and institutional land use, and the city bus stand. The street has a 17 m wide carriageway, and witnesses traffic congestion and encroachments along with unregulated vending and parking, and lacks space for pedestrians to walk safely. With multiple destinations along this stretch, the city envisions this street to become a walking highway, with a series of vibrant urban spaces so that the street becomes as attractive for pedestrians and cyclists as it is for motor vehicles.

The design reclaims the carriageway space to create footpaths, cycle tracks, and urban plazas with landscaped sit-outs, on-street parking management, vending zones, and urban art installations.
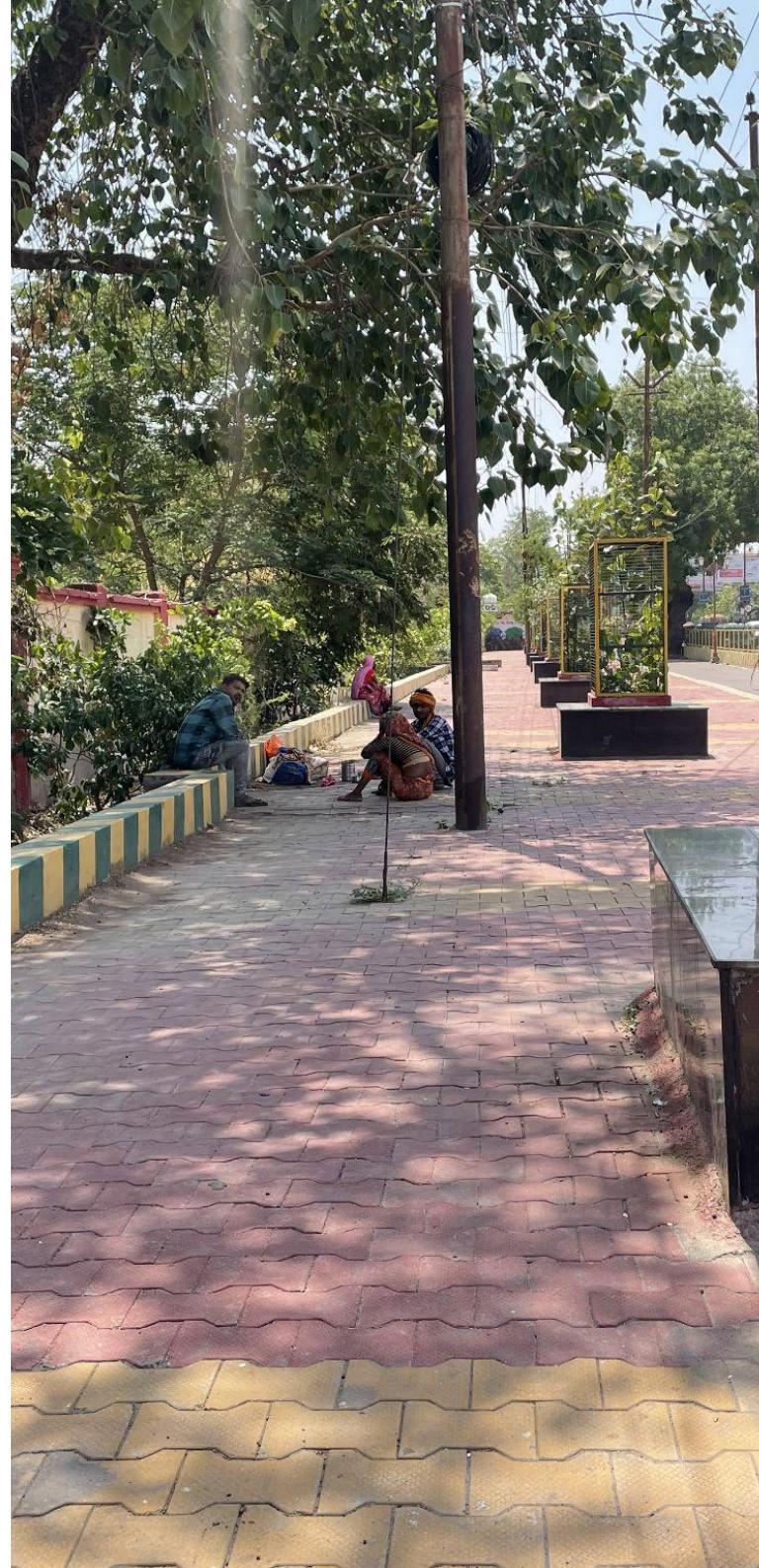
Nagpur

Leader

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

Nagpur engaged with its citizens at every stage of the process. In Stage 1, a whopping 15000 people responded to a survey by the city, highlighting their barriers to walking and cycling.

These learnings shaped the city's infrastructure plans. The city went back to the people with its plans, and **worked with Resident Welfare Associations** to identify neighbourhoods to test out these plans. So, when the city tested its first pilot, citizens actively participated in the test and provided feedback. The city plans to build on these efforts to scale up Healthy Streets infrastructure and aspires to do this by embracing **data in their decision-making process.**

Partners
Another Earthling Studio
Center for sustainable development
ISAF foundation
Agneepankh foundation

Wardha Road

Scale of Transformation

6 km

Project Cost.

₹66 Cr

Project Typology.

Footpath
Cycle Track
Public Space

Nagpur transformed an highway into a pedestrian- and cyclist-friendly corridor. The design of the project optimises space and takes into account land use and activities along the stretch. The primary goal was to create seamless NMT infrastructure in the city.

Key features include safer pedestrian crossings with refuge islands, bollard-restricted entries for pedestrian convenience, attractive public and recreational spaces, well-designed bus stops, organised parking with bulb-outs, and property entrances tailored to site needs.

New Town Kolkata

Leader

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

New Town Kolkata began their *India Cycles4Change* journey by rolling out a city-wide public bicycle sharing system with 500 cycles and implementing a network of cycle tracks.

The next was to train people—especially women— to cycle through **weekly training camps**, in addition to conduction various **awareness and open street campaigns**. The city is now planning larger awareness programmes and an additional 30 km network of footpaths and cycle tracks across the city.

Partners

New Town Kolkata Development Authority
West Bengal Housing Infrastructure Development
Public Health Engineering Department
Police Commissionerate
Regional Transport Office
Cycling groups—Cycling network Group
Switch On
Bengal Chamber of Commerce, etc.

Street 106

Scale of Transformation

4000 sq.m

Project Cost.

₹0.89 Cr

Project Typology.

Footpath
Cycle Track
Public Space

The city closed down a street—Street Number 106—to vehicular traffic and transformed it into a permanent pedestrian zone, after testing out tactical urbanism interventions.

Located in the heart of the city, this 200m long newly designed pedestrian zone attracts a large volume of people daily, with features including a roller-skating rink, footpaths, a cycle track, and a children play zone.

The city has also demarcated a dedicated food truck zone and adopted a Food Truck Policy to formalise operations!

Pimpri Chinchwad

Leader

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

Pimpri Chinchwad commenced its Challenges journey by testing a pop-up cycle lane to connect green spaces in the city.

Building on the success of the test, the city initiated a city-wide **10-Year Harit Setu Master Plan,** with inputs from citizens, local CSOs, and experts. The masterplan envisions developing a **walking and cycling network connecting green spaces in the city**. To ensure this plan doesn't just remain on paper, the city allocated funds to make it a reality and will soon be piloting these initiatives in the neighbourhood of Nigdi. The focus will be to provide non-motorised transport (NMT) infrastructure till the last mile so that trips within the neighbourhood shift from motor vehicles to NMT.

Partners
Pimpri Chinchwad Police
Bicycle Mayor of Pimpri Chinchwad - BYCS
ITDP Pune Team
Urban Works India
Designshala Collaborative
Prasanna Desai Architects
Cyclist Groups

Pimple Saudagar

Scale of Transformation

4 km

Project Cost.

₹30 Cr

Project Typology.

Footpath
Cycle Track
Public Space

The Pimple Saudagar Street project features a 45-meter right-of-way with a functioning bus rapid transit system (BRTS) corridor. The proposed cross section for this BRTS corridor includes a wide and continuous footpath, a raised cycle track, and dedicated seating space.

The streetscape project incorporates organised parallel parking and other elements to create a vibrant and inclusive environment for pedestrians, cyclists, and motorists.
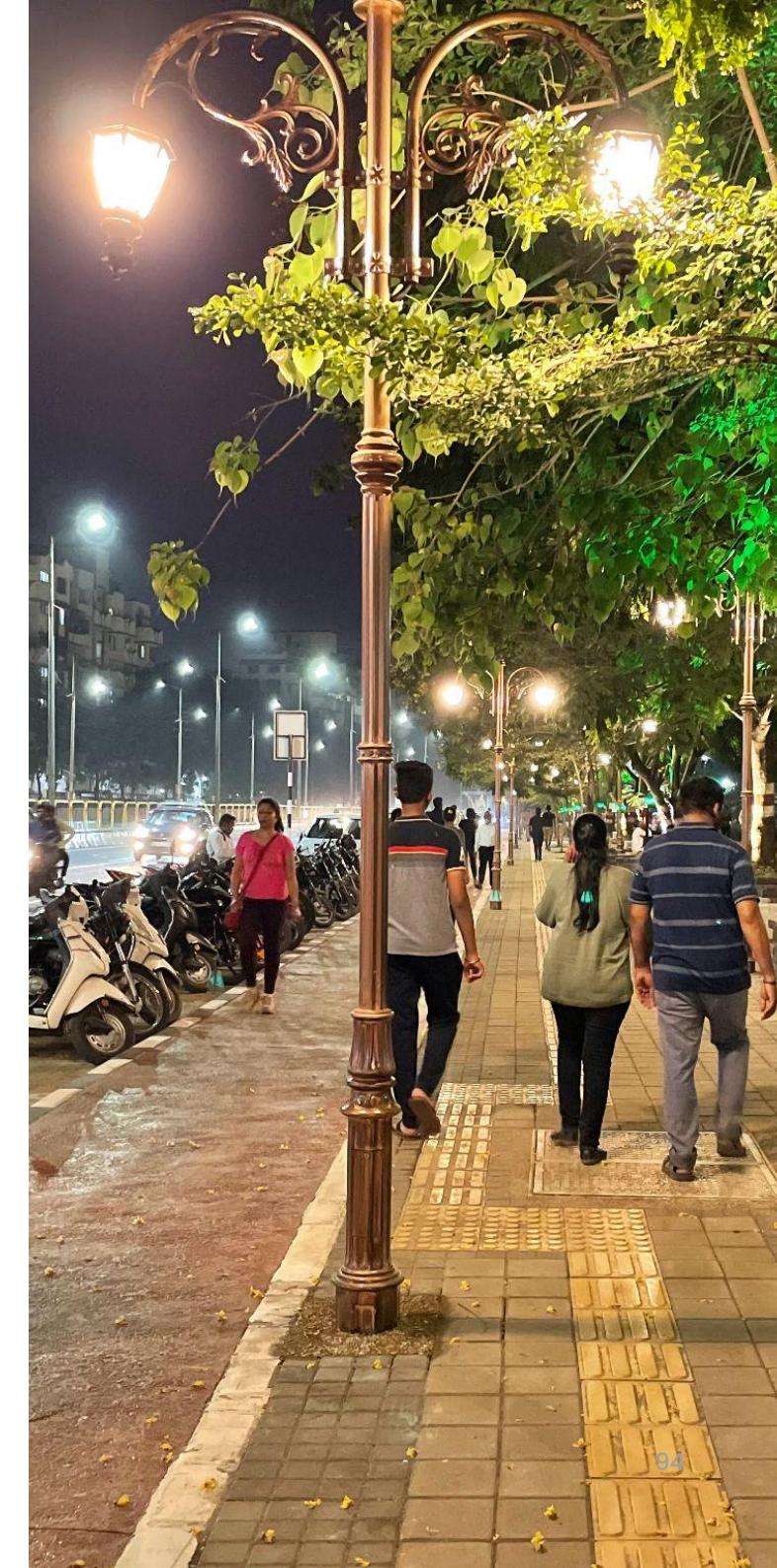
Rourkela

Leader

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

🔄 **Walking-Cycling Campaigns**

Rourkela, a Season 2 city, had a unique journey during the Challenges. The city hosted the 2023 Men's Hockey World Cup and leveraged this opportunity to improve its streets and transport systems.

Leading up to the World Cup, the city conducted stakeholder discussions, tested tactical urbanism interventions, improved intersections and piloted walking and cycling initiatives. The **long-term vision for the city is to make Rourkela a 15-minute city** and has identified a **Healthy Streets network of over 75 km** to implement in the next three years. Rourkela has also leveraged various local, state and national schemes to ensure the successful implementation and sustenance of these efforts!

Partners
Rourkela Steel Plant(RSP)
Various Cultural Organisations
National Institute of Technology, Rourkela

Connecting the City

Scale of Transformation

8 km

Project Cost.

₹32 Cr

Project Typology.

Footpath
Cycle Track
Public Space

India's Healthy Streets Pioneers

Rourkela transformed a 4-lane street from Hanuman Vatika Chowk to Airport through Kanak Manjari Pharmaceutical College into a Healthy Street in just 3 months! This 8 km stretch was designed with segregated footpaths, with sufficient buffer from the carriageway and even included a median.

Other elements such as seating, street lights, drinking water facilities, and public toilets were also provided. To provide shelter from extreme weather conditions, the street is designed with rain and heat shelters every 200 m.

Chandigarh

With an existing cycling network, Chandigarh reached out to its citizens with one simple question: What is one thing the city could do to make cycling better?

Here's what they found: cyclists needed to feel safe at all places and at all times of the day. This guided the city's efforts to **revamp its cycle tracks**—installing **street lights along the tracks** and **cycle signals at junctions. A Cycle Safety Squad** formed by the Traffic Police—to assist cyclists and prevent encroachments on the tracks—was another big step. As part of their scale-up, the city will implement **traffic calming measures in neighbourhood streets** (V4 streets), and also develop a **Green Corridor/Cycle Expressway.** The city also plans on conducting **bi-annual street audits** to monitor the usage and impact of the infrastructure!

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

Partners
Cyclegiri
Patiala Foundation
Cycleworx

Chandigarh's Active Mobility

Scale of Transformation

10.5 km

Project Cost.

₹6.36 Cr

Project Typology.

Footpath Cycle Track

India's Healthy Streets Pioneers

The city's objective was to establish seamless connectivity for cycle tracks across the city and address gaps in the existing network plan.

Chandigarh constructed 10.5 kilometers of segregated cycle tracks/cycle lanes with shared footpaths along various V3 roads (streets that define the sector boundary) in the city. The initiative focused on some of the prominent streets in the city, including the ones that connect major destinations.

Kochi

Healthy Streets Policy

3-Year Healthy Streets Action Plan

Healthy Streets Design Cell

Walking-Cycling Campaigns

Kochi put people at the heart of all their initiatives. The city organised multiple events, rallies, awareness programs, and community engagement discussions to build the support for walking and cycling with residents.

The city organised a Republic Day mega rally with over 700 cyclists to launch its first **pop-up cycle lane!** Kochi focused on neighbourhoods to create Healthy Street pilots—they reclaimed the carriageway to create **social pockets in neighbourhoods and redesigned intersections** to make them safer. The city will be expanding these initiatives to the entire city, especially along the **multi-modal transit network**. Kochi will also focus on **policy-level interventions** to promote Healthy Street initiatives in the city.

Partners
Centre for Heritage Environment and Development
Police Law & Order
Traffic Police
Greater Cochin Development Authority
Kochi Metro Rail Limited
WRI

Poovath Street

Scale of Transformation

## 450 sq.m

Project Cost.

₹0.8 Cr

Project Typology.

Footpath Cycle Track Public Space

Transforming densely populated neighbourhoods that lack safe and accessible public spaces was Kochi's priority. The Poovath residential neighbourhood, which had narrow streets and underutilised spaces, was selected for interventions.

Conceived through several local community engagements, the Poovath street was transformed into a family-friendly space, with the addition of various play and exercise opportunities for residents. As a result, the space is now thriving with public activities, with both children and adults spending most of their time outdoors engaged in various play and social activities.
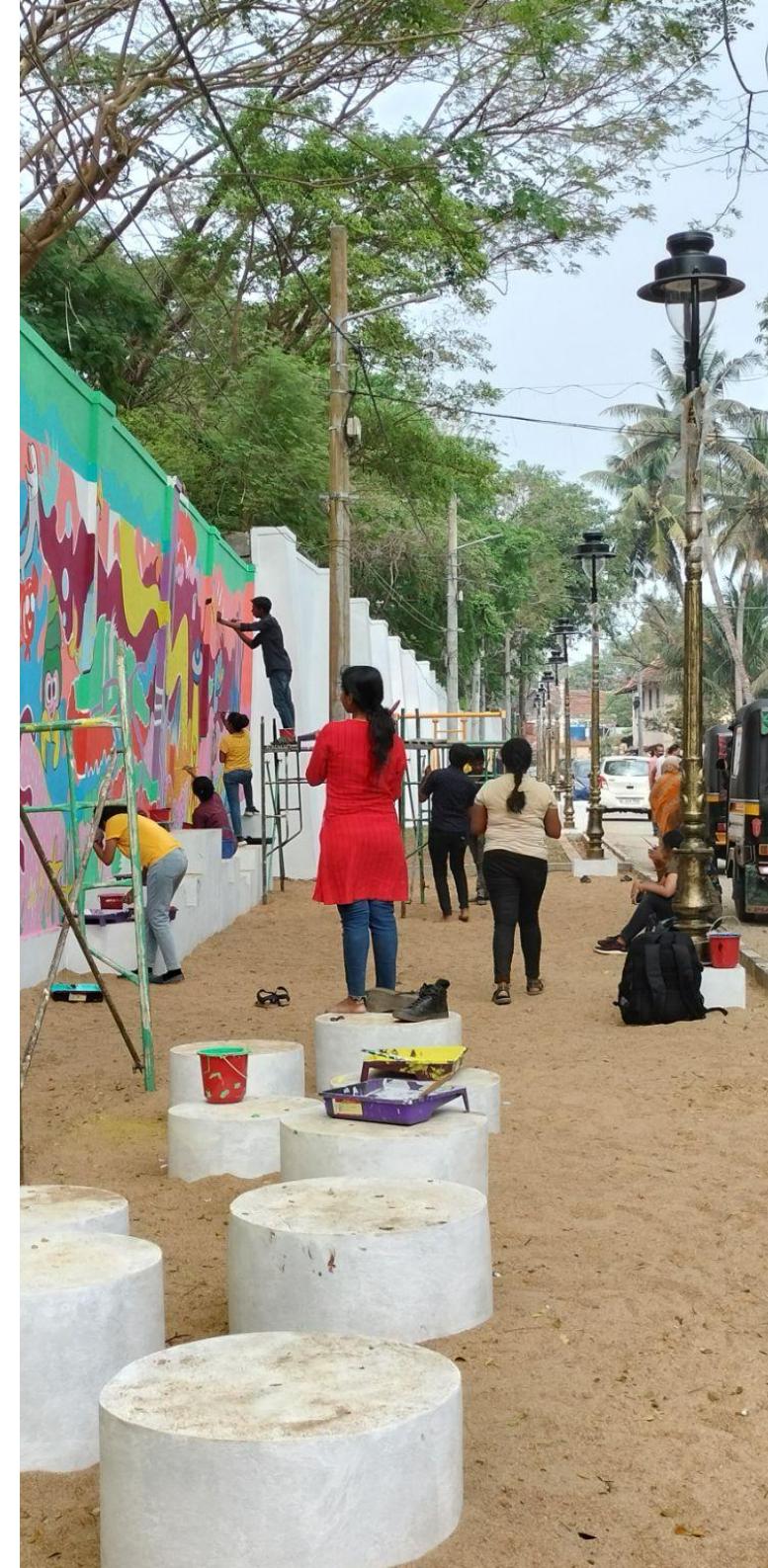
Kohima

Forerunner

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

The city officials faced an uphill battle—to convince citizens that cycling in the hills could be safe and fun. Here's what they did. With a new bicycle training arena and workshops, they trained people to cycle on the slopes!

Regular events and cycle rallies also got more people cycling. Today, there are more cyclists on the streets of Kohima than ever before, many even cycling to work. Kohima also reached out to their citizens to tackle their greatest challenge—parking! They took bold steps in transforming **parking spaces into vibrant community spaces** with curbside seating and planters. Based on their on-ground learnings, Kohima plans to develop a **Healthy Streets Toolkit for other hilly terrain cities!**

Partners
Nagaland Traffic Police
Nagaland Cycling Community
Kohima District Administration
Angami Youth Organisation
Angami Women Organisation
Kohima Chambers of Commerce & Industry
All Kohima Municipal Ward Panchayat

The Walkable Street Project

Scale of Transformation

1.8 km

Project Cost

₹7.18 Cr

Project Typology

Footpath
Public Space

The Walkable Street project features a segregated footpath running through the heart of the city. The city also transformed three prime locations in the city, covering a total area of approximately 880 sq. m, into pedestrian plazas. The project also includes street furnitures such as benches, smart street lightings, traffic speed regulation equipment, and landscaping.

The Walkable Street Project has created a sense of community and encourages citizens to spend more time outdoors and engage with their surroundings.

Surat

Healthy Streets Policy

3-Year Healthy Streets Action Plan

Healthy Streets Design Cell

Walking-Cycling Campaigns

Surat wanted to get cycling right. The city started out with a focus on creating a whole generation of children who look at cycling as a lifestyle.

Surat started a **first-of-its-kind cycling curriculum for schools**; selected **Cycling Ambassadors** to champion the cause of cycling; and launched **design competitions for children** to envision cycling-friendly streets. Piloting pop-up cycle lanes along schools and residential areas also ensured children were able to test them and give their inputs. Surat also leveraged the Cycling Ambassadors to do a **gap assessment of the cycle tracks** to ensure they address all key concerns in their scale-up plan!

Partners
Traayaam Foundation
Project Surat
Resilience Strata Research and Action Forum
Surat Cyclist
U-Turn team
EK Soch NGO
Team LCG

The Cycle Track Project

Scale of Transformation

80 km

Project Cost

₹1.98 Cr

Project Typology

Cycle Track

India's Healthy Streets Pioneers

The Surat Cycle Track project, led by Surat Municipal Corporation and Surat Smart City, was initiated to foster cycling as a sustainable transport mode and promote a healthy lifestyle. The city developed an extensive 80+ kilometer cycle track network across Surat to encourage cycling, alleviate traffic congestion, and reduce air pollution.

The cycle track is designed to ensure connectivity and continuity, with well-designed signages and street markings to guide users.

Ujjain

Forerunner

Ujjain drew upon its rich heritage to inspire more people to walk and cycle. They transformed a heritage site into a car-free zone through a tactical urbanism intervention, made it permanent, and also improved the footpaths around other heritage sites.

To scale up their efforts, Ujjain developed the *'Healthy Streets Enhancement Plan for Cyclists and Pedestrians in Ujjain City'* which includes the development of a 52 km cycle track network, and identification of additional heritage sites for pedestrianisation, footpath widening, and other initiatives. Recognising the importance of community engagement, Ujjain hosted regular Open Street campaigns, conducted perception surveys, hosted feedback sessions with citizens and plans to continue such initiatives!

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

Partners
Youth Hostel Association India

Kothi Road Improvements

Scale of Transformation

1.5 km

Project Cost

₹12.82 Cr

Project Typology

Footpath

The project aimed to improve pedestrian mobility, ensure pedestrian safety, and foster connectivity among key areas within the Vikram University neighbourhood.

The implemented footpath connects the Tarantal Chaupati Chowk with Vikram University and the nearby residential area, offering a direct route that enhances accessibility for students, residents, and visitors. The street is closed to cars from 5 to 8 a.m. everyday, allowing neighbourhood residents to walk, jog, and cycle. On Sundays, the city also hosts Open Street initiatives to encourage people from other neighbourhoods to also visit the street.
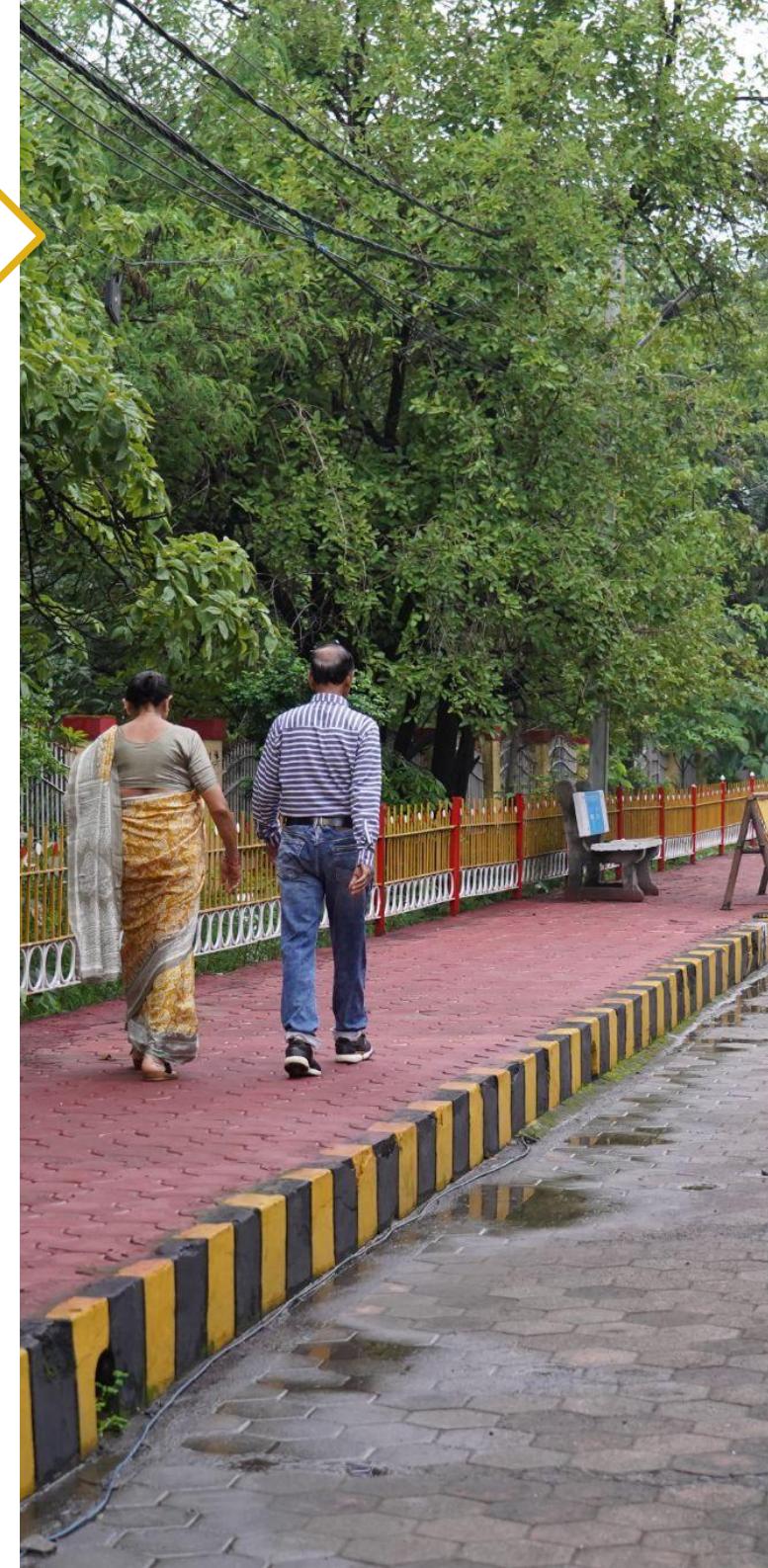
Ajmer

Explorer

- ✔ **Healthy Streets Policy**
- ✔ **3-Year Healthy Streets Action Plan**
- ✔ **Healthy Streets Design Cell**
- ↻ **Walking-Cycling Campaigns**

Cycling was popular in Ajmer but only as a sport. To get people to use cycling as a mode of commute, the city organised multiple campaigns such as cyclothons, walkathons, car-free days, awareness walks, Cycle2Work initiatives, etc to nudge and inspire people to walk and cycle regularly.

To facilitate this, the city invested in good and safe infrastructure. Ajmer implemented various traffic calming measures—speed breakers, speed humps—around educational institutes to ensure safer speeds. Around the Anasagar lake the city also constructed a dedicated 6km cycle track and a 10.4km walking track. Using this network as the main destination, the city plans to expand the walking and cycling networks across the entire city.

Partners
Green Army Sansthan Ajmer
Ajmer Cycling Community
Morning Musketeers
Adarsh Nagar Surya Namaskar group
Ajmer Engineers' Institution
Toshniwal Group of Industries

Bhopal actively engaged with local organisations, schools, colleges and citizens from the beginning. To nudge people to take to walking and cycling, the city conducted Cycle2Work Programmes, cycle training camps, Open-Street Campaigns, perception surveys, and built a strong social media brand for the NMT works!

Bhopal, in their 3-Year Healthy Streets Action Plan have identified a walking and cycling network of 29 km across the city. This network plan was developed in accordance with the Metro network to facilitate last-mile connectivity to these transit stations.

Partners
Maulana Azad National Institute
School of Planning and Architecture, Bhopal

Bhopal

Explorer

✔ Healthy Streets Policy

✔ 3-Year Healthy Streets Action Plan

↻ Healthy Streets Design Cell

↻ Walking-Cycling Campaigns

Indore

Explorer

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

Indore, which was once a cycling city, embraced the Challenges to revive cycling. The city did this by testing cycle lanes at the city centre, launching a public-bicycle sharing system across the city, and organising rallies to get people on cycles again!

Indore also actively improved pedestrian infrastructure through a holistic approach of improving intersections, neighbourhood streets, and school streets. The city also used tactical urbanism trials and the implementation of permanent infrastructure to create a revival of public spaces. With a vision of creating a walking- and cycling-friendly city, Indore is embedding the principles of Healthy Streets within their Comprehensive Mobility Plan (CMP).

Partners
Basics
Divine
Feedback
HMS

Jabalpur did it all—the city tested cycle tracks, roundabout and junction redesigns, floating bus stops, and interventions to calm traffic in neighbourhoods, organised open street events, rallies, conducted webinars and social media campaigns, and set up a strong Apex Committee and NMT Cell.

Jabalpur showed that to do all these efficiently and successfully, the participation of strong leaders across all departments was key! Building on this momentum, the city aims to focus on building the capacity of staff of various departments and other key stakeholders, and organise regular meetings between them to ensure coordinated action on improving walking and cycling infrastructure.

Partners
Traffic Police
Police Department
Horticulture Department
Jabalpur City Transport Services Ltd.

Jabalpur

Explorer

↻ Healthy Streets Policy

✔ 3-Year Healthy Streets Action Plan

✔ Healthy Streets Design Cell

↻ Walking-Cycling Campaigns

Silvassa

Silvassa celebrated cycling from the get go. To get more citizens to cycle, the city launched the *Cycling Palooza*—a month-long cycling festival across the city—with *Cycle Melas* for children, community cycle rides, training programmes, cycle donation drives, open streets events, and even outdoor movie screenings!

The city used this opportunity to test and improve their pilots based on feedback from citizens. Learning from their *India Cycles4Change* journey, Silvassa tested their *Streets4People* pilot and even made a celebration out of it! With a heavy focus on nudging behavioral change, the city launched the *Cycle2Work* Challenge in 2022 and are also planning to launch a *Cycle2School* Challenge.

✔ **Healthy Streets Policy**

✔ **3-Year Healthy Streets Action Plan**

✔ **Healthy Streets Design Cell**

↻ **Walking-Cycling Campaigns**

Partners
DNH Bharat Scouts and Guide
Local Bicycle and Runner Club
Federation of Industrial Association

Location: Srinagar

Location: Gurugram

5

Learnings from the Cities' Experience

Location: Jaipur

The journey of the *India Cycles4Change* and *Streets4People* Challenges was not without difficulties. While cities enthusiastically and quickly created temporary on-ground infrastructure, hosted open street events, conducted social media campaigns, and took on other initiatives, they met with several hurdles when it came to gaining support and making these solutions permanent.

Here are some commonly faced hurdles

that cities had to overcome in their journey to create people-friendly streets and promote cycling as a preferred mode of transport.

»»

Location: Chandigarh

How can we break the stigma and shift the behaviour of citizens ?

By engaging with the community and empowering them!

Cities faced the challenge of motivating citizens, shifting attitudes, and breaking stereotypes surrounding cycling and walking. Citizens failed to recognise these modes as practical transport choices over personal motor vehicles, and the resistance to changes in streetscape made the journey challenging for the cities.

Through the Challenges, cities realised the importance of involving the community in decision-making and empowering them to actively participate in shaping their cities. By engaging with residents, local community organisations, and other stakeholders, cities discovered that community ownership led to better acceptance and behaviour change, ensuring the sustainability of initiatives.

Rebranding Cycling

Davanagere launched a local campaign to make cycling cool again—with exclusive cycling-themed merchandise at cycle rallies, campaigns with LED displays across the city, and even cycling anthems! This paid off and citizens showed up in large numbers to support cycling in the city.

Location: Bengaluru

How can we ensure timely and effective implementation of solutions?

By regularly bringing together the agencies and stakeholders involved!

Collaboration and coordination between the various government agencies and stakeholders are instrumental to the success of street design projects. Competing interests and differing priorities among the multiple stakeholders made it challenging for cities to achieve timely consensus and implement impactful changes.

The Challenges enabled cities to foster collaboration across multiple sectors and disciplines. Cities learned that addressing complex urban challenges requires partnerships between government agencies, NGOs, academic institutions, businesses, and communities. By working together, cities realised that they could identify effective solutions quickly and projects could be implemented on time.

Campaigns to gather support!

Open Street events got the attention of many leaders, including Maharashtra's Environment Minister, who lauded such initiatives. Hyderabad also ensured collaboration between the Municipal Corporation, the Traffic Police, and transport authorities at every step.

Location: Kochi

How can we address the gaps in funding for walking and cycling initiatives ?

By exploring innovative funding mechanisms!

Over the years, cities' budgets have been allocated primarily towards constructing flyovers, foot-over-bridges, multi-level car parks, and relaying of asphalt on roads. Securing adequate funding and allocating resources to support initiatives under the Challenges, when cities were still prioritising vehicular-centric developments, posed a significant challenge for cities.

Cities, through regular conversations with their city leaders, stakeholders, and other agencies, tapped into Central and State level grants. Some cities applied for international grants that support walking and cycling initiatives. As a long-term solution, to include funding allocation towards Healthy Streets as part of their annual budgets, cities identified draft budgets as part of their 3-Year Healthy Streets Action Plans.

Leveraging CSR funds!

Many cities like Nagpur, Surat, and Kohima utilised funds available under the National Clean Air Programme and also reached out to corporates to tap into Corporate Social Responsibility (CSR) funds to support walking and cycling initiatives.

Follow Traffic Rules

Location: Gurugram

How can we manage traffic when implementing new solutions

By planning in detail and testing the interventions before making it permanent!

While many cities conducted regular open street campaigns by closing streets to vehicular traffic, they could not effectively manage the traffic circulation around the particular streets. This in turn caused vehicular congestion and disruptions to normal vehicular flow, making it even more challenging for cities to garner public and stakeholder support for street design projects.

Whether preparing for an open street event or planning for a city-wide network of footpaths, cities realise that putting together a detailed plan goes a long way in ensuring the success of these initiatives. Cities also learned that it was essential to be adaptable and flexible in the Challenge journey—experiment with pilot projects and be willing to make adjustments based on feedback and evolving needs. This iterative approach allowed for more effective implementation and the ability to fine-tune solutions.

Engaging with Traffic Police!

Silvassa coordinated with the Traffic Police and planned an alternate route for motor vehicles during the open-street events and actively communicated the benefits of such initiatives, the date and the route changes to the residents, which helped garner their support.

Location: Aligarh
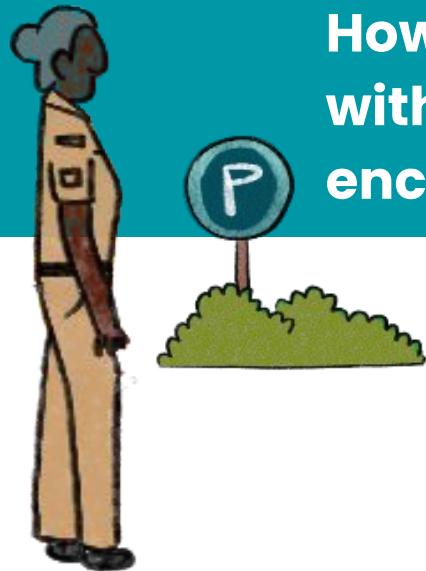
How do we deal with infrastructure encroachment ?

By creating an effective long-term enforcement plan!

Even in cities where good infrastructure was implemented, encroachment on the infrastructure was common. Encroachment included parked vehicles, vendors and shopkeepers, construction debris and equipment, utility equipment, etc. Such encroachment hampers the usability and accessibility of the infrastructure and render the street unsafe for pedestrians and cyclists.

Cities realised that an effective enforcement plan is necessary to tackle this issue. Through their 3-Year Healthy Streets Action Plans, cities have committed to developing enforcement and maintenance plans in the coming years. In the meantime, cities have been organising awareness campaigns to tackle encroachments.

Hosting enforcement campaigns!

Jhansi conducted regular anti-encroachment drives. In Satna, the Traffic Police played an important role in enforcement. The city also conducted various awareness programs on encroachment issues in the city.

Location: Kohima

6

Future of the Challenges

The *India Cycles4Change* and *Streets4People* Challenges have supported the cities in kick-starting their Healthy Streets journeys. The efforts taken up by cities are just the beginning, and they have a long way to go in becoming healthy and happy cities for all.

Cities will use learnings from the Challenges to develop short-term and long-term goals to prioritise walking and cycling in their cities. By focusing on all three pillars of Healthy Streets—Action, Foundation, and Communication—these cities can transform into lighthouse cities, leading the way for the rest of the nation.

ACTION

Scaling up interventions

Managing Parking

Here's what cities will undertake, following the Challenges!

»

Assessing Impact

FOUNDATION

Strengthening the Action Plans

Regularising functioning of Cells and Committees

Adopting Progressive Guidelines

Allocating Annual Budgets

COMMUNICATION

Continuing Engagement with Community
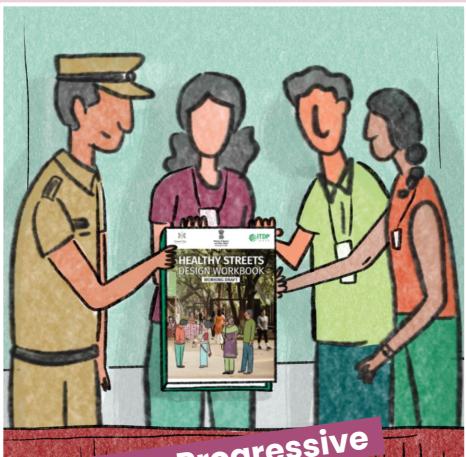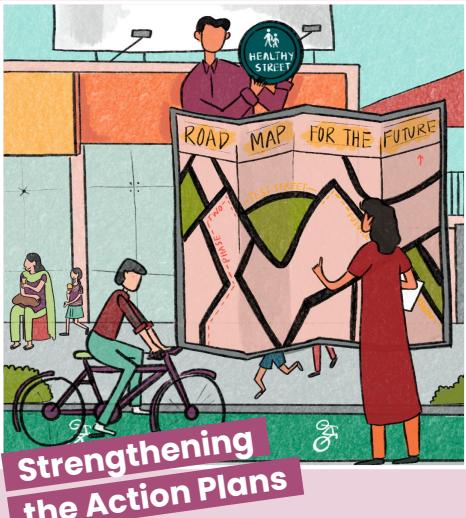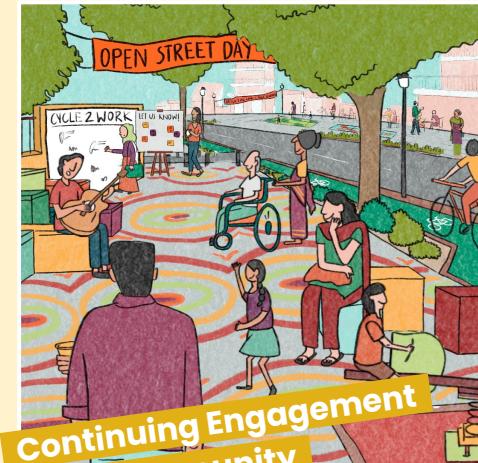
To achieve these, cities require state leaders to support these programmes financially and invest in a future where chaotic and congested roads are a thing of the past and safe, happy, and Healthy Streets are the new normal.

# Cities have outlined these goals in their 3-Year Waking and Cycling Action Plans

>>
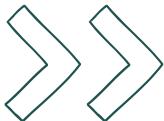
A glimpse of Kochi's Network Plan

Dedicated cycle lanes
Dedicated segregated footpath
Proposed cycle lanes
Proposed segregated footpath
Green spaces
Cycle docking station
City level destination
Metro lane
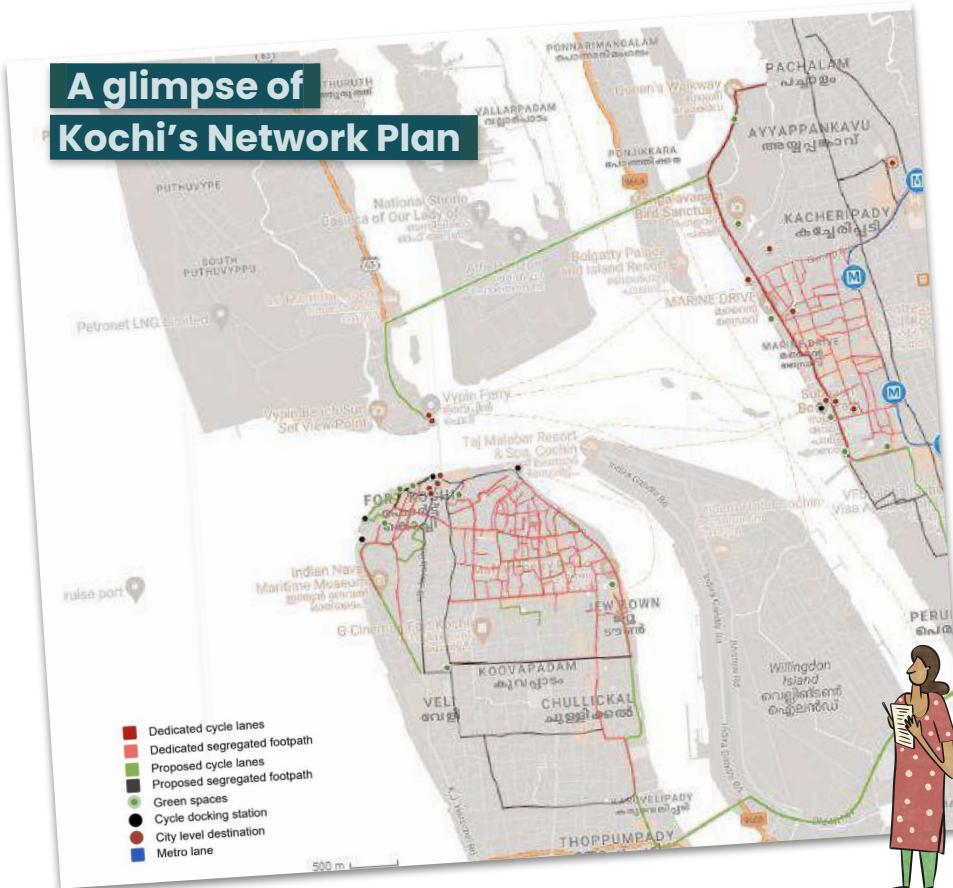
Ref: Chandigarh

Goals - Action	Year 1		Year 2		Year 3	
Timeline	0-6 months	6-12 months	12-18 months	18-24 months	24-30 months	30-36 months
Development of Healthy Street Network with safety and security infrastructure for the pedestrians and bicyclist **Nodal Agency:** UT Administration Chandigarh **Implementing Agency:** UT Administration Chandigarh **Supporting Agency:** Municipal Corporation & Chandigarh Smart City Ltd.	7.75 Kms		14.40 Kms		22.75 Kms	
Implementation of Traffic Calming measures on City V4 Roads **Nodal Agency:** UT Administration Chandigarh **Implementing Agency:** UT Administration Chandigarh **Supporting Agency:** Municipal Corporation & Chandigarh Smart City Ltd.	3.0 Kms		3.0 Kms		2.0 Kms	
Development of Green Corridor/Cycle Expressway **Nodal Agency:** UT Administration Chandigarh **Implementing Agency:** UT Administration Chandigarh **Supporting Agency:** Municipal Corporation & Chandigarh Smart City Ltd.	3.0 Kms		6.0 Kms		7.0 Kms	
Introduction of Phase IV of PBS Project **Nodal Agency:** UT Administration Chandigarh **Implementing Agency:** UT Administration Chandigarh **Supporting Agency:** Municipal Corporation & Chandigarh Smart City Ltd.	1200 Smart Bikes will be deployed		Operation 7 Maintenance if 5000 Bicycles will start			

Ref: Rourkela

Goals - Action	Year 1		Year 2		Year 3	
Timeline	0-6 months	6-12 months	12-18 months	18-24 months	24-30 months	30-36 months
Healthy street network with dedicated footpath and cycle tracks(75 kms) **Nodal Agency :** Rourkela Smart City Limited(RSCL) **Implementing Agency :** Rourkela Municipal Corporation,PWD **Supporting Agency :** RDA,TPWODL,GAIL,WATCO,RSP	25 KMS		25 KMS		25 KMS	
Traffic-calmed streets network across three neighbourhood with segregated footpath and cycling made safe in mixed traffic **Nodal Agency :** Rourkela Smart City Limited(RSCL),RMC **Implementing Agency :** Rourkela Municipal Corporation,PWD **Supporting Agency :** Forest department,RTO,Police	Basanti Colony		Civil township		Koel Nagar	
Other Initiatives : 1.Public Bicycle sharing system 2.Expansion of Public Transport 3.Development of road side open space to reduce traffic congestion 4.Accident reduction plan 5.Steamlining vending across streets 6.Integrated Road design with drainage and rain water recharege 7.Dust control on streets **Nodal Agency :** Rourkela Smart City Limited(RSCL),RMC **Implementing Agency :** Rourkela Municipal Corporation,PWD **Supporting Agency :** Rourkela Cycling Association	Tactical urbanism		Partial adoption		Full adoption	

## FOUNDATION goals from cities from their draft 3 year action plan

Ref: Kohima

Goals - Foundation	Year 1		Year 2		Year 3	
Timeline	0-6 months	6-12 months	12-18 months	18-24 months	24-30 months	30-36 months
Formation of Healthy Street Apex committee comprising of city officials , civil society, women representatives and cyclist groups. *Responsible Agency: Kohima Smart City, Kohima Municipal Council.*	Formation of the Healthy Street APEX committee with regular meeting every 2 months		Assessing the impacts and learning through capacity building workshops quarterly		Hosting quarterly Capacity Building workshops	
Formation of Healthy street Cell/Deaprtment to carry out planning, designs and implementation of the action plans. *Responsible Agency: Kohima Smart City, Kohima Municipal Council.*	Formation of the cell/department with dedicated team planning and implementing the action goals		Hosting Quarterly capacity building workshops & adopting the learnings in planning & designs			
Adoption of Parking Policy *Responsible Agency: Kohima Smart City, Kohima Municipal Council, Kohima Traffic Police, Regional Transport Authority.*	Drafting the parking policy		Adoption of the parking policy and enforcement and implementing its goals on ground.			
Adoption of Public Transport Management Plan *Responsible Agency: Kohima Smart City, Kohima Municipal Council, Kohima Traffic Police, Regional Transport Authority*	Inception of the Management plan through surveys		Drafting the Management plan		Adopting & Implementing the Management plan	

COMMUNICATION goals from cities from their draft 3 year action plan

Ref: Silvassa

Goals - Communication	Year 1		Year 2		Year 3	
Timeline	0-6 months	6-12 months	12-18 months	18-24 months	24-30 months	30-36 months
Roll out **CycletoSchool** Campaign and Healthy Street Curriculum **Nodal agency:** Silvassa Smart City Limited **Implementing agency:** Silvassa Smart City Limited **Supporting agency:** Silvassa Municipal Council, Public Works Department Silvassa, Traffic Police Department Silvassa.	Launch CycletoSchool Campaign and reintroduce cycling as mode of transport to children.					
Initiating **Freedom2WalkCycleRun** Campaign at City level			On successful completion of first stage of F2WRC at national level, city will initiate F2WCR at city level, where every citizen can participate.			
Roll out **Cycle2Shop** Campaign in the city.					Launch Cycle2Shop Campaign where all the citizens can compete.	

A glimpse of Jhansi's Network Plan
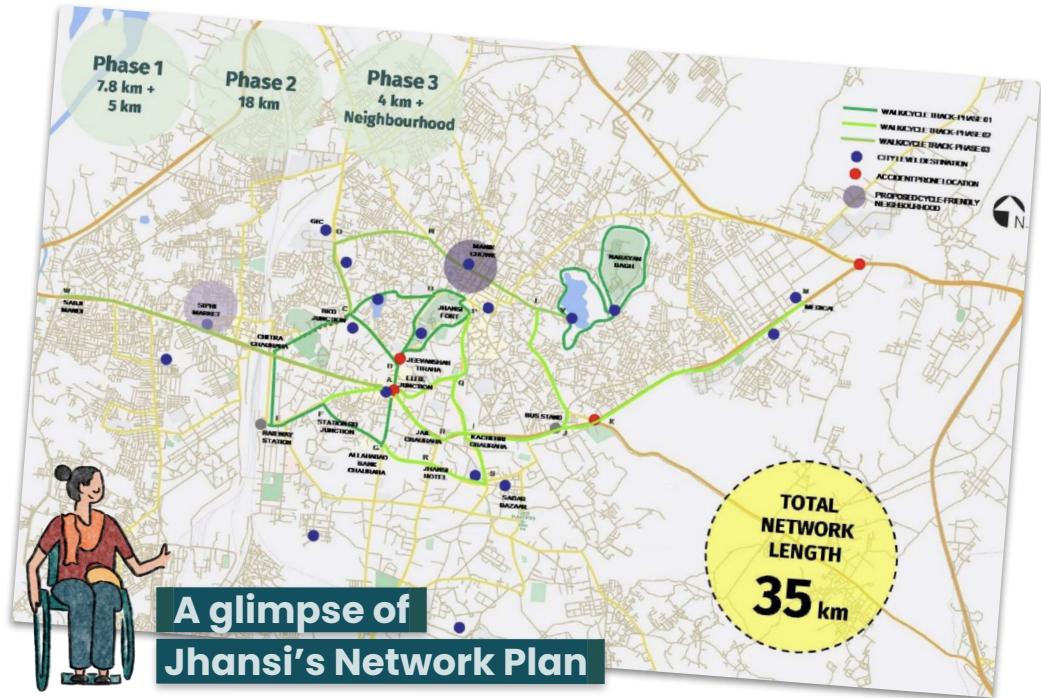
Check out how cities have kick-started work towards these goals!

MANAGING PARKING

Cities have realised that chaotic motor vehicle parking is a major roadblock to walking and cycling. Through better street design, progressive parking policies, and parking management plans—that include appropriate pricing and effective enforcement—cities will streamline parking and discourage private motor vehicle use. The cities can use the revenue generated to maintain the walking and cycling infrastructure implemented.

Location: Aurangabad

Location: Indore

SCALING UP INTERVENTIONS

As part of their strategic phasing approach, cities have identified streets for implementation ensuring that they form a continuous network. Following their phasing strategy, cities will scale up the implementation of safe walking and cycling infrastructure. Moreover, cities have recognised the value of testing tactical urbanism interventions before committing to permanent infrastructure—a valuable lesson learned from the Challenges.

ASSESSING IMPACT

To assess the impact of the Healthy Street initiatives on users, cities will adopt a robust process to evaluate the implemented streets and infrastructure. This evaluation will also assist cities in identifying any execution gaps that may have hindered usage of the streets as intended, allowing them to incorporate these findings into their strategy for subsequent Action Plans to be prepared.

Location: Chennai

Location: Silvassa

STRENGTHENING THE ACTION PLANS

While cities have developed their 3-Year Healthy Streets Action Plans, they require close guidance in ensuring their plans are holistic and practical based on their context. Cities will also work towards monitoring their progress towards the Action Plan by compiling annual Healthy Streets Progress Reports and communicating their wins to their citizens.

ADOPTING PROGRESSIVE GUIDELINES

As cities scale up their on-ground infrastructure, they will adopt Healthy Streets Design Guidelines to ensure cities embed street design best practices. This document will be a one-stop reference for the cities' future street design projects to ensure high-quality planning and implementation. These guidelines can also inform policy decisions on other street-related topics such a parking. The document can also form the framework to inform policy decisions.

Location: Pune

Location: Surat

ALLOCATING ANNUAL BUDGETS

As part of their 3-Year Healthy Streets Action Plans, cities identified budget estimates for walking and cycling. The funding requirements for the goals under Action, Foundation, and Communication, mapped for three years, will be a vital component of the annual budgets that the cities will prepare.

REGULARISING FUNCTIONING OF CELLS AND COMMITTEES

Over 30 cities have set up Healthy Streets Apex Committees, and nearly 20 cities have set up Healthy Streets Design Cells. For cities to implement the goals of their Action Plans in a timely and efficient manner, they will ensure these bodies will conduct regular meetings with active participation from experts, stakeholders, and community representatives.

Location: Nagpur

Location: Bengaluru
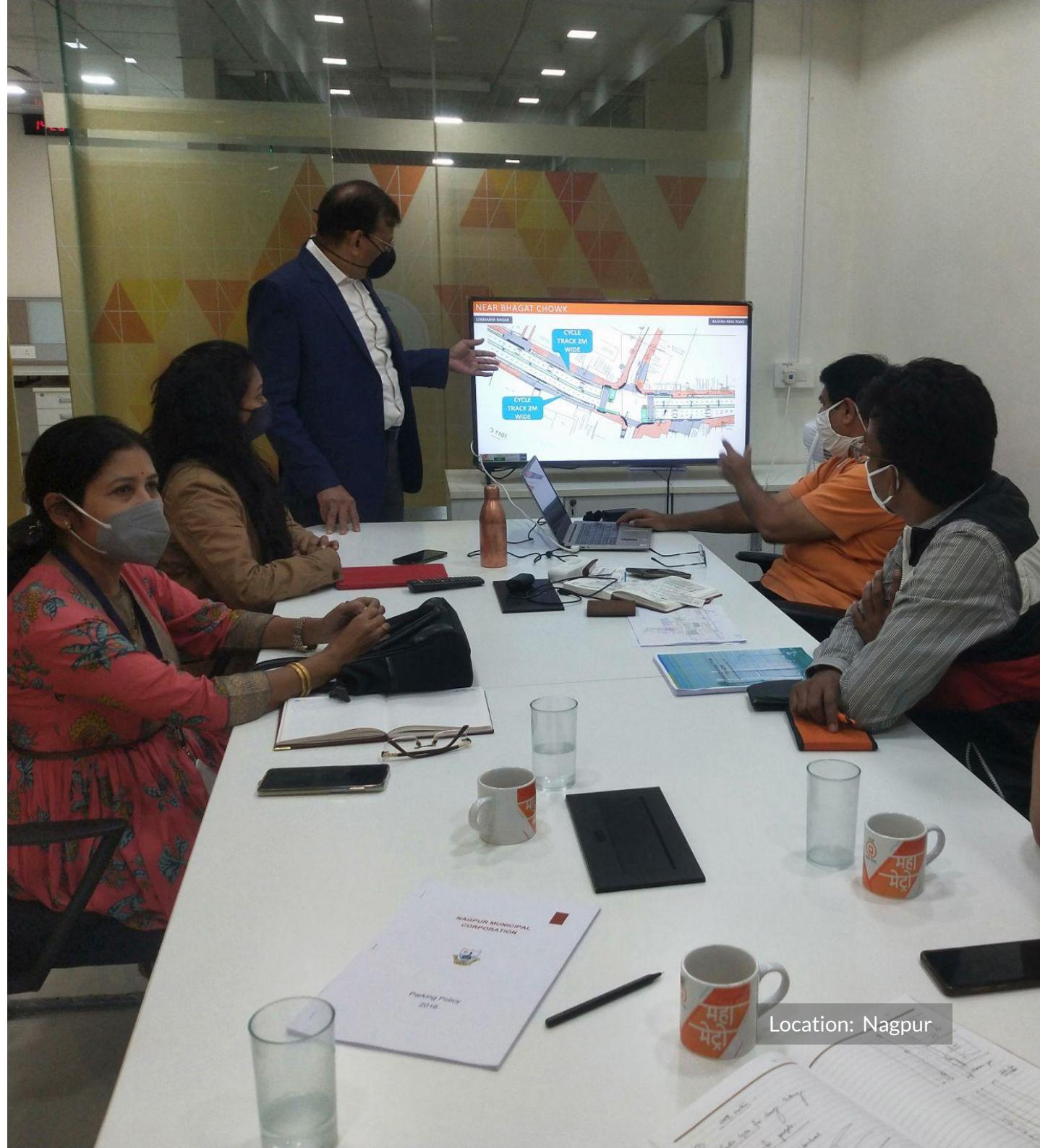
CONTINUING COMMUNITY ENGAGEMENT

As cities strive to promote cycling and walking, changing people's behaviors becomes paramount. Through the Challenges, cities have recognised the significance of conducting regular campaigns and engaging with citizens in every step of the way. To sustain the efforts undertaken, MoHUA launched—the *Freedom2WalkCycle&Run* and *Cycle2Work* Challenges—aimed at fostering lasting behavior change in city leaders and citizens. Cities will also continue Open Street initiatives and take up other innovative campaigns like *Cycle2School*.

FREEDOM 2 WALK CYCLE RUN

Stemming from the success of a month-long F2WCR Challenge in 2022, MoHUA launched a year-long Challenge to nudge city leaders towards a long-term behaviour change to embrace walking and cycling.

F2WCR intended to nudge city leaders to lead and pick up walking or cycling as a mode of commute. Further, the campaign gives decision makers a firsthand experience of the streets as pedestrians and cyclists, helping them empathise with vulnerable street users and embed their intuitive observations in decision making to improve walking and cycling infrastructure.

CYCLE 2 WORK

The Cycle2Work Challenge incentivised citizens to start cycling as a mode of commute to their workplaces. It used a gamified approach to nudge citizens towards a long-term behaviour change by bringing on board multiple stakeholders.

Anchored by the city and organised through a network of organisations and industries, the campaign aimed to get employees to replace the use of private motor vehicles and switch to cycling for that one basic trip most people take every single day—a trip to work.

180+ ACTIVE CITY OFFICIALS PARTICIPATED ACROSS 30+ CITIES

Silvassa pioneered the Cycle2Work Challenge in India in 2022. Employees from over 40 industries clocked more than one lakh kilometers on their cycles! Building on the success story from Silvassa, MoHUA has now launched this campaign in eight more cities, supported by partner organisations ITDP and BYCS.

CHALLENGE PARTNERS

AltMo | AICMA - ALL INDIA CYCLE MANUFACTURERS ASSOCIATION | BYCS India Foundation | NIUA National Institute of Urban Affairs

130,000+ KM WALKED, CYCLED, AND RUN ACROSS THE COUNTRY IN 90 DAYS

Location: Pimpri Chinchwad

> "People are at the core of any public project. The response Pimpri Chinchwad has received from citizens for the initiatives under the Challenges, makes me believe that the future of Pimpri Chinchwad is sustainable!

Usha alias Maai Dhore
Ex-Mayor, Pimpri Chinchwad

Location: Silvassa

7

# Supporting the Cities through the Challenges

Location: Bengaluru

Capacity Development Sessions

To sustain momentum during the pandemic, the Challenges provided monthly online workshops. These workshops brought cities together to introduce new concepts and facilitate peer-to-peer learning. In addition, cities also participated in Healthy Streets Clinics. These clinics served as a platform for cities to share their progress updates with the organising team and other participating cities. Cities used this opportunity to reflect on the workshop content shared and ask questions to the technical experts on the call. To ensure cities received timely guidance for their design proposals, the organising team also set up one-on-one design discussions with various experts.

Learning through Play

As part of the workshop, cities got together to play a game! This game helped city officials understand how they can create 3-Year Healthy Streets Action Plans.
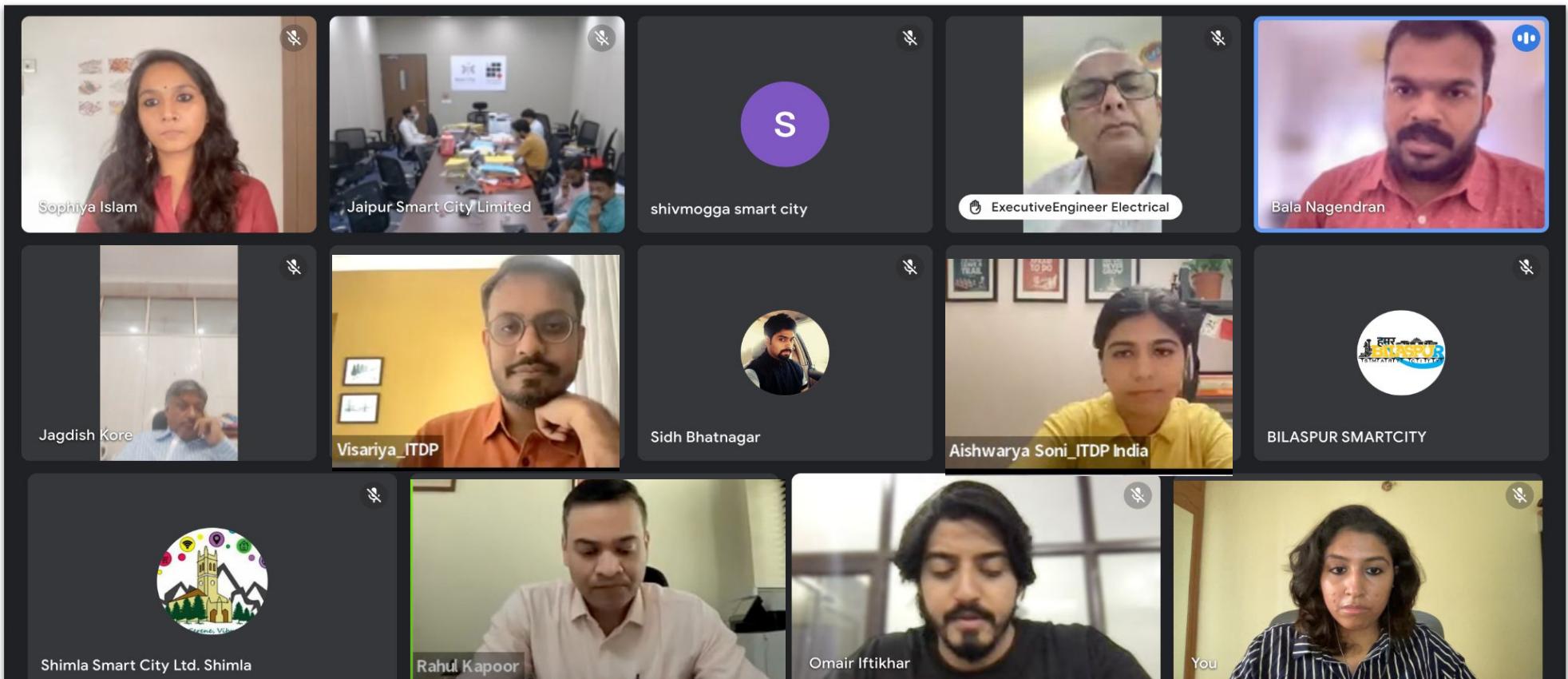
Offline Workshops and Site Visits

As restrictions eased, offline capacity-building workshops were hosted for the participating cities. These 2-day workshops, with presentations, site visits, and hands-on activities, enabled city leaders and experts from different parts of the country to interact face-to-face, build relationships, and foster collaboration. Through the site visits the officials got a deeper understanding of how to implement some of the strategies covered in the presentation sessions. Over 100 city officials—including Commissioners, Smart City CEOs, and engineers—from over 35 cities across the country, attended the two Healthy Streets workshops organised in Bengaluru and Chandigarh.

Progress Dashboard

Sustaining the momentum of the participating cities over the three years of the Challenges was crucial. One powerful tool that enhanced engagement and motivation was the 'Healthy Streets, Healthy Cities' Leaderboard. This online pan-India leaderboard tracked the progress of cities towards the Challenge goals set under three pillars—Foundation, Action, and Communication. Using this, participating cities could track and measure their progress and the progress of their peers, creating a sense of healthy competition and encouraging active participation.

Scan the QR code to access the Leaderboard

2023 Goals and Milestones

Healthy Streets, Healthy Cities Leaderboard

State Name
All

City Name
All

Population 2011
- [✓] < 1 LAKH
- [✓] 1-5 LAKH
- [✓] 5-10 LAKH
- [✓] 10-30 LAKH
- [✓] >30 LAKH

T4A Status
- [✓] No
- [✓] None
- [✓] Stage 2

C4C S4P Status
- [✓] None
- [✓] Season 1
- [✓] Season 2

Status
- 🟩 Completed
- 🟧 Ongoing
- 🟥 Yet to Start

City Name	ACTION		FOUNDATION					COMMUNICATION	
	KM of Healthy Streets (after 1st June 2021)	Problem Statement(s) identified	Healthy Streets Policy	Walking & Cycling Action Plan (Network Plan)	Healthy Streets Apex Committee	T4A Task Force	Healthy Streets Design Cell / Department	Walking & Cycling Campaigns	Public Transport Campaigns
Agartala	0	⬜	🟥	⬜	🟩	🟩	🟥	⬜	⬜
Agra	0	⬜	⬜	⬜	⬜	🟩	🟥	⬜	⬜
Ahmedabad	0	⬜	🟥	⬜	🟥	🟩	🟥	🟧	⬜
Aizawl	0	⬜	⬜	⬜	⬜	🟩	🟥	⬜	⬜
Ajmer	6	🟩	🟧	⬜	🟩	🟩	🟥	🟧	⬜
Akola	0	🟩							
Aligarh	5.6	⬜	🟥	⬜	🟥	🟩	🟥	🟥	⬜
Amravati	0	⬜	⬜	⬜	⬜	🟩	🟥	⬜	⬜
Amritsar	0	🟩	⬜	⬜	⬜	🟩	🟥	⬜	⬜
Asansol	0	⬜	⬜	⬜	⬜	⬜	⬜	⬜	⬜
Aurangabad	40	🟩	🟧	🟧	🟩	🟩	🟩	🟧	⬜
Bareilly	0	🟩	⬜	⬜	🟩	🟩	🟥	⬜	⬜
Belagavi	0	🟩	⬜	⬜	🟩	🟩	🟥	⬜	⬜
Bengaluru	0	🟩	⬜	⬜	🟩	🟩	🟥	⬜	⬜

Library of Resources

The pandemic created a need for new and innovative ways to guide cities virtually. Drawing on decades of experience supporting Indian cities to implement sustainable transport solutions, a knowledge hub of resources were created for cities, including technical guidelines—to create pop-up cycle lanes, and safe neighbourhoods and junctions—and editable communication templates like survey forms, media notes, and posters.

Scan the QR code to access the resources

Community of Champions

To support the cities in their transformation, a community of champions was created, bringing together city officials and civil society organisations to raise queries, share learnings, showcase their efforts, and inspire each other. Different methods to enable interaction in the community were tested—WhatsApp groups to share updates, regular one-on-one check-ins with city officials, and weekly and monthly update forms to monitor their progress.

Location: Rajkot

"

Non-Motorised Transport is an essential component of the future. Cyclists and pedestrians experience their neighbourhood in more detail than any other citizen of the city. Their inputs in developing safer infrastructure in the city is what will help cities achieve their Healthy Streets Vision!

Nilesh Prajapati
Citizen, Rajkot

Location: Ahmedabad

8

Acknowledgements
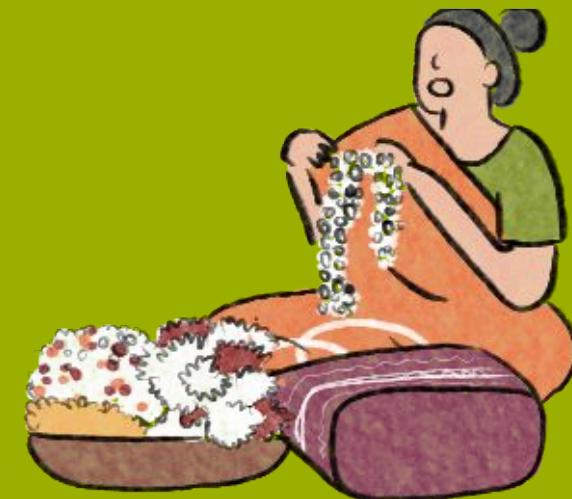
A BIG SHOUT-OUT TO THE SUPPORTING ORGANISATIONS

We thank all the organisations, architects, planners, urban designers, students, Bicycle Mayors, and Resident Welfare Associations for supporting cities across the nation and relentlessly driving the work forward to make walking and cycling safe and fun for everyone.

OUR JURY

We thank all our jury members for taking the time to evaluate the submissions and for sharing their invaluable feedback with the cities.

Chris Bruntlett
Marketing and Communication Manager, Dutch Cycling Embassy

Raj Cherubal
Chief Development Goals Specialist, SDGCC

Hitesh Vaidya
Director, National Institute of Urban Affairs (NIUA)
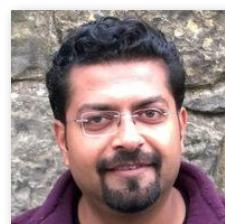
Rutul Joshi
Associate Professor, Faculty of Planning, CEPT University

Melissa Smith
Program Chair, Bachelor of Urban Design, Faculty of Planning, CEPT University

Sarika Chakravarty
Team Lead, UrbanShift Country Project NIUA

Abhijit Lokre
Founder and Partner, The Urban Lab

Nidhi Gulati
Sustainability and Social Impact Professional MBA Candidate at INSEAD

Shreya Gadepalli
Founder and Managing Trustee, The UrbanWorks Institute

Aswathy Dilip
Managing Director, ITDP India

Piyush Tewari
Founder and CEO, SaveLIFE Foundation

Swati Khanna
Senior Sector Specialist, Urban Development and Mobility, KFW