



# Mobilize Roundtable

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Discussion with VREF on the state of  
Walking in India

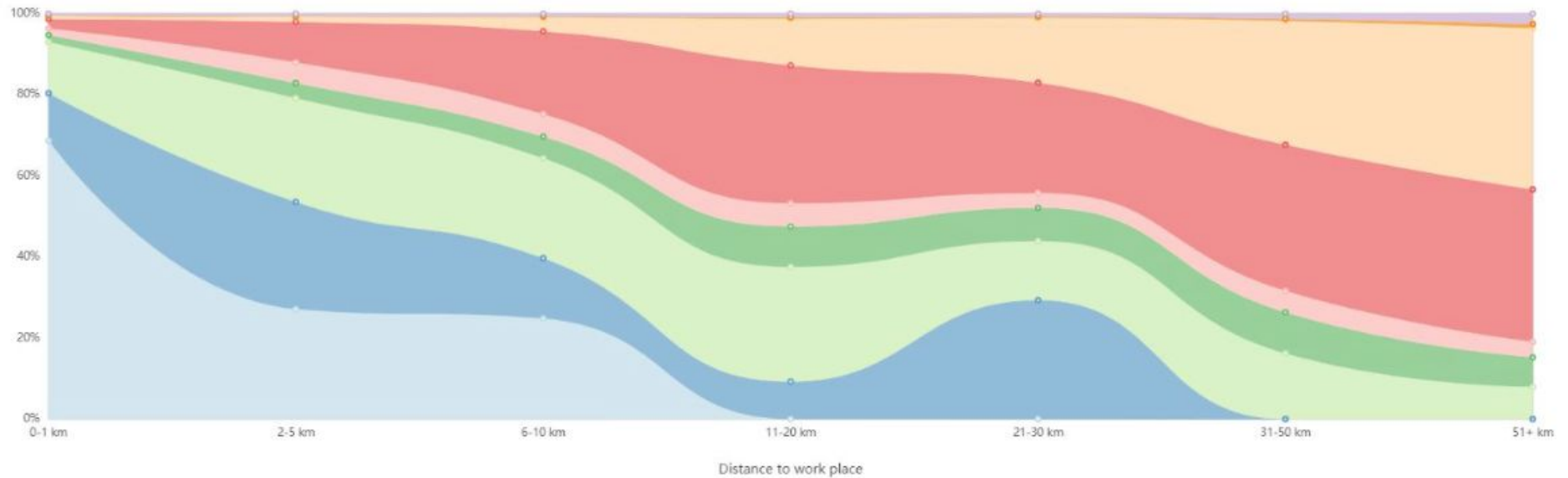
*August, 2023*

# How India commutes to work

Population (%) by distance to work place and mode of travel, 2011

India, Urban population

On foot Bicycle Moped/Scooter/Motor Cycle Car/Jeep/Van Tempo/Autorickshaw/Taxi Bus Train Water transport Any other



Source: ORGI, Population and Housing Census 2011, Table B-28

# Improving walking infrastructure all over the country



  
INDIA  
**CYCLES 4 CHANGE**  
CHALLENGE

**Streets 4  
People**  
CHALLENGE

“

### Silvassa's 10 Year Vision

By 2035, Silvassa will be a walking and cycling friendly city for citizens of all ages, genders, abilities, and income groups—with an increase in the mode share of pedestrians and cyclists by 40% and to eliminate pedestrian and cyclists fatalities to zero.

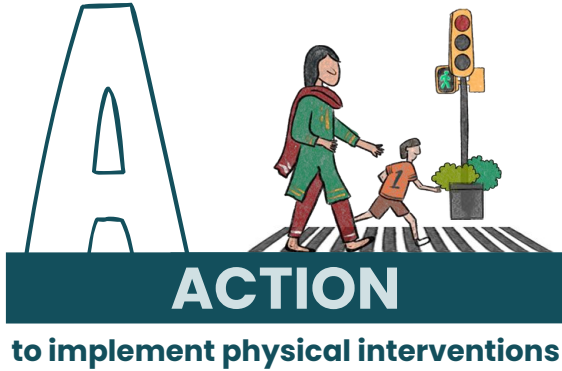
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### Kochi's 10 Year Vision

By 2035, Kochi will be a walking and cycling friendly city for citizens of all ages, genders, abilities, and income groups—with an increase in the mode share of pedestrians and cyclists by 30% and to eliminate pedestrian and cyclists fatalities to zero.

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# The three pillars of Healthy Streets



# Learning from Games



Check out our blog here!



<http://bit.ly/3KHewtO>



# Impact Assessments

Check out our blog here!



<http://bit.ly/45rPBIV>

Check out the document here!



<http://bit.ly/3OCrLNB>

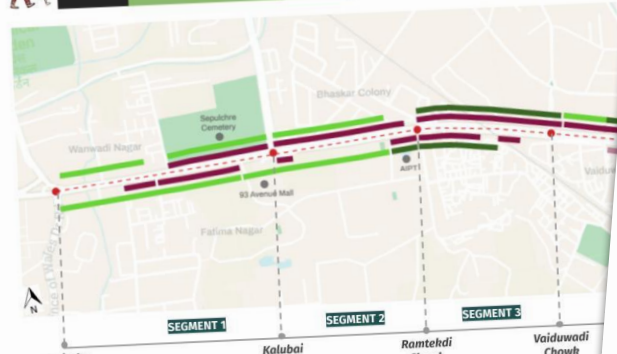
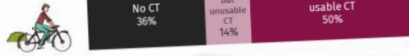
## Observed footpath & cycle track condition along the stretch

Pune-Solapur Road

Only 1/4th of the stretch has usable footpath



Only half of the stretch has usable cycle track



On & off footpath pedestrian count during morning peak hour, segment-wise

On FP: 64  
Off FP: 724  
788

On FP: 109  
Off FP: 728  
837

On FP: 205  
Off FP: 1188  
1393

## Ease of walking



### Recommendations

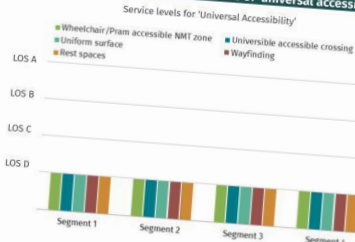
1. Footpath and cycle track resurfacing for entire street.
2. Enforcement to curb motor vehicles plying on footpath and cycle track.
3. Parking enforcement near Cemetery, 92 Avenue mall and before Railway Bridge.

Pune Solapur Road

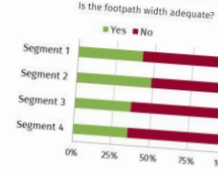
All segments have LoS <B in terms of adequate pedestrian zone. All segments fared LoS D in terms of managed parking.



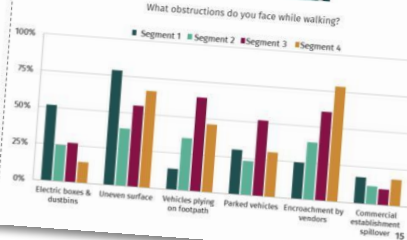
All segments fared LoS D for all indicators of universal accessibility.



More than 60% of respondents felt that the footpath width was not adequate, mostly due to commercial and vehicular encroachments.



More than 60% of respondents felt that uneven surface and vehicles on footpaths were major obstructions while walking.





***Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.***

**- Jane Jacobs**