



# Non-Motorised Transport Policy for Pimpri Chinchwad

Empowering pedestrians and cyclists through 'Healthy Streets'



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# Message from Hon'ble Municipal Commissioner

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Dear citizens,

Due to the increasing number of private vehicles, our city faces air and noise pollution and traffic congestion. As a result, pedestrians, cyclists, especially children, the elderly, the disabled and women in our cities feel less safe on the roads. It is necessary to create footpaths for walking and bicycle paths for cycling and additional facilities for this in our city. This will lead to more citizens walking and using bicycles, thereby making the public transport system more convenient - this is the cure to this problem.



The city of Pimpri Chinchwad is actively working to provide essential services for pedestrians and cyclists, thereby creating safe and accessible roads in the city. Pimpri Chinchwad Municipal Corporation has adopted this 'Pedestrian and Cycle Friendly City' policy to make Pimpri Chinchwad city an inclusive, sustainable and high-quality-of-life city. This strategy will help accomplish the expected infrastructural and behavioural changes in the coming years.

A handwritten signature in black ink, appearing to be 'Shekhar Singh'.

**Shekhar Singh (I.A.S.)**

Commissioner – Pimpri-Chinchwad Municipal Corporation

# Message from Hon'ble Former Mayor

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Dear Citizens,

To make the city of Pimpri Chinchwad more livable – the city will create a network of safe streets with adequate footpaths and cycle tracks. The strategy will focus on making roads safer while moving towards radical changes to make our cities and roads inclusive. In the coming years, our Municipal Corporation will take the initiative to bring together various government departments and citizens to achieve the goals of a cleaner environment, green projects, and a safe transport system.



The policy envisions enhancing pedestrian, bicycle infrastructure and public transport systems to enable citizens to safely and affordably access work, education and nearby amenities. On behalf of the Municipal Corporation, I assure you that this process will be inclusive, and every section of society will be included. With the help of this policy, PCMC will prioritise 'Vision Zero' principles in all public initiatives to reduce road fatalities and severe injuries to citizens through sustainable transport.

Through public campaigns and implementations, we will constantly try to create awareness among the citizens about their roles in achieving and maintaining healthy streets. This 'Healthy Street Policy' will be integrated with several ongoing projects and will be further planned to realise ambitious projects in the future. I hope you will support us in this journey. I am sure this policy is an excellent opportunity for us to achieve the goal of a pedestrian and cycle-friendly city and make safe streets a reality.

A handwritten signature in blue ink, which appears to be 'Usha Dhore'. The signature is stylized and fluid, with a long horizontal line extending to the right.

**Usha (Mai) Dhore**  
Former Mayor – Pimpri-Chinchwad Municipal Corporation

# Message from Hon'ble Former Municipal Commissioner

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Dear Citizens,

Transport systems are an essential part of our lives. In Pimpri-Chinchwad, citizens travel on foot, on bicycles, and in private or public transport. We must improve the safety and liveability of the city by making the streets safe and inclusive and strengthening local industries.



As Pimpri-Chinchwad is gradually working towards achieving a safe, efficient and comprehensive transport system, proper planning and actions are being taken by the administration. The Covid-19 pandemic highlighted the urgent need to make our city streets pedestrian and cycle-friendly. In addition, today, when facing the grave issue of 'road safety', the NMT policy will definitely benefit everyone. Currently, the whole world is facing rapid urbanisation and climate change. Against this backdrop, the said policy is a progressive and integrated plan for the future.

A handwritten signature in black ink, consisting of a stylized 'R' followed by a series of loops and a long horizontal stroke.

**Rajesh Patil (I.A.S.)**

Former Commissioner – Pimpri-Chinchwad Municipal Corporation

# Healthy Streets Pledge

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Pimpri-Chinchwad pledges to create streets that are safe, accessible and comfortable for everyone in the city. The 'Walking and Cycling Pimpri-Chinchwad' Policy formalises this commitment by laying out the fundamental strategies needed to transform the city's streets.

On behalf of Pimpri-Chinchwad, we commit to working in harmony with all the relevant departments and citizens to embed Healthy Streets' principles into the city's transport system and take necessary action to achieve the goals.

# Introduction

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Streets are the lifeline of any city- moving diverse groups of people through different modes of transport every day. In addition, they also act as critical public spaces providing various social, economic, and recreational opportunities for our people, including children, the disabled, and the elderly. 14% of the city's daily trips in Pimpri Chinchwad - including trips to access jobs, education, and amenities- are made by foot, cycle, and public transport.

In the last decade, Private Motor Vehicles (PMV) ownership in the city is rising by around one lakh per year. This exponential upsurge has resulted in increased congestion, road accidents, a sharp decline in air quality, and rapid growth of lifestyle disorders. Instead of looking at streets as mere thoroughfares for vehicular traffic, it is imperative to look at them as places where people walk, talk, cycle, shop, and perform a multitude of social functions critical to the collective health of the city.

PCMC believes that mobility planning should focus on the movement of “people, not vehicles,” a goal clearly expressed in the National Urban Transport Policy (NUTP). The policy includes provisions for promoting walking, cycle use and wheelchairs for the disabled. These modes provide citizens with cheaper transport options and facilitate mobility and access to various public transport services.

Increased motorisation and spatial decentralisation have led to reduced accessibility to economic and social opportunities for citizens who cannot afford PMVs. This further multiplies the demand for motorisation, which is a fundamental driving force behind the increase in air pollution, transport-related global greenhouse gas emissions, pressures for conversion of land to urban uses, dependency on petroleum and demands for expanded infrastructure. Overall, urbanisation increases the pressure on the administration for additional land, dependence on petroleum products and consequent expansion of infrastructure services. On the other hand, walking and using bicycles reduce traffic congestion and noise pollution. Such eco-friendly transportation also has economic benefits.

PCMC thus intends to create a statutory framework to prioritise non-motorised transport in the city. By establishing the gap between the need for infrastructure and the actual provision, the policy strives to ensure proper planning, design, implementation and management of footpaths and cycleways. This policy is not just limited to infrastructural needs but also walking and cycling, services and systems related to public transport systems and road safety. And hence, the 'Pedestrian and Cyclist-friendly Pimpri Chinchwad' Policy is necessary.

# About the city

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Pimpri Chinchwad is one of the fastest-growing cities in the state of Maharashtra. According to the 2011 census, Pimpri-Chinchwad has a population of 17,29,320, of which 9.45 lakhs were male, and 6.83 lakhs were female. Over the years, Pimpri Chinchwad has predominantly developed as an industrial city. Establishing large-scale core industries has led to the growth of supporting and small-scale initiatives in and around the Pimpri industrial belt.

Owing to the information technology hubs such as Hinjewadi, Pimpri Chinchwad has experienced exponential commercial and residential population growth in the last decade. Due to the recent nature of developments and the industrial land, private vehicles now account for the largest share of the city's daily transport trips. NMT modes are necessary means of mobility for the workforces of PCMC's prominent industries. In addition, the numerous gaathan areas of PCMC feature daily markets that pedestrians access. Many children walk and cycle to school. While achieving urban development, it is imperative to transform the existing travel patterns observed in the city. To attain this, Pimpri Chinchwad Municipal Corporation will have to build an integrated network of compact, pedestrian-friendly neighbourhoods linked to high-quality public transport.





Image Credit: Ashik Jain

# Policy Structure





Image Credit: ITDP India

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# 1 Vision

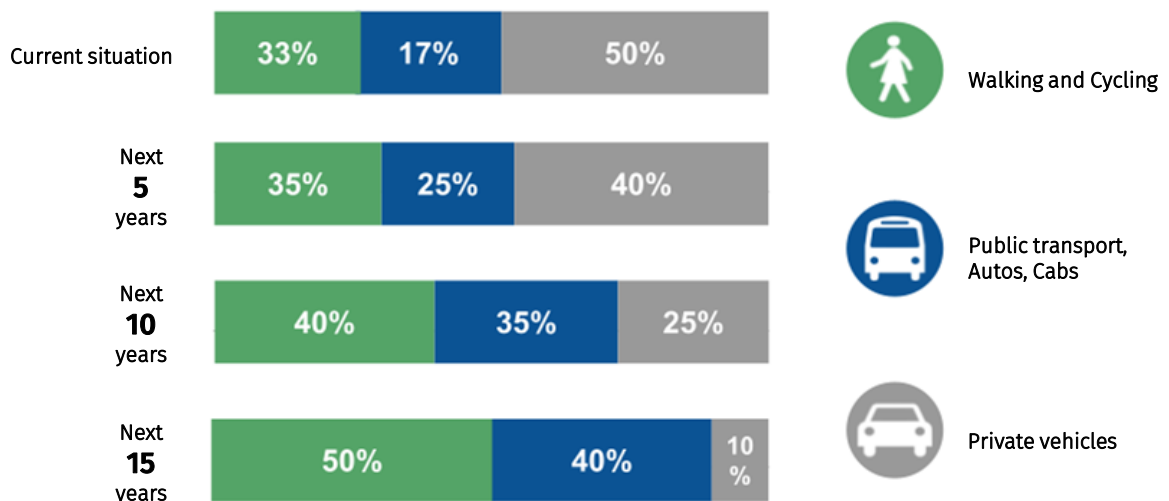
Pimpri-Chinchwad’s vision for the future is to transform its streets into ‘Healthy Streets’ to make them more accessible, comfortable and safer for pedestrians and cyclists. With this policy, most citizens will prefer walking and bicycle use over private vehicles in the future. As a result, Pimpri-Chinchwad is expected to become a people-centric city with pleasant streets and recreational public spaces.

# 2 Objectives

2.1 Pimpri-Chinchwad Municipal Corporation (PCMC) aims to increase the use of walking and cycling by creating a safe and pleasant network of footpaths, cycle tracks and greenways and creating high-quality NMT-friendly infrastructure to serve all citizens in the PCMC area. The design of Pimpri-Chinchwad streets will be consistent with best practices in pedestrian-oriented, multi-modal street design. They will also incorporate sustainable environmental planning and utility management techniques to ensure improved quality of life, economic development, and ecological health.

2.2 The following objectives that could be achieved through the successful implementation of the policy are:

1. Creating a vast network and connecting different land uses by NMT.
2. Social and economic empowerment that NMT can affect through improved low-cost mobility.
3. Advancing towards 'Healthy Streets'.



### 3 Guiding Principles

The NMT Policy is based on three guiding principles –

- **Equity:** To include all groups, especially the vulnerable and the marginalized people.
- **Sustainability:** To meet the needs of the present without compromising the needs of future generations.
- **Quality of Life:** To promote dignity and improve the quality of life for everyone.

The following elements will be prioritized while creating safe streets-



#### 3.1 Every citizen gets a fair share of road space.

Pimpri-Chinchwad will prioritise space-efficient & sustainable modes like walking, cycling, and public transport to provide every citizen with a fair share of road space. Simultaneously, it will discourage modes that occupy more per capita space, such as cars and two-wheelers.



#### 3.2 Everyone breathes clean air.

Pimpri-Chinchwad will prioritise zero-emission modes- like walking and cycling, and low-emission shared modes- like public transport.



#### 3.3 Zero fatality due to road accidents.

Pimpri-Chinchwad will encourage safe driving and design streets to reduce road crashes of vulnerable road users like pedestrians, cyclists and motorcyclists.



#### 3.4 Walking and cycling are attractive.

Pimpri-Chinchwad will create a network of safe, shaded and clean walking and cycling spaces that connect all parts of the city.



**3.5 Public transport is easily accessible.**

Pimpri-Chinchwad will ensure that public transport services are within easy reach and interconnected by walking and cycling facilities.



**3.6 Everyone moves around the city seamlessly.**

Pimpri-Chinchwad will remove hindrances to the movement of vulnerable and disabled citizens to facilitate their independent mobility.



**3.7 Women, children, and the elderly feel safe at all times.**

Pimpri-Chinchwad will eliminate opportunities for crime on its streets—especially against women, children, and the elderly—through better design and activity management.



**3.8 People enjoy the street life.**

Pimpri-Chinchwad will design streets as vibrant public spaces that invite everyone, including women, children and the elderly, to spend more time outdoors and socialise, thus improving citizens' mental and physical well-being.



**3.9 Local businesses flourish.**

Pimpri-Chinchwad will enhance livelihoods by integrating street vending and local retail businesses in street design.



**3.10 The design adapts to climatic changes.**

Pimpri-Chinchwad will use materials and designs that enhance infrastructure life, ease of maintenance, and are environmentally responsive.

## 4

### Approach

PCMC commits to 'Healthy Streets' following this approach-

#### 1. By the people, for the people

Citizens' support, feedback and participation are critical to the successful implementation of this policy. In road planning and implementation - citizens from all walks of life, including different income groups, age groups and genders, will be included.

#### 2. Test-Learn-Scale

Before finalising any initiatives and making substantial investments, the designs will be tested through low-cost and temporary means; learn from them to refine the design, make it permanent and scale it up across the city.

#### 3. Data-driven decision-making

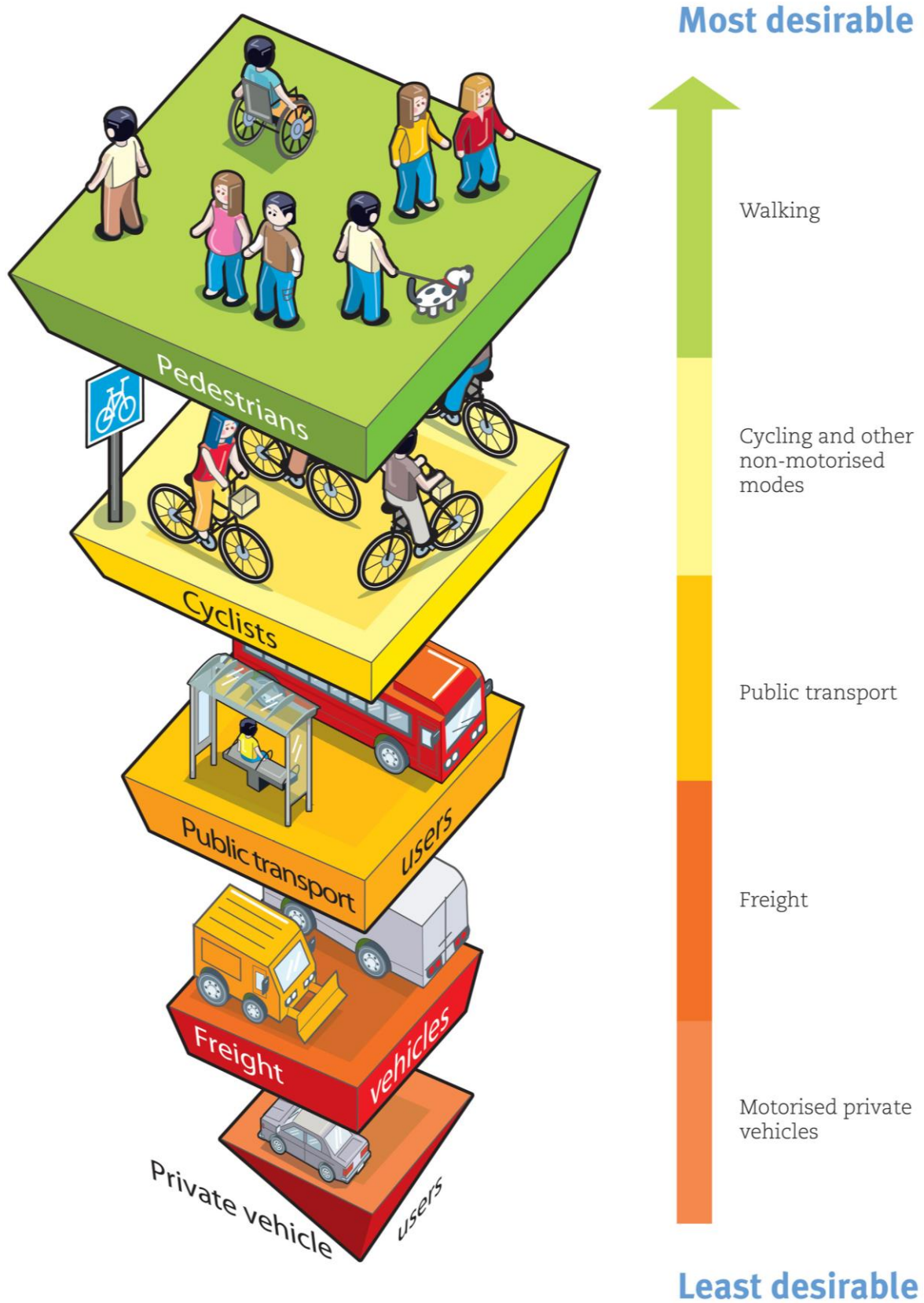
Information related to the performance of infrastructure and services will be aggregated for government agencies, policymakers and citizens for planning, investment, research, public awareness and informed decision-making.

## 5

### Leadership

1. PCMC will create the necessary leadership framework conducive to the policy.
2. PCMC will issue guidelines and instructions to professionals regarding priorities in accordance with the policy.
3. PCMC will conduct extensive training and outreach for PCMC engineers, administrators, and elected officials on NMT user needs, design principles, and promotion strategies.
4. PCMC will encourage and provide incentives for its employees to walk, cycle, and use public transport.
5. PCMC will urge other institutions to prioritise non-motorised modes in physical designs, regulations, management practices, and investment plans for transport systems.
6. PCMC will utilise the 'Harit Setu' committee while implementing the policy.





# 6

## Goals and Objectives

The ultimate focus of the policy is to increase the modal share of sustainable modes like walking, cycling and public transport. The success of the policy will be measured through the following performance indicators, determined every five years- (Table no.1)

Vision	15 year Horizon	
	Goals	Outcomes
Improving walking infrastructure	The mode share of walking and cycling shall be increased to at least 50% of all trips, and maintained at this level.	All streets with a right-of-way (RoW) of 12m or more shall have footpaths compliant with IRC 103 (2021/latest version).
Improving cycling infrastructure		<ol style="list-style-type: none"> <li>100% of streets shall be made safe for cycling, by creating dedicated cycle tracks or using traffic calming measures to create safe, low-speed space that can be shared by motorised and non-motorised vehicles.</li> <li>Bicycle parking slots shall be provided free of charge every 100m of street edge.</li> <li>Development Regulations shall mandate bicycle parking in all buildings and ensure they are located within 100m of building entrances.</li> <li>PCMC shall implement a cycle sharing system with at least 200 cycles per 1 lakh population.</li> </ol>
Improving reach of public transport	Mode share of public transport modes shall constitute at least 50% of all motorised trips.	At least 80% of the population in the city shall be within 400m walk of public transport stop/station with a service of 12 or more schedules per hour.
		Vehicle Kilometers Travelled (VKT) by Private Motor Vehicles (PMV) shall be within 20% or less of baseline year levels.
Improving reach of Mass Rapid Transit (MRT)		At least 50% of the population in the city shall be within 400m walk of Rainbow BRT or Metro.

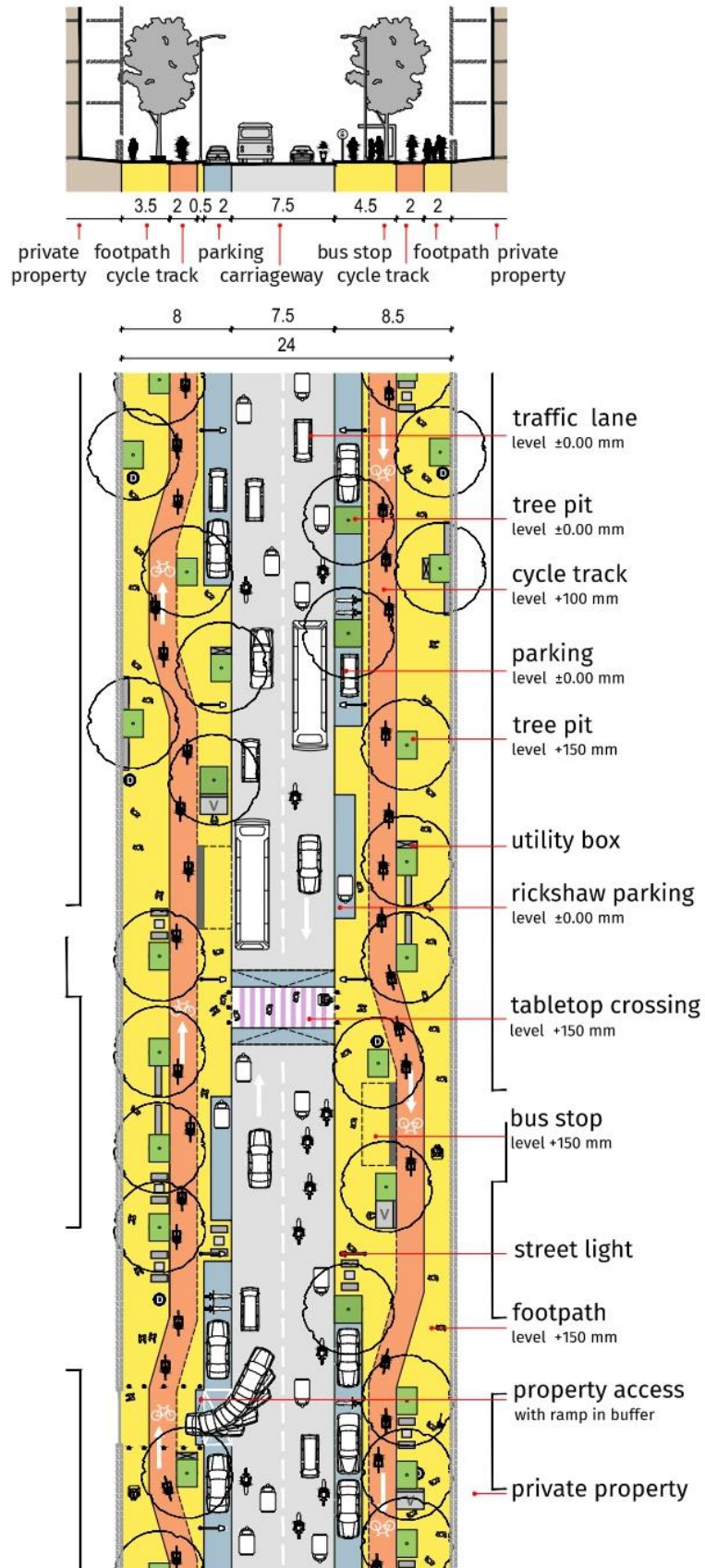
10 year Horizon		5 year Horizon	
Goals	Outcomes	Goals	Outcomes
The mode share of walking and cycling shall be increased to at least 40% of all trips, and maintained at this level	At least 75% of streets with an RoW of 12m or more shall have footpaths compliant with IRC 103 (2021/latest version).	The mode share of walking and cycling shall be increased to at least 30% of all trips, and maintained at this level	At least 25% of streets that have a ROW of 12m or more shall have footpaths compliant with IRC 103 (2021/latest version).
	At least 75% of the final goal shall be met.		At least 25% of the final goal shall be met.
Mode share of public transport modes shall constitute at least 40% of all motorised trips.	At least 75% of the final goal shall be met.	Mode share of public transport modes shall constitute at least 30% of all motorised trips.	At least 25% of the final goal shall be met.
	VKT by PMVs shall be retained at or below the higher of the 5 and 15 year horizon levels.		VKT by PMVs shall be within 15-20% or less of baseline year levels.
	At least 75% of the final goal shall be met.		At least 25% of the final goal shall be met.

## **7** **Street Design**

- 7.1 PCMC will ensure that all streets are designed as complete streets that are safe and prioritise NMT users and public transport.
- 7.2 To guide street design interventions, PCMC will create street design guidelines, known as the “Pimpri-Chinchwad Street Design Manual” (PCSDM).
  - 7.2.1 The design manual will include design templates for streets of various widths and a multi-dimensional classification system (including factors such as land use, street character, access to public transport, etc.) to ensure that street design templates are appropriately applied.
  - 7.2.2 The PCSDM will include minimum standards and design guidelines for footpaths, cycle tracks, BRT, and other street elements.
  - 7.2.3 The PCSDM will include minimum standards and design guidelines for intersections.
  - 7.2.4 The PCSDM will include material guidelines to ensure that NMT elements are constructed using appropriate and consistent materials.
  - 7.2.5 The PCSDM will include signage and road marking guidelines so that NMT elements are consistently branded to make the network of NMT facilities legible to all users.
  - 7.2.6 In this manual, all roads shall be divided into medium-speed and slow-speed zones. Pedestrians should be prioritised in the slow-speed zones.
- 7.3 In case of conflicting standards in guidelines issued by organisations like the Indian Roads Congress- IRC, etc., pedestrian and cycling modes will be prioritised while allocating road space.

# Street Templates

## with cycle track on both sides 24M



two way

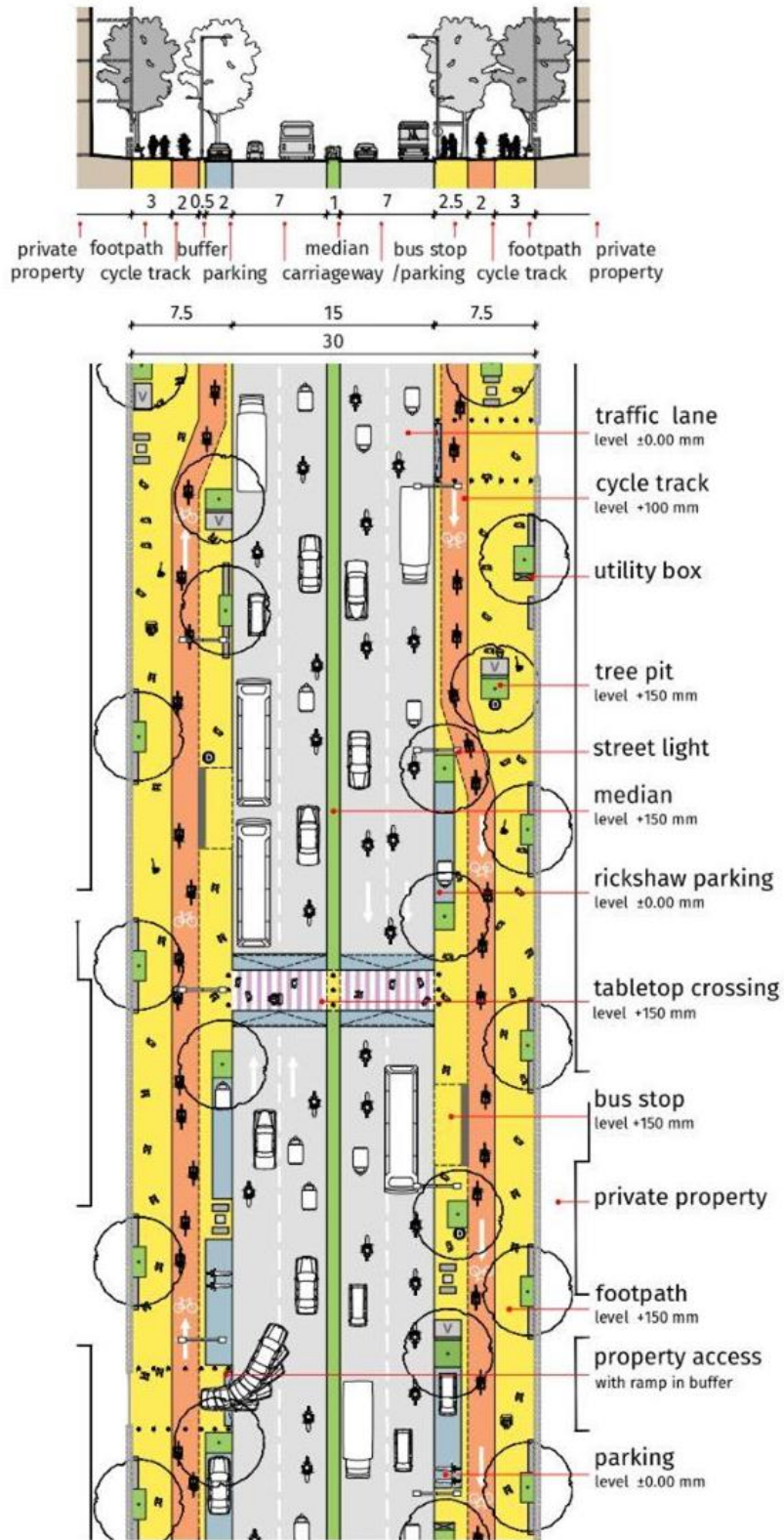
footpath

cycle track

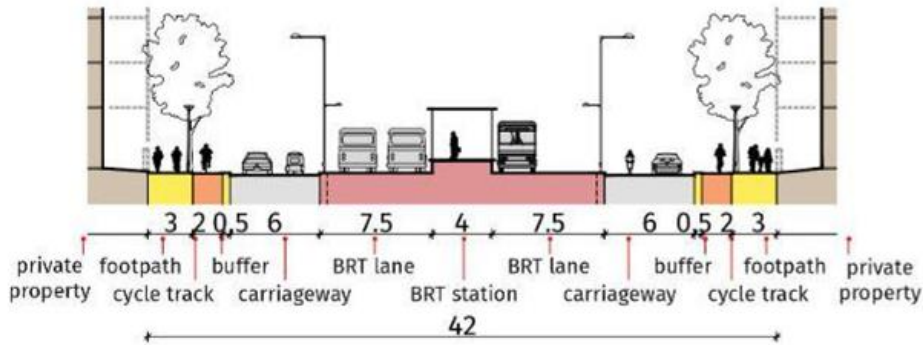


# 30M with cycle track on both sides

- two way
- footpath
- median
- cycle track



# 42-45M with median BRT & cycle track on both sides

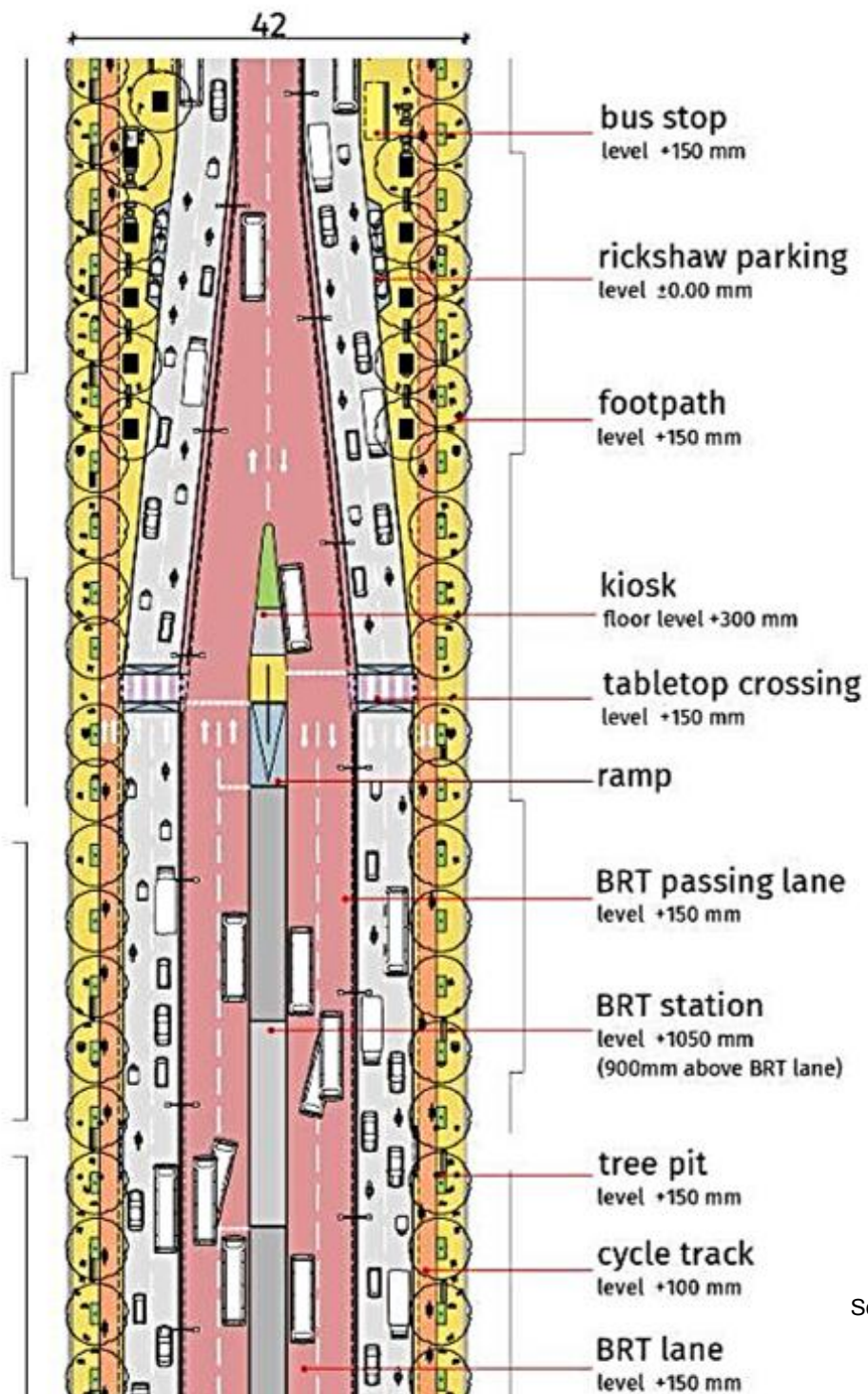


two way

footpath

BRT lane

cycle track



#### Turning radius

Turning radius at intersections should be 4m on local and collector streets and maximum 9m on arterial and sub-arterial streets. Small turning radius ensures slowing down of vehicles at the turn and increases pedestrian safety while crossing.

#### Medians

Medians reduce conflicts and enable pedestrians to analyse a single direction of traffic at a time. Tall, bushy plants should be avoided in medians as they obstruct pedestrian visibility.

#### Crossings

Crossings denote areas for pedestrian movement when perpendicular traffic is stopped. They should be accompanied by physical traffic calming measures such as speed tables at unsignalised intersections.

#### Refuge Islands

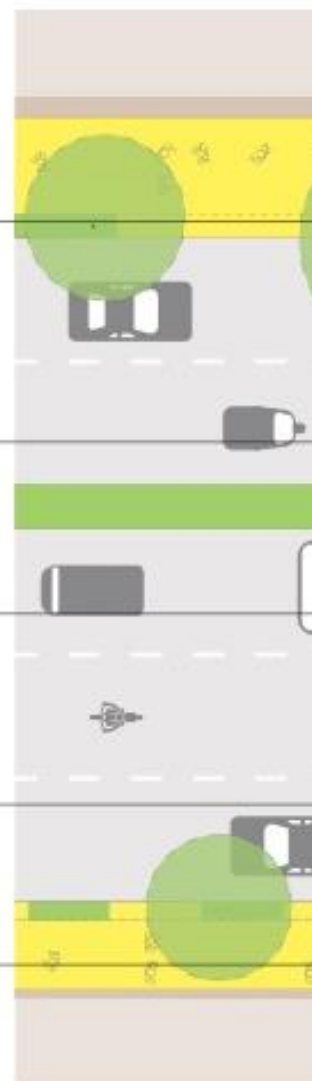
Refuge islands reduce the number of traffic lanes pedestrians must cross at a time. The island must remain free of landscaping and fencing in order to serve as a refuge for pedestrians.

#### Levels

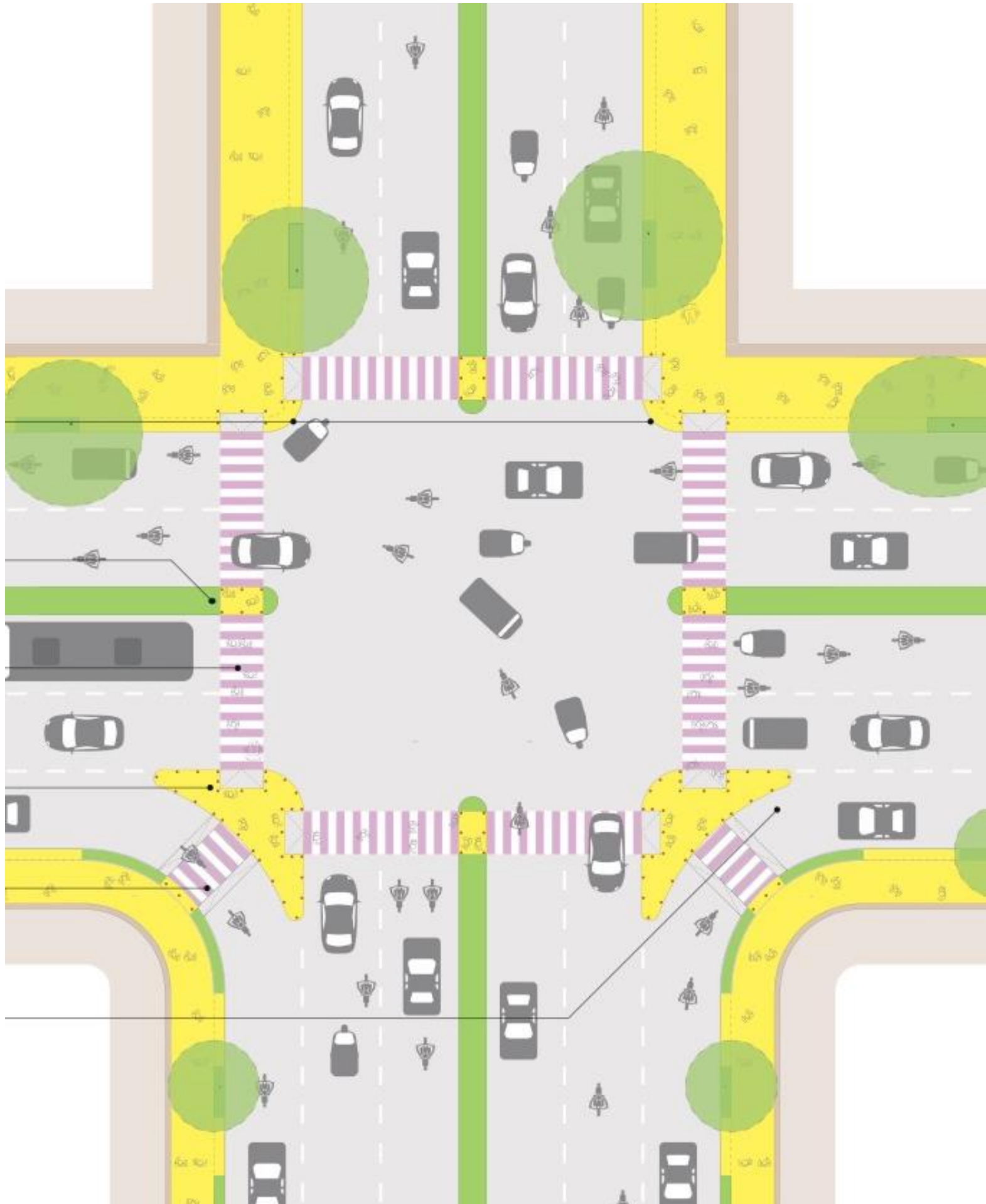
Level of the carriageway at pedestrian crossings across left turn pockets can be raised to that of the footpath in order to improve safety and convenience for pedestrians. As pedestrians cross to the footpath on the opposite side, they remain at the same level.

#### Left turn pockets

Left turn pockets can increase junction capacity by allowing vehicles to make free left turns. The preferred design incorporates a 30° angle of approach. Since vehicles enter the outgoing arm at a more abrupt angle, they are compelled to reduce their speeds.



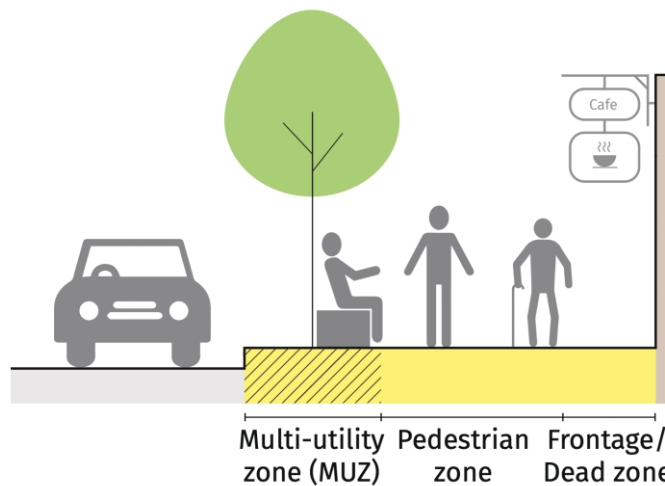




## **7.4 Walking Infrastructure**

- 7.4.1 Footpaths will be made encroachment free. Also, the width of the footpaths will be increased to ensure enough space to accommodate the daily footfall and that adequate distance between pedestrians is maintained.
- 7.4.2 Streets with RoW of 12m or less, which does not require public transport access, will be planned as shared streets with a speed limit of 15kmph. Various traffic calming interventions like providing vehicular parking on an intermittent basis (in the form of parking bays and bulb-outs), chicanes, etc., should be implemented to restrict the speeding of vehicles. PCMC will urge the Pimpri-Chinchwad Traffic Police to prevent the entry of heavy vehicles (except emergency vehicles) onto these streets.
- 7.4.3 For streets with a RoW of 12m or less that serve as mobility corridors for public transport or BRT, PCMC will provide segregated and unobstructed footpaths on both sides of the street that have at least 3m wide clear walkways. (walkway width excludes other utilities/ trees/ street lights, etc.)
- 7.4.4 A service lane may serve as a slow zone, provided the service lane is designed as a slow-speed shared space with one-way motorised traffic movement with physical measures to ensure that motor vehicle speeds do not exceed 15 km/h.
- 7.4.5 PCMC will facilitate the creation of pedestrian-only zones, greenways, or other non-standard street conversions that prioritise NMT users.
- 7.4.6 PCMC will not construct flyovers, elevated roads, and other infrastructure that may cause inconvenience to pedestrians or cyclists.

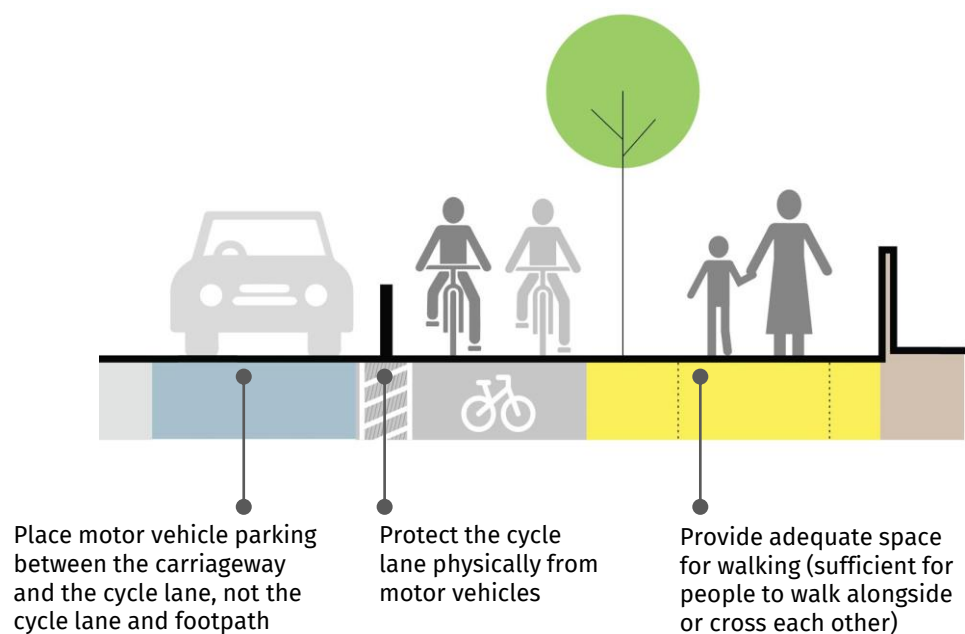
- 7.4.7 PCMC will ensure that all rail over and under bridges have pedestrian access. PCMC will seek opportunities to provide pedestrian access on flyovers where such access provides a mobility or safety benefit for pedestrians.
- 7.4.8 PCMC will ensure that the design of footpaths provides usability, convenience, accessibility, and safety.
- 7.4.9 PCMC will design footpaths that include space for business frontage (Min 0.5m wide buffer zone), space for pedestrian mobility (Min 2.0m wide pedestrian zone), and space for landscaping and street furniture (Min 0.5m wide multi-utility zone.)



- 7.4.10 All the pedestrian paths and road crossing facilities shall be accessible. PCMC shall ensure that these infrastructures meet the criteria mentioned in the National Building Code/BIS Indian Accessibility Standards (2009).
- 7.4.11 Streets with RoW above 12m will have 'multi-utility zones'. PCMC will strategise to reduce on-street private parking and utilise this additional space as a buffer for segregated footpaths, bulb-outs, etc. All utilities including street furniture, street lights, electric DP boxes, bulb-outs, vending zones, etc. will be placed in this zone.

## 7.5 Cycling Infrastructure

- 7.5.1 PCMC will implement and develop a network of dedicated cycle facilities to improve access, convenience, and safety for cyclists.
- 7.5.2 On narrow streets, PCMC will create shared-space carriageways and apply traffic-calming measures where motor vehicles, pedestrians, and cyclists coexist.
- 7.5.3 If the RoW is greater than 30 m, or 80% of motor vehicle speed exceeds 30 km/h, PCMC will provide physically separated cycle tracks on both sides. An exception will be granted only if clear evidence shows the presence of cycle facilities on parallel streets nearby.
- 7.5.4 Cycle tracks will have at least 2m of clear space and 0.5m of buffer space and be positioned at a higher level than the carriageway. The cycle tracks will comply with other standards in the PCSDM.
- 7.5.5 At specific strategic locations, PCMC will create segregated, two-way cycle lanes at the centre of the street having a minimum width of 4m, as per IRC 70-2017.



## **7.6 Public Transport**

- 7.6.1 PCMC will design streets and public space that is integrated with and supportive of public transport services. Where it has the power to do so, it will develop understandable and accessible multi-modal interchanges (MMIs) at public transport stations and bus stops.
- 7.6.2 PCMC will provide bus shelters and/or rapid transit stations at critical destinations and frequent intervals. Bus stops will be located in the furniture zone or on bulb-outs in the parking lane, leaving clear space for pedestrian movement behind and allowing bus passengers to board without waiting and/or stepping into the carriageway. Bus bays will only be constructed in cases where they provide improved intermodal access to railway stations, rapid transit stations, or other important destinations.
- 7.6.3 PCMC will create clear, direct, and short transfers between rail systems, bus stops, and para-transit stops that minimise horizontal and vertical displacement. These pathways should comply with disability access guidelines and offer consistency and clarity in station entrances and interfaces, spaces, layout, and visual cues. PCMC will prioritise at-grade access to BRT stations.
- 7.6.4 PCMC will provide para-transit stands at critical destinations and frequent intervals.
- 7.6.5 PCMC will provide clear and consistent way-finding and signage to support efficient navigation to public transport stations. PCMC will provide static information such as route maps, destinations, and transfer opportunities.
- 7.6.6 PCMC will create a safe, efficient and attractive environment for pedestrians and cyclists in the influence areas around public transport stops and stations.
- 7.6.7 PCMC will provide for safe and efficient movement of pedestrians and cyclists in the influence areas (500m radii) around public transport stops and stations.

- 7.6.8 PCMC will provide clearly marked and protected access for pedestrians and cyclists at station areas to minimise conflicts, particularly at passenger pick-up and drop-offs, bus facilities, and parking access points.
- 7.6.9 PCMC will provide secure and plentiful bicycle parking at station entrances with additional cycling amenities at high-volume locations.
- 7.6.10 PCMC will request the State Highways Department, Pimpri-Chinchwad Metropolitan Development Authority and other concerned authorities to adopt road design standards according to the said policy's provisions.

## **7.7 First and Last Mile Connectivity**

- 7.7.1 PCMC will provide last-mile connectivity to mass rapid transit stations via innovative programs such as cycle sharing.
- 7.7.2 The cycle-sharing system will employ the following best practice features:
  - 7.7.2.1 A dense network of stations across the coverage area, approximately 300m away from each other.
  - 7.7.2.2 A fully automated locking system at stations that allows users to check cycles in or out without the need for additional staff at the station.
  - 7.7.2.3 Pricing structures that incentivise short trips, helping to maximise the number of trips per cycle per day.

## **7.8 Road Safety**

PCMC will abide by the following when designing and retrofitting junctions and crossings-

- 7.8.1 At least 3m wide space shall be reserved for pedestrians at all intersections and road crossings (with or without signals, with or without dividers). This width should be increased based on the recorded footfall.

- 7.8.2 Pedestrian crossings will be elevated to the height of the adjacent footpath with ramps for motorised vehicles to mount the crosswalk. The slope for the ramp should be at least 1:4 to dampen traffic speeds.
- 7.8.3 PCMC will provide continuous medians that are mountable by pedestrians having at least 1m clear widths on all streets with carriageway widths of over 5.5m per direction.
- 7.8.4 PCMC will prohibit guardrails and high curbs that hinder pedestrian movements except for streets with BRT lanes.
- 7.8.5 Pedestrian crossings will have ramps with an adequate slope instead of steps, providing seamless access for all users. PCMC will provide sufficient waiting areas at formal intersections. PCMC will convert parking lanes to bulb-outs at formal and informal crossings to reduce the crossing distance.
- 7.8.6 PCMC will redesign intersections to accommodate NMT volumes safely by minimising crossing distances, reducing motor vehicle speeds, simplifying signal cycles, adding a separate pedestrian signal phase, etc.
- 7.8.7 PCMC will prohibit pedestrian foot over-bridges and subways on PCMC street.
- 7.8.8 PCMC may create skywalks to link pedestrian bridges at public transport terminals with key destinations, provided that doing so does not compromise at-grade NMT infrastructure.
- 7.8.9 PCMC will design carriageways for efficient mobility of public transport, non-motorised vehicles, and other vehicles at moderate speeds.
- 7.8.10 PCMC will ensure that street space is allocated for the vehicle carriageway only after adequate usable space has been reserved for walking, cycling, trees, and street vending.
- 7.8.11 PCMC will design vehicle carriageways that maintain a constant width with speed breakers at regular intervals to ensure a smooth flow of vehicles.

7.8.12 For streets with a RoW of 12m or less, PCMC will prohibit street designs that demarcate the centreline or physically divide the carriageway (such as the median wall or fence), except in the case of BRT corridors.

7.8.13 PCMC will provide easy and understandable methods so residents can petition to convert existing street designs to check unwanted motor vehicle traffic while retaining public access for NMT users.

7.8.14 PCMC will review one-way carriageways unless necessary to accommodate rapid transit (such as BRT) corridors or pedestrian zones. Where one-way streets are sanctioned, PCMC will provide for two-way movement for NMT modes.

**7.8.15 Lighting Infrastructure.**

7.8.15.1 PCMC will install adequate lighting along the NMT infrastructure to avoid creating 'black spots' of sexual assault, violence, and crime areas. Special attention will be given to lighting along fences of parks or vacant plots, foot over bridges, subways and walkways.

7.8.15.2 To avoid obstructions in pedestrian and cyclist movement, PCMC will maintain a 2m wide “walking zone” by coordinating the placement of street lighting with other street elements like advertising panels, utility boxes, etc.

7.8.15.3 PCMC will coordinate the placement of street lighting with other street elements, so that shade structures, trees, or advertising panels do not impede proper illumination.

7.8.15.4 PCMC will provide appropriate street illumination through proper street light spacing, heights, lamp brightness, etc.



7.8.15.5 PCMC will provide a maintenance, replacement and cleaning service plan to ensure that all street lighting elements receive regular upkeep in the form of electrical maintenance, bulb replacement, and dust cleaning to remain effective.

7.8.16 PCMC will ensure that private vehicle parking does not compromise the mobility and safety of NMT users.

7.8.17 PCMC will work collaboratively with key municipal and public stakeholders to develop criteria to identify locations where private vehicle traffic will be prohibited, and then converted into pedestrian-only zones, based on the amount of pedestrian traffic, or the predominant types of uses

7.8.17.1 The pedestrian zones will be decided by discussing with various concerned departments and based on analysis of technical data- like footfall, markets, etc.

7.8.17.2 PCMC will prevent vehicular entry into the pedestrian zones by installing bollards, etc. PCMC will also make provisions for cycle parking, limiting freight vehicles, improving access, planning access for essential services, etc.

7.8.17.3 PCMC will prioritise the pedestrianisation of streets along major markets, historical and cultural areas, schools, and municipal institutions.

**7.8.18 Landscaping infrastructure:**

7.8.18.1 PCMC will plant trees at regular intervals along the NMT infrastructure to ensure continuous shading. If any trees obstruct the visibility on the junctions, footpath or cycle track, PCMC will trim such branches from time to time.

7.8.18.2 PCMC will provide tree pits of minimum dimensions with appropriate management techniques (e.g. Hume pipes) to accommodate the growth of root structures as trees mature.

## 8

### Street Network

While developing road networks, concerned agencies (e.g. PCNTDA, PMRDA, Pune Metro, MIDC, etc.) should follow these guidelines-

- 8.1 Create a fine-grained comprehensive network of safe streets for walking and cycling. The pedestrian network should have at least 80 intersections per square km, while the cycling network must have a minimum resolution of 350 m.
- 8.2 Support in creating a citywide greenway network to improve access for pedestrians and cyclists. PCMC will provide access for pedestrians and cyclists in city gardens and other public spaces.
- 8.3 Ensure that all new construction and redevelopment limit the small block size so that the longest block face is less than or equal to 150m.
- 8.4 Prohibit pedestrian cul-de-sacs. Create a pedestrian network that ensures the shortest paths for all pedestrian journeys.

## 9

### Built Environment Regulations

- 9.1 PCMC will apply the following built environment regulations to ensure that the pedestrian realm is active and vibrant in all of its buildings and properties, as well as urge their adoption by concerned agencies and inclusion in documents such as the Pimpri-Chinchwad Master Plan, Detailed Development Plans, and Development Control Regulations.
- 9.2 Ensure that at least 75 per cent of buildings have visually active frontages to create a pedestrian realm that is active, vibrant, and safe. These could be in the form of actual openings and/or transparent frontages (windows/patios) that are visually penetrable and provide a means of passive surveillance.
- 9.3 This can include entrances to restaurants and cafes, storefronts, and residential housing that contribute to a vibrant public realm. The average number of shops and building entrances per 100m street frontage should be at least 5.

# 10

## Management, Maintenance & Enforcement

9.4 Adopt build-to-lines to ensure that private buildings are oriented towards the streets rather than towards internal plots.

9.5 Ensure that the edge of the RoW is built-to-line for commercial buildings. For residential buildings, the maximum setback is 3 m. At least 40 per cent of the building frontage should lie on the build-to line.

9.6 Ensure that for residential buildings, compound walls are transparent above a height of 300 mm.

10.1 PCMC will ensure that all projects involving the new construction or retrofitting of streets improve safety and convenience for NMT users per the PCSDM.

10.2 PCMC will institute a repair and maintenance programme to keep all footpaths and cycle tracks in a good state of repair and cleanliness.

10.3 Any issues related to street network planning, management and usage will be discussed with the stakeholders. Discussions will also be held with public or private property owners under the road under the influence of this policy.

### 10.4 Traffic management

10.4.1 Signal phases should include adequate time for pedestrians.

10.4.2 Green phases should be timed to facilitate cycle and public transport movement.

10.4.3 Motor vehicle users must give the right-of-way to pedestrians and cyclists.

### 10.5 Vending management

10.5.1 PCMC will identify locations where there is existing and potential demand for goods and services of street vendors.

- 10.5.2 PCMC will regulate street vendors in on-street locations at mass rapid transit stations, railway stations, market areas, commercial centres, and other key destinations. PCMC will enhance and preserve existing culturally significant street vending markets.
  - 10.5.3 PCMC will regulate street vending by providing vendor infrastructure in locations that ensure the continuity of footpaths and cycle tracks.
  - 10.5.4 To ensure that the garbage near vending zones does not obstruct pedestrians and cyclists, the garbage collection area shall be fixed.
  - 10.5.5 Encroachments and other temporary and permanent obstructions forcing pedestrians to walk on the carriageway shall be removed. Vendors will be given alternative locations as per clause 10.5.3.
- 10.6 Advertisement boards shall be designed to maintain a minimum of 2m wide and 2m high clear path, avoiding causing obstructions in pedestrian and cycling movement.
- 10.7 Service Utility Management**
- 10.7.1 Access points for underground and overground utilities will be designed to avoid conflict with NMT user movements. Manhole covers will be level with footpaths, cycle tracks, and the surfaces of others. The covers should be so fitted as not to compromise safety. These access points shall be designed to minimise disruption to pedestrians and cyclists during maintenance.
  - 10.7.2 Stormwater system should help water drain off of NMT infrastructure into appropriate channels and catch pits. At no point will footpaths, cycle tracks, or other NMT facilities lie at the lowest level in the street cross-section, except in the case of NMT-only streets. Stormwater facilities will be maintained regularly to prevent flooding of NMT infrastructure.

## 10.8 Parking management

- 10.8.1 PCMC will utilise all revenue collected from the parking management program to fund public transport and NMT improvements that support meeting the goals listed in the policy.
- 10.8.2 PCMC will develop a robust management system that improves the enforcement of no-parking zones and keeps private vehicles from obstructing NMT facilities.
- 10.8.3 Advertisement boards shall be designed to provide a clear space of 2m wide and 2m high, not to obstruct any pedestrians and cyclists.
- 10.8.4 Footpaths, cycle tracks, and other NMT facilities will be designated no-parking zones. PCMC clearly will demarcate these zones.
- 10.8.5 PCMC will urge Pimpri-Chinchwad Traffic Police to ensure that footpaths, cycle tracks, and other NMT facilities remain free of encroachment by parked vehicles.

# 11

## Public Awareness

- 11.1 Working with the Pimpri-Chinchwad Traffic Police, PCMC will organise campaigns to garner support and spread awareness regarding the benefits of using NMT modes. PCMC will also engage with national organisations for NMT advocacy and planning. This could help coordinate local groups to fund and promote India-wide NMT initiatives.
- 11.2 PCMC will develop long-term, adaptable and flexible NMT plans and regularly update them. They must include reporting on the existing scenario, evaluation of the past and current initiatives, available funding resources, and future efforts.

- 11.3 PCMC will celebrate 'Pedestrian Day' by implementing diverse interventions across the city for pedestrian safety.
- 11.4 PCMC will explore alternative programs with local businesses to promote and encourage NMT use. For example, PCMC may provide financial incentives to reward organisations facilitating employees, customers, or the general public travelling by NMT modes. Recognised NMT-supporting amenities include, but are not limited to, the following:
  - 11.4.1 Provide secure cycle parking.
  - 11.4.2 Provide on-site employee changing rooms with showers.
  - 11.4.3 Compensate employees who commute by NMT modes (or public transport).
  - 11.4.4 Provide a fleet of cycles for employees to use for short errands or trips.
  - 11.4.5 Provide cycle repair stations, tools, pumps, tubes, or dedicated cycle maintenance staff.
  - 11.4.6 Provide employees with cycle-related training, such as finding safe cycle routes to work, safe riding skills, cycle maintenance and other related topics.
  - 11.4.7 Utilise local logistics and courier services that are NMT-based.
  - 11.4.8 Organise cycle rallies or other cycle-related events for employees.
  - 11.4.9 Sponsor a local riding club or cycle racing team.
  - 11.4.10 Improve existing street furniture, bus shelters, etc.

## 12

### Budget & Financing

- 12.1 PCMC will support the implementation of the policy by providing funds through the annual budget for creating and maintaining the necessary NMT infrastructure. The percentage of the allocated funding should gradually increase every year.
- 12.2 PCMC will prioritise funding NMT improvements in areas with high NMT use.
- 12.3 PCMC will channel foreign loans and investments toward projects that improve conditions for NMT users.

## 13

### Data Management

It is essential to use this policy in any future development and transportation-related studies. With this vision, PCMC will-

- 13.1 Annually collect data listed in table no. 1 and plan further interventions accordingly. E.g.-
  - 13.1.1 Efforts will be made to find information about pedestrian and cyclist accidents and dangerous accident locations. Such accident sites will be intervened on a priority basis.
  - 13.1.2 If there is a need to reconstruct the street while developing areas along the road, the reconstruction will be done as per the said policy. Efforts should be made to utilise such opportunities to set a good precedent for further development work.
- 13.2 Regularly update transport-related data. All studies of urban transport systems shall include pedestrian and bicycle modes. The information on transport investments will be open for public access to evaluate the impact of various ongoing projects. The said information will be available to citizens through the 'PCMC Smart Sarathi' system.

