



# Cycling in Our Cities

Pune • Pimpri Chinchwad • Nagpur

*February, 2026*



Prepared for Pune Municipal Corporation, Pimpri Chinchwad Municipal Corporation, and Nagpur Municipal Corporation by:



#### About ITDP India:

*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.*

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Some people believe no one cycles that much anymore.

# Is Cycling Really Disappearing From Our Streets?

Or have we simply stopped seeing those  
who cycle the most?



**Who cycles in these cities?**

*Some for their livelihoods,  
Some to go to school,  
Women who go to work,  
And some because it's cool.*

*Some because it's cheaper  
And helps them save the fare,  
Some for its sustainability,  
To show they really care.*

*\_Varsha Jeyapandi*



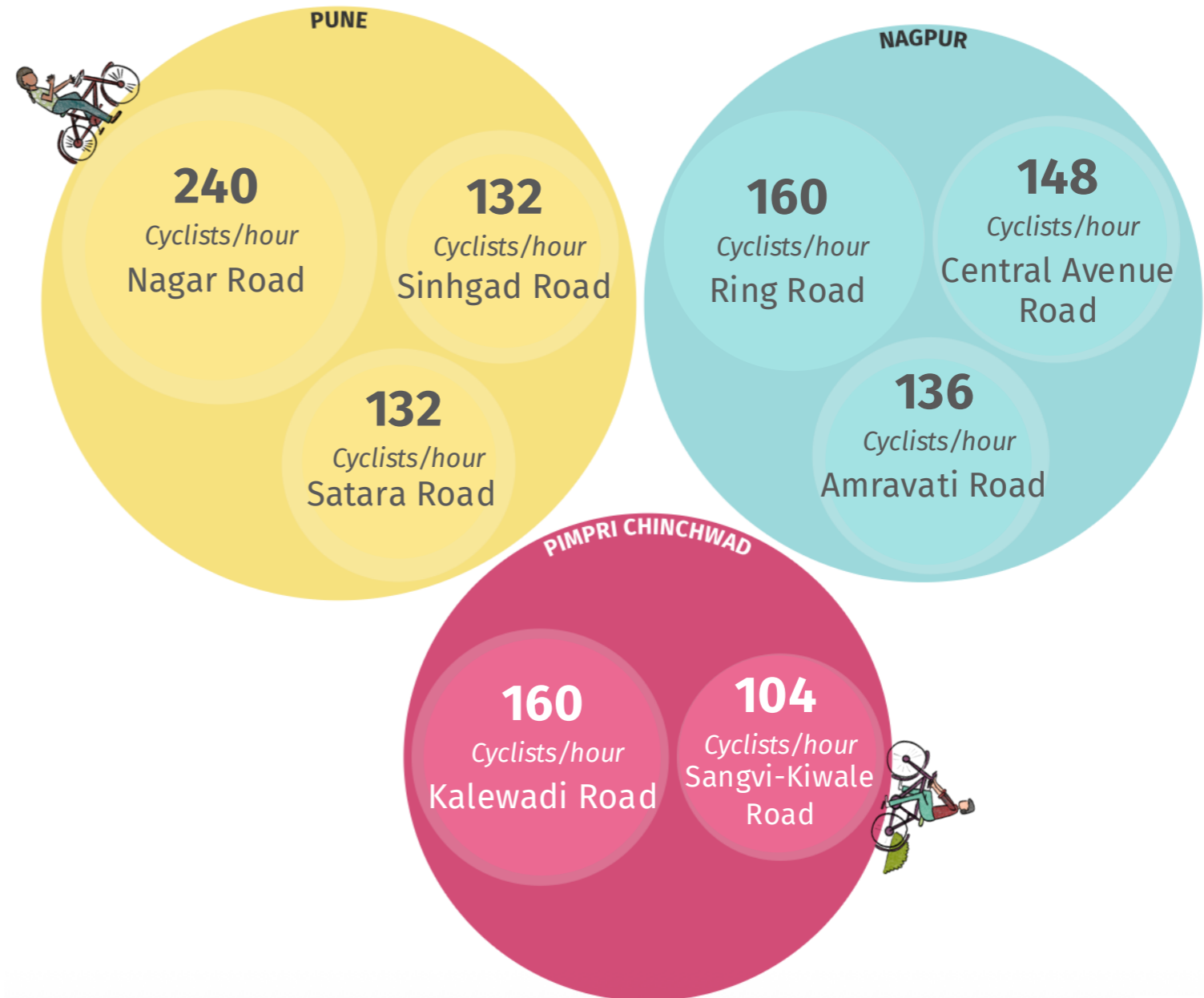
# Where The Cyclists Are: Evidence From Three Cities

Surveys were conducted during cycling peak hours to capture everyday cycling activity.

**This includes school and office hours, as well as early morning hours.**

Various streets in Nagpur, Pune, and Pimpri Chinchwad recorded visibly higher cycle counts at peak hours, indicating active usage!

**Women cycling in sarees in scorching heat at 1pm was a common observation in Nagpur.**

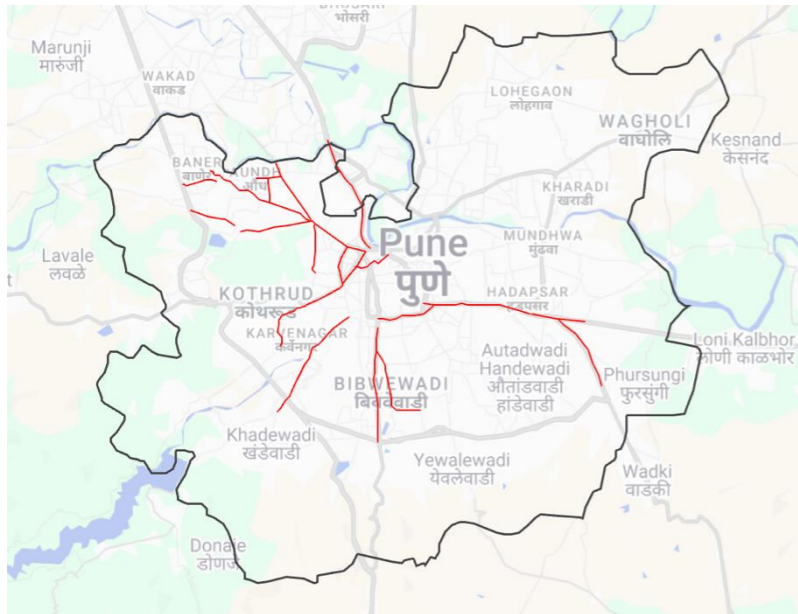


Source: ITDP India

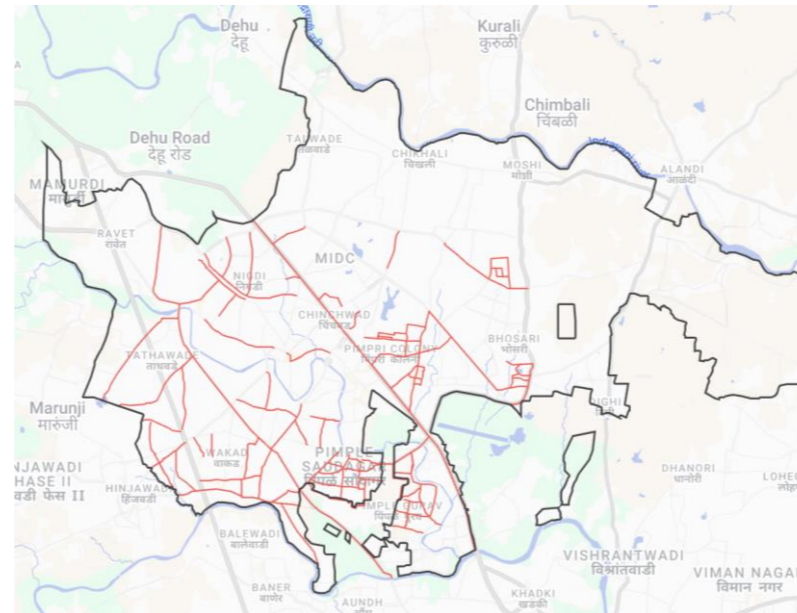
[Pune's Walk and Cycle Analysis](#), [Pimpri Chinchwad on Foot and Cycle](#), [Nagpur Urban Streets Assessment](#)

# Why Pune, Pimpri Chinchwad and Nagpur?

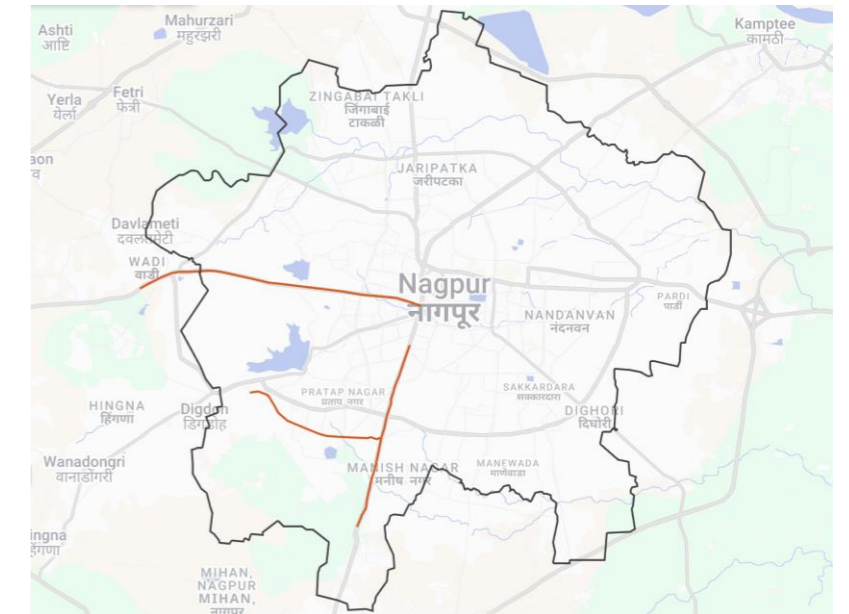
91km of cycling infrastructure in  
**Pune**



50+km of cycling infrastructure in  
**Pimpri Chinchwad**



11km of cycling infrastructure in  
**Nagpur**



Pune has an NMT Policy and has also adopted Comprehensive Bicycle Plan in 2017. The cycling infrastructure is implemented under Pune Streets Programme.

Pimpri Chinchwad has an NMT Policy and is implementing cycling infrastructure under the Urban Streetscape Programme and Harit Setu Master Plan.

Nagpur has started building a cycling network under Healthy Streets Programme. The Nagpur Healthy Streets Policy creation is in progress.

## Research Objectives:



To categorise **different typologies of cycling infrastructure** implemented across selected cities and analyse them.

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To assess the design quality and usability of cycling infrastructure from a **user perspective**.

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To identify **infrastructural gaps** that deter regular cycling and give suitable **recommendations**.

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## Methodology:



### Perception Survey

To understand how cycling infrastructure is experienced on the ground, it is necessary to seek direct feedback from users, so a survey was designed specifically for the **cycling infrastructure**.

We surveyed **600+ participants** from the three cities – Pune, Pimpri Chinchwad, and Nagpur.

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### Supported by data from the following ITDP reports :

1. [Pune's Walk and Cycle Analysis](#)
  2. [Pimpri Chinchwad on Foot and Cycle](#)
  3. [Nagpur Urban Street Assessment](#)
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# Typologies of Cycling Infrastructure

The cities have implemented different typologies of cycling infrastructure, which broadly fall into two categories:

## Segregated



**A. Footpath-Level Cycle Track**

*Cyclists ride at the same level as pedestrians but in a designated zone.*



**B. At-Grade Segregated Cycle Track**

*It is an on-road cycle track with physical separators (curbs, bollards, or planters).*

## Non-Segregated



**C. Painted Cycle Lane**

*Painted cycle lane is delineated with surface painting on the carriageway, without a physical barrier.*



**D. Shared Street**

*Shared street typically refers to streets where cyclists share the road with vehicles, ideally with traffic-calming measures on major streets.*

# A. Footpath Level Cycle Track

## 1. Linear Garden Road, Pimpri Chinchwad

- Street character: Residential and commercial
- RoW: 45m
- Cycle Track width: 2.5m – both sides

## 2. Wardha Road, Nagpur

- Street character: Arterial road with mixed-use and institutional use
- RoW: 43m
- Cycle Track width: 2m – both sides

### Key Observations

- Cyclists are present on the cycle track, but usage is inconsistent.
- This typology is commonly implemented on wide RoW streets (>30m)
- Cycle tracks are frequently encroached by parked vehicles.
- At bottlenecks, cycle tracks often merge with footpaths.
- Pedestrians walk on the cycle track when the footpath is blocked or too narrow.

Linear Garden Road, Pimpri Chinchwad



*Pedestrians walking on cycle track*

JM Road, Pune



*Pedestrians on Cycle track*

Wardha Road, Nagpur



*Cycle track at bus stops*

Wardha Road, Nagpur



*No signage or paint marking for cycle track*

# B. At-Grade Segregated Cycle Track

## 1. Autocluster Road, Pimpri Chinchwad

- Street character: Mixed use
- RoW: 30m
- Cycle Track width: 2.5m – both side

## 2. Pashan–Sus Road, Pune

- Street character: Mixed use
- RoW: 36m
- Cycle Track width: 1.5m – one side

## Key Observations

- Cyclists actively use these tracks where they are continuous and unobstructed.
- These tracks are typically located along corridors with RoW 30m and above.
- Vehicle entry, informal parking, and vendor encroachments occur in the absence of consistent enforcement.
- Continuity of cycle track is frequently broken at junctions.

Autocluster Road, Pimpri Chinchwad



Cycle track demarcated using curb

Autocluster Road, Pimpri Chinchwad



Encroached cycle track

Pashan–Sus Road, Pune



Cycle track demarcated with paint marking and signages

Pashan–Sus Road, Pune



Cycle track with proper segregation

# C. Painted Cycle Lane

## 1. DY Patil Road, Pimpri Chinchwad

- Street character: commercial, residential and institutional
- RoW: 24m
- Cycle lane width: 2m – both sides

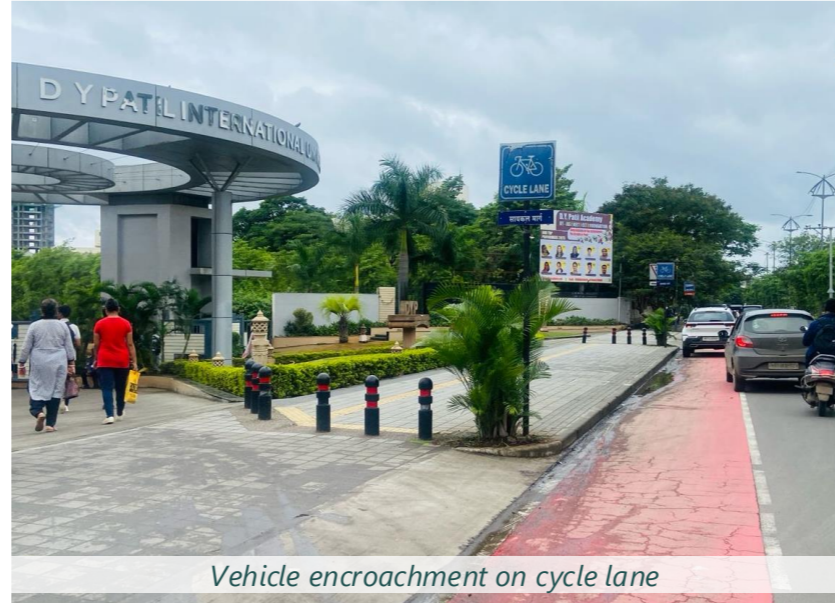
## 2. Vishal Nagar DP Road, Pimpri Chinchwad

- Street character: residential and mixed
- RoW: 24m
- Cycle lane width: 1.5m – both sides

### Key Observations

- Cyclists are visibly present and tend to use the painted lane where traffic volumes and speeds are moderate.
- Painted lanes are usually implemented on streets with RoW less than 30m.
- These cycle lanes offers basic continuity but no physical protection.
- Speeding vehicles frequently enter or move on the cycle lane.
- These are often encroached upon by parked vehicles or vendors.

DY Patil Road, Pimpri Chinchwad



Vehicle encroachment on cycle lane

DY Patil Road, Pimpri Chinchwad



Moving vehicles on cycle lane

Vishal Nagar DP Road, Pimpri Chinchwad



Cyclist using cycle lane

Vishal Nagar DP Road, Pimpri Chinchwad



Angular parking on the cycle lane

# D. Shared Street

## 1. Shared street

**Shared streets typically refer** to streets where cyclists share the street with vehicles, ideally with traffic calming measures on major streets.

### Key Observations

- Cyclists tend to ride within the carriageway, alongside traffic.
- Narrow carriageway streets function effectively for cyclists.
- Traffic calming is not always present on streets.
- This typology offers more continuity and fewer obstructions.

Pune



*Kids cycling on carriageway*

Nagpur



*Street shared with vehicles*

Nagpur



*Cyclist crossing junction*

Nagpur



*Street shared with vehicles*



# Summary of Perception Survey Findings

# Who Shared Their Experience?

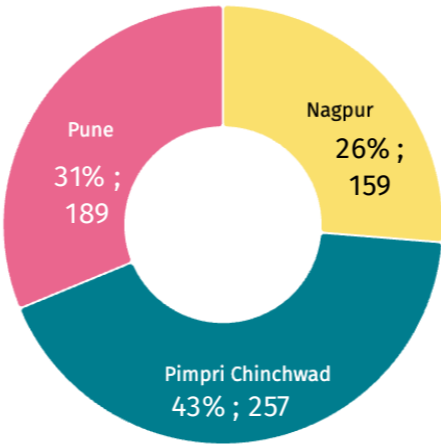
**605 citizens** took a moment to share their cycling journeys with us.

Respondents included **citizens from diverse age groups and varying cycling frequencies**.

**Women** form a significant share of respondents (41%), enabling gender-based analysis of cycling safety and infrastructure needs.

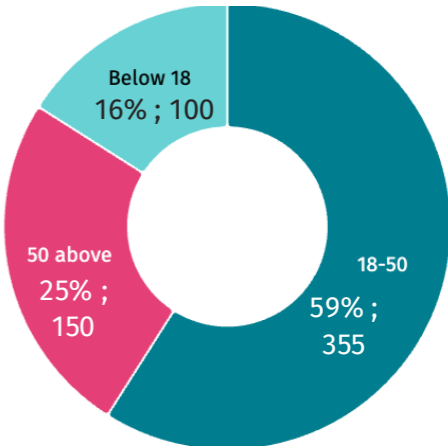
Including both **cyclists and non-cyclists** allows the study to assess current usage, identify infrastructure gaps, and future cycling potential.

■ Nagpur ■ Pimpri Chinchwad ■ Pune



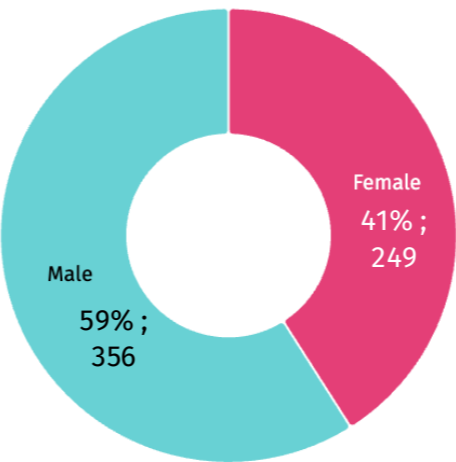
City

■ 18-50 ■ 50 above ■ Below 18



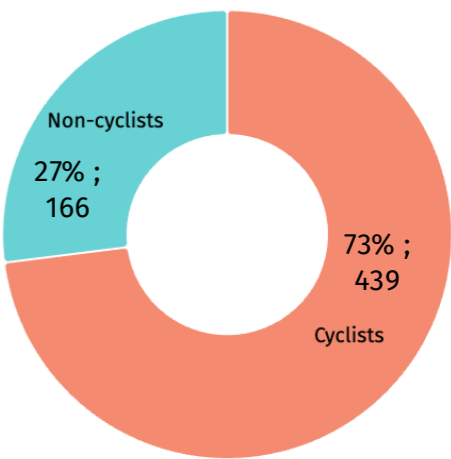
Age

■ Male ■ Female



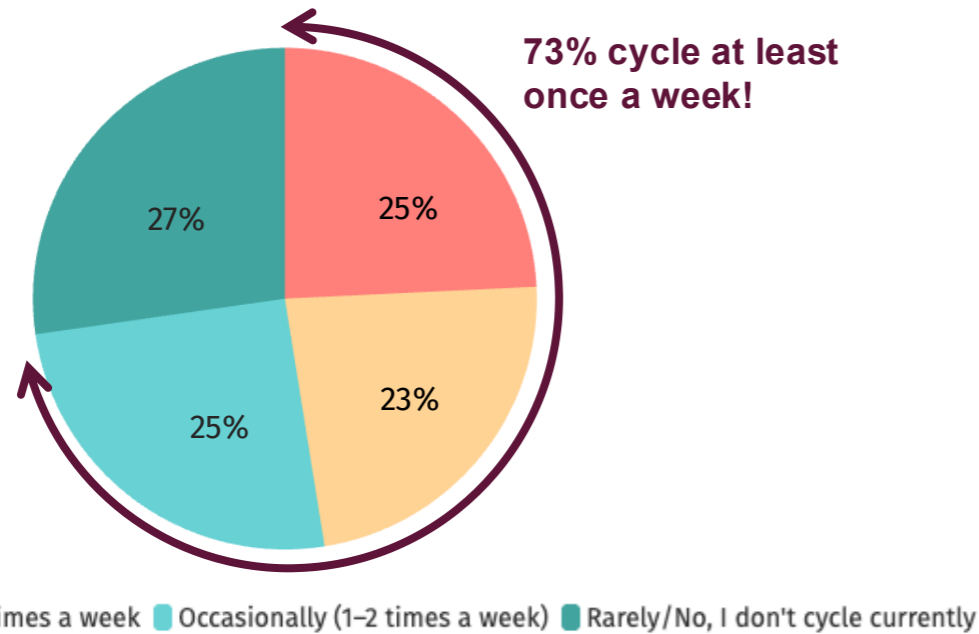
Gender

■ Cyclists ■ Non-cyclists



User Type

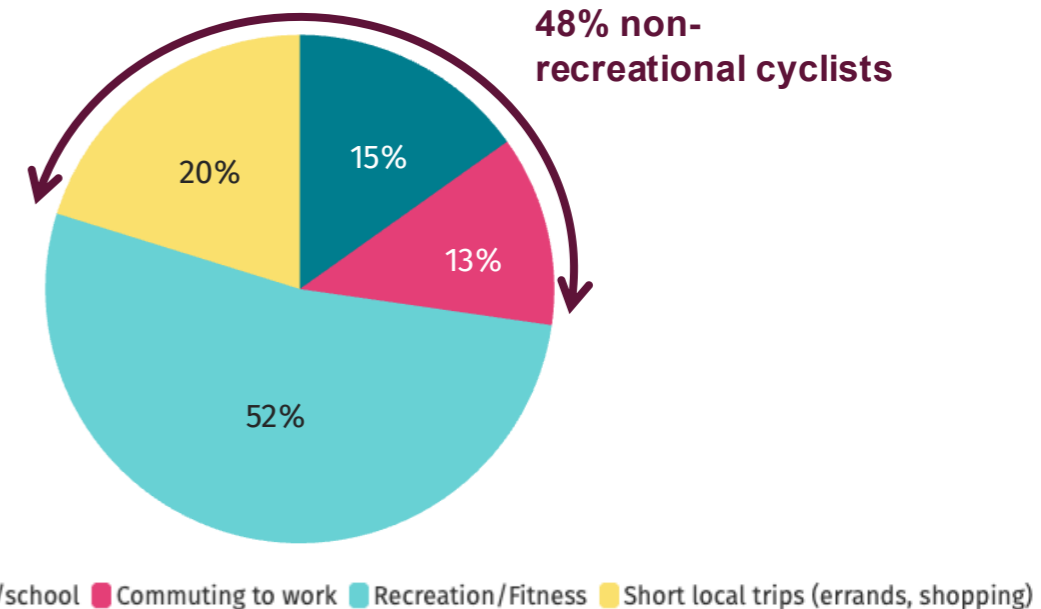
# What Are Their Cycling Habits?



Frequency of Cycling

605 Total respondents

- **73% of respondents cycle at least once a week.**
- **48% of them ride their cycles at least 3 times a week**, weaving through traffic and other obstructions to get to work, college, or the market.



Purpose of Cycling

439 Cyclists

**48% of cyclists use cycles for daily, non-recreational purposes** such as commuting to work, school, or college.

# How Is The Cycling Infrastructure Experienced?

*To truly understand how cycling infrastructure is experienced on the ground, we collected feedback from both users and non-users of cycling infrastructure.*

Survey focused on:



## Cycling habits

(How often and why people cycle)



## Preferences and ratings

(Based on infrastructure use)



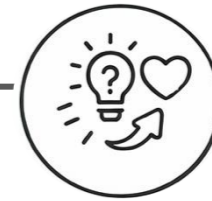
## Barriers and deterrent

(From obstructions to safety concerns)



## Infrastructure usage

(What people like or avoid in existing cycle tracks)



## Willingness to cycle

(What prevents people from cycling and what might encourage them)

## Design based

### **Shared streets rated best for comfort**

*53% rated shared street with traffic calming 'Good' for comfort, preferring low-speed, inclusive street environments.*

### **Segregated cycle tracks scored comparatively low due to the current usability challenges**

*Cycle track at the footpath and carriageway levels received poor ratings, with ~60% 'Bad' ratings for comfort.*

### **Tabletop preferred for safety**

*65% of respondents identified tabletop as the most effective traffic calming measure.*

### **Asphalt blacktop is the most preferred material**

*52% selected it over concrete surface or paver blocks.*

## Most Common Issues

### **Too many obstructions top concern for cyclists**

*56% of cyclists cited obstructions as the biggest barrier to cycling.*

### **Continuity and encroachment are critical**

*More than half of respondents cited cycle tracks/lanes being blocked by parked vehicles or vendors as a key issue.*

## City-wise

### **All 3 cities face issues of encroached, inaccessible cycle tracks**

### **Lack of cycling infrastructure remains Nagpur's primary concern**

*67% noted very few cycle tracks/lanes in their city.*

### **Pune has several cycle tracks, but enforcement remains a critical weak link**

*75% of users cited obstructions by parked vehicles or vendors, despite the presence of infrastructure.*

### **Pimpri Chinchwad's tracks are visible, but issues of safety persist**

*Fear of road accidents was selected by 72%, the highest across all three cities*

## Age-wise

### Young cyclists need safer school routes and show a stronger preference for using cycling infrastructure

84% of young people (below 18 years) reported preferring cycle tracks/lanes to those aged 50 and above (66%).

### Clearly marked and easy-to-follow cycle tracks/lanes are more valued by citizens aged above 50 years

27% of respondents selected clearly marked and easy-to-follow cycle tracks/lanes as the top reason they like cycle track/lane.

## Gender based

### Women rely more on cycling for daily needs

More women reported using cycles for commuting to work (10%), school/college (34%) and errands (15%), compared to men.

### Women prefer safer, segregated cycle tracks

A higher percentage (87%) of women reported using cycle tracks/lanes.

### Safety and enforcement: the top deterrents for women

Half of the respondents cited speeding vehicles as deterrent, and they also pointed to a lack of strict enforcement.

## Willingness

### People who want to cycle regularly want safer, continuous tracks

For non-cyclists, one of the main reasons for not cycling was the lack of dedicated cycling infrastructure, with 59% of respondents.

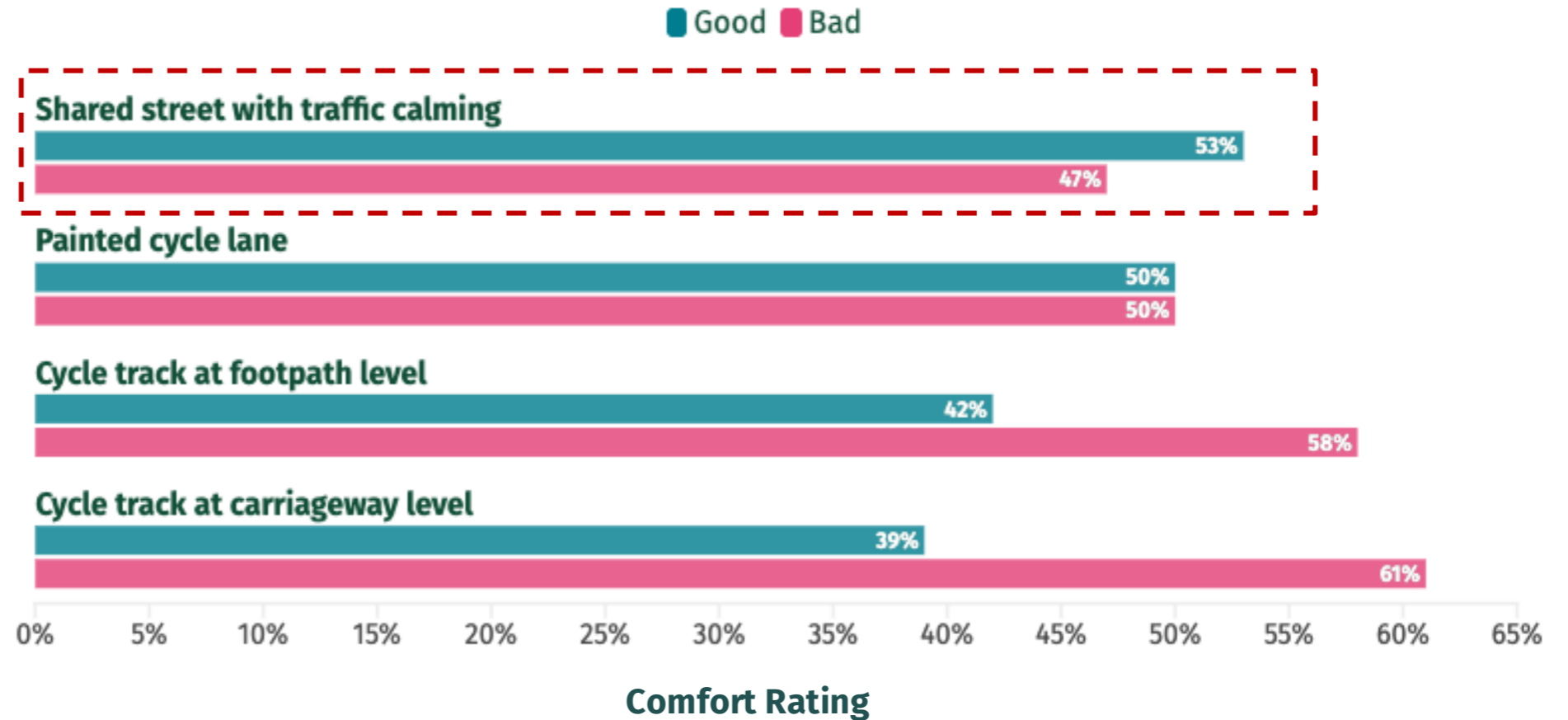
### Safe, continuous tracks will encourage more cyclists

72% of non-cyclists said they would consider cycling if continuous and safe cycle tracks were available.



# User Perceptions

# Segregated Cycle Tracks Rated Low For Comfort



**Shared streets with traffic calming** received the highest percentage (53%) of 'Good' rating for comfort.

Cycle track at the footpath and carriageway levels received poor ratings, with ~ **60%** 'Bad' ratings for comfort.

# People Are Not Preferring Cycle Tracks Because...



More than **60%** disliked cycle tracks/lanes in their city being **blocked by vehicles or vendors**.

**44%** also highlighted **discontinuous tracks** as a barrier that they dislike.



“

Rumble strips and cobble stone paving are an absolute "NO" for cyclists. They induce a lot of vibrations and chances of skidding on wet cobble stones are more when applying emergency brakes.  
- Male Cyclist

Wardha Road, Nagpur

When asked about the most effective traffic calming measure, **65%** selected **tabletop** as a good option.



“

There should be continuous cycle tracks, and the surface of the tracks should be smooth and comfortable to ride on.  
- Female Cyclist

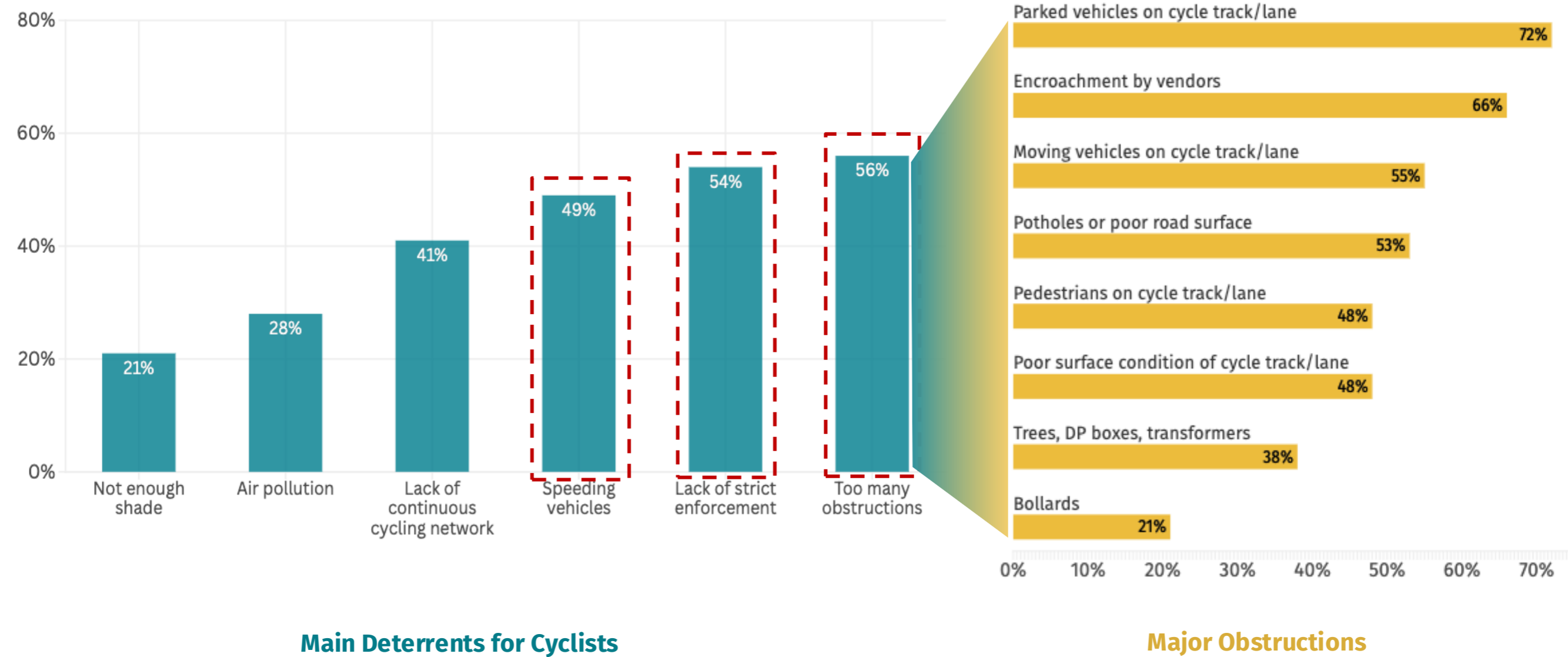
CA Road, Nagpur

**52%** of respondents preferred **asphalt (blacktop)** as the ideal material for cycle tracks.

# **Key Issues Faced by Cyclists**

# Too Many Obstructions Top Concern For Cyclists

*\*Note: Respondents could choose multiple options.*



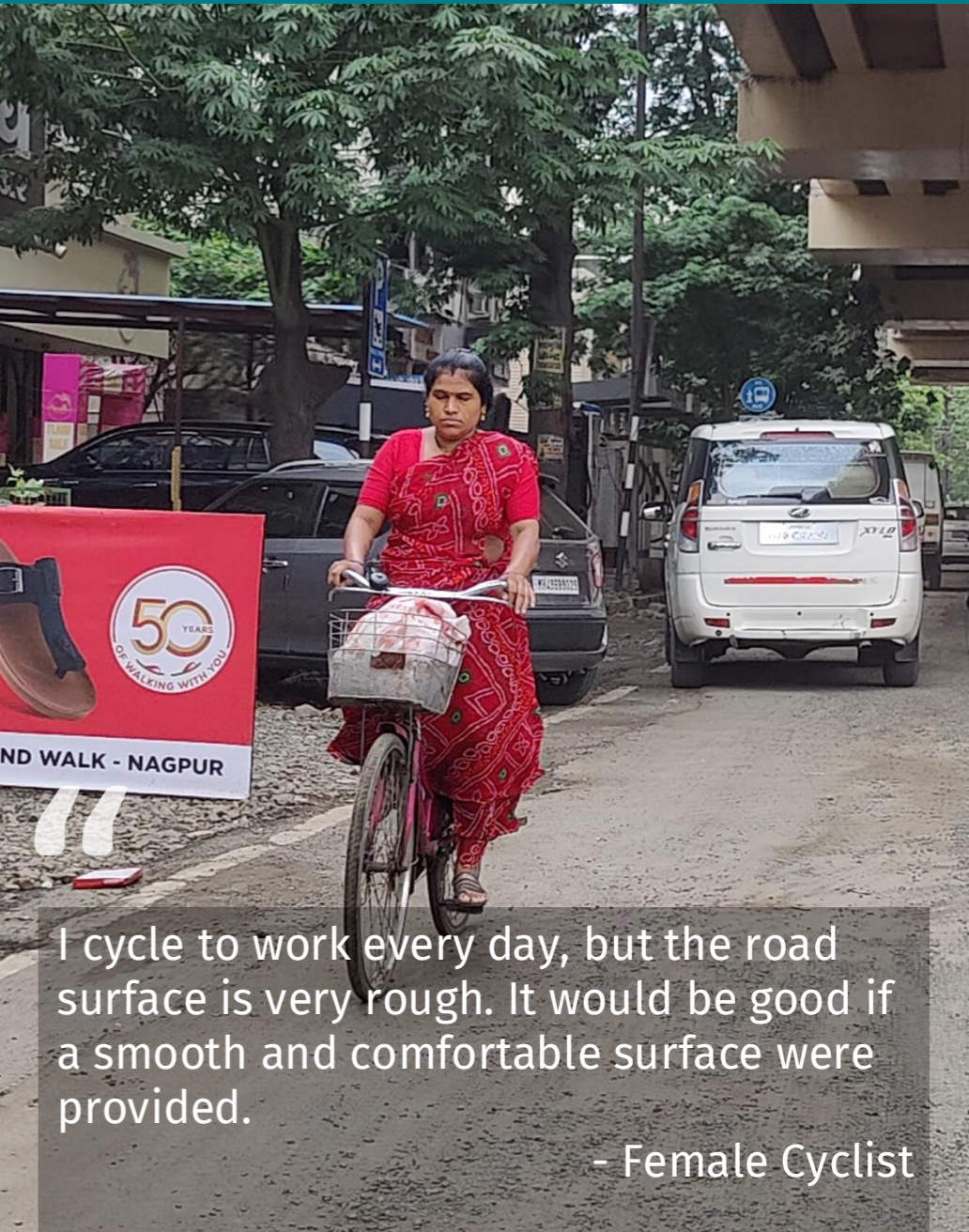
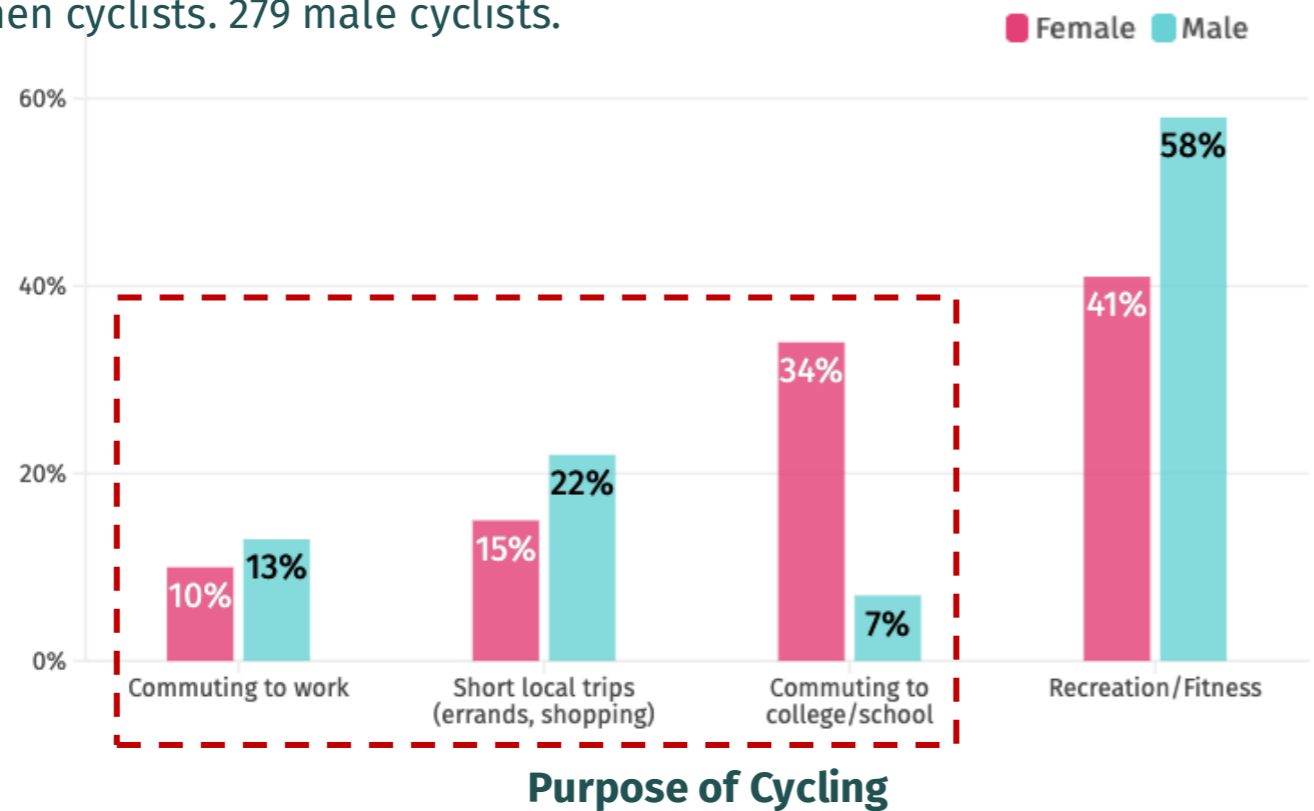
# **Insights from Women on Cycling Infrastructure**

# Women Rely More On Cycling For Daily Needs

Among all **female cyclists** surveyed, **59%** of responses show use of **bicycles for commuting to school, work, or errands.**

On the other hand, 58% responses from male cyclists surveyed said they cycle for recreation and fitness, compared to 41% responses among female cyclists.

160 women cyclists. 279 male cyclists.



I cycle to work every day, but the road surface is very rough. It would be good if a smooth and comfortable surface were provided.

- Female Cyclist

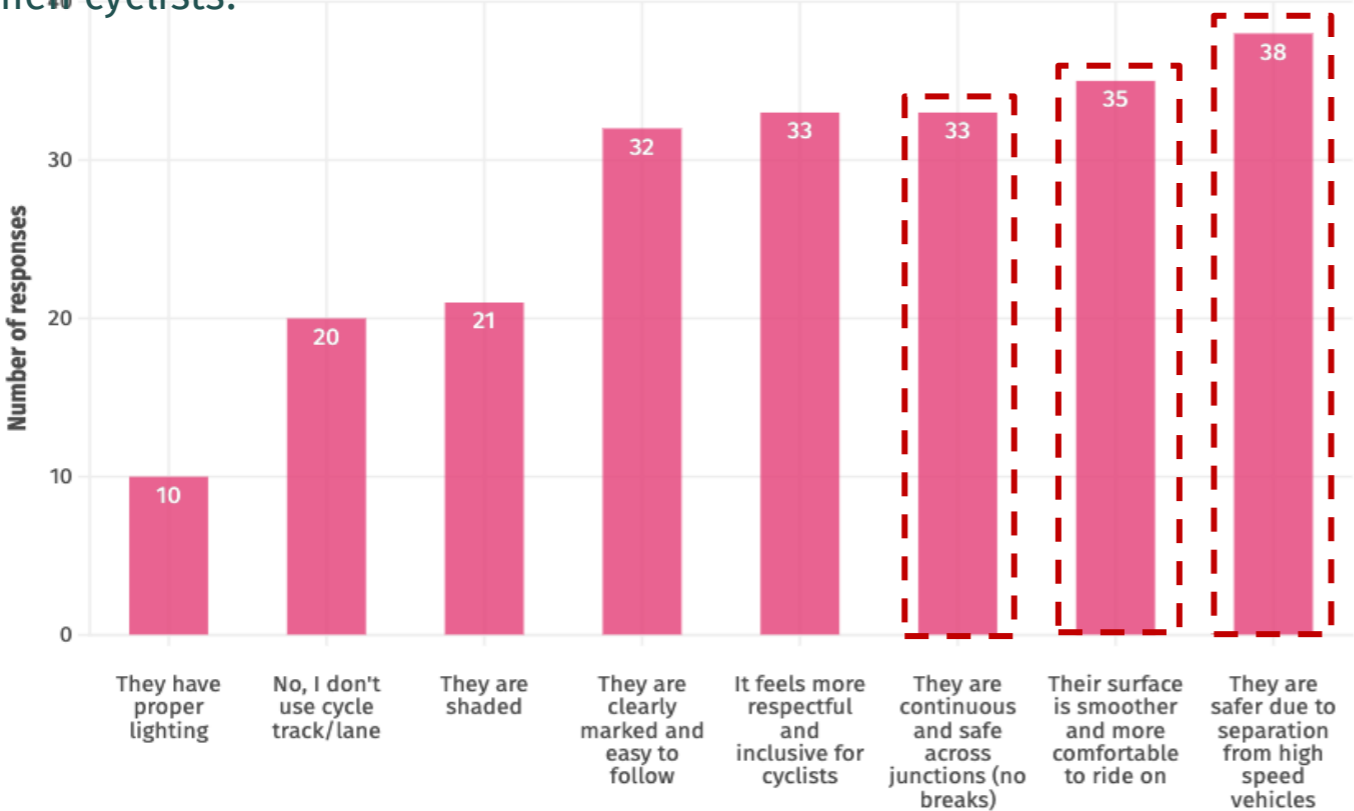
*\*Note: Respondents could choose multiple options.*

# Women Prefer Safer, Segregated Cycle Tracks

Notably, a **higher percentage (87%)** of women reported **using cycle tracks/lanes**.

This preference is supported by their appreciation for safety from high-speed traffic and smooth, comfortable riding surfaces.

160 women cyclists.



What Women Like About Cycle Track/Lane in Their City

*\*Note: Respondents could choose multiple options.*

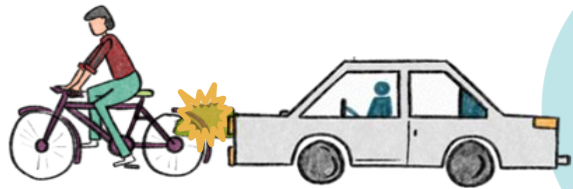


It is scary riding next to fast vehicles. I choose routes where I feel protected from the traffic!

- Female Cyclist

# Top Deterrents For Women

## What Makes Cycling Difficult?



**Half** of the respondents cited **speeding vehicles** as the main deterrent



**Half** of them also pointed to a **lack of strict enforcement**



**47%** selected **too many obstructions**

## What are the Major Obstructions Faced by Women?



**62%** reported **potholes and poor road conditions** as a major issue



**61%** reported **parked vehicles** obstructing cycle tracks/lanes



**59%** of them stated **moving vehicles on cycle tracks/lanes** as an obstruction



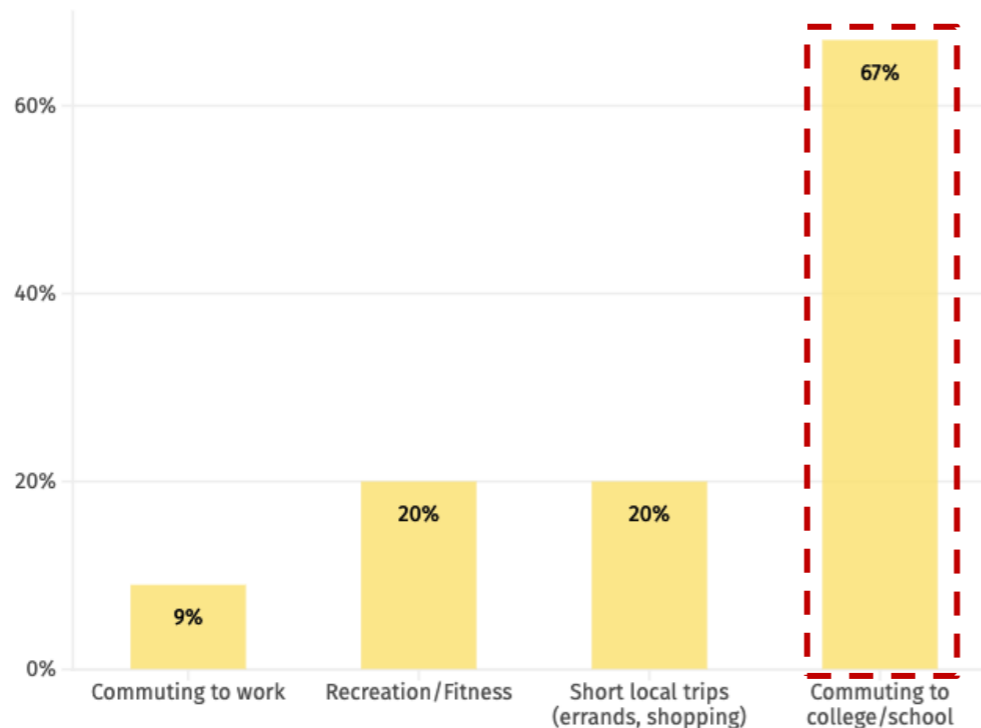
# **Insights from Children and the Elderly on Cycling Infrastructure**

# Young Cyclists Need Safer Routes to School

Notably, a higher percentage, **84% of young people** (below 18 years) reported **preferring cycle tracks/lanes** than those aged 50 and above (66%).

**67%** below 18 years **cycle to travel to schools and colleges.** **Shade** is more appreciated; 40% selected “not enough shade” as a deterrent for them.

86 cyclists below 18 years.



**Purpose of Cycling–Below 18 Years**



“

Sometimes it gets too hot when I cycle back from school. I wish there were more trees or shade on the way.

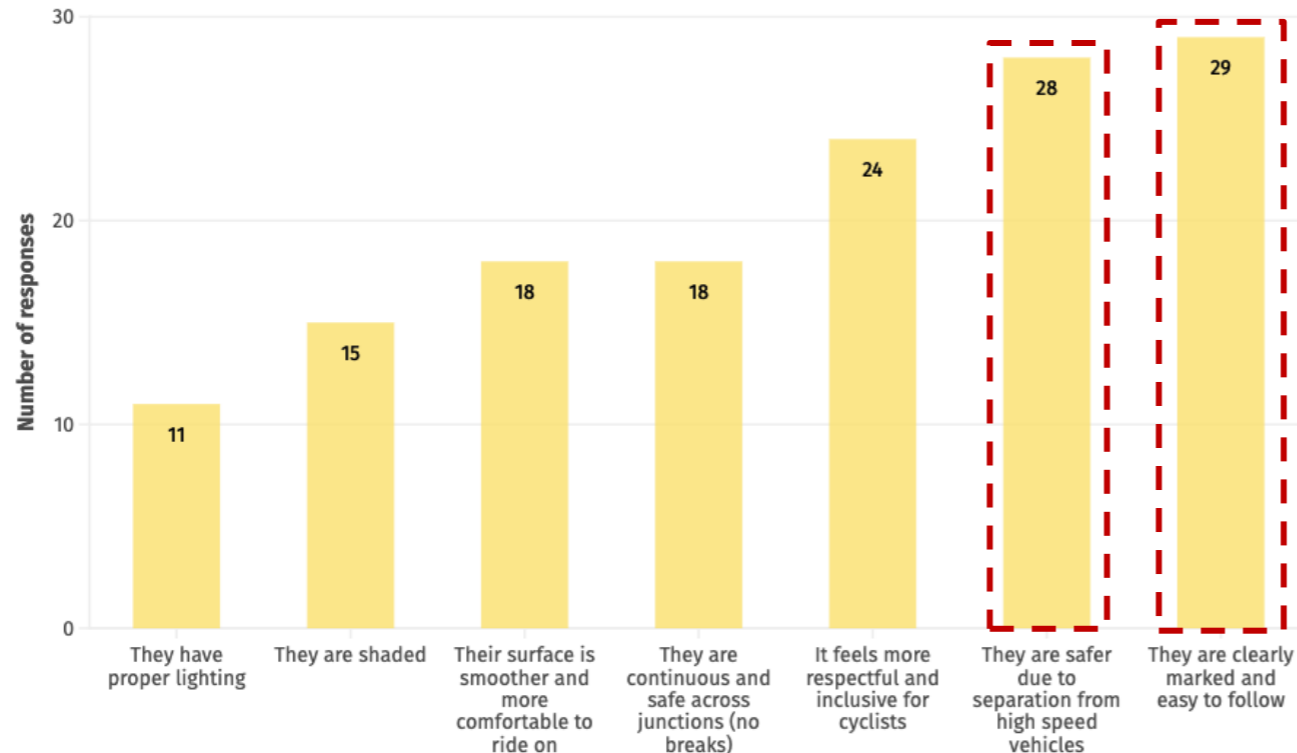
- Female Cyclist (below 18 years)

# Elderly People Value Clearly Marked Cycle Tracks/Lanes

Clearly marked and easy-to-follow cycle tracks/lanes are more valued by older adults than by younger cyclists, as seen in the graph below.

Among cyclists above 50 years, **93%** selected **fitness/recreation** is the most common purpose for cycling.

107 cyclists above 50 years.



What do Citizens Aged Above 50 years Like about Cycle Tracks/Lanes in Their City



“

I enjoy cycling in the mornings, on routes that feel safe and where I can ride without worry.

- Male Cyclist (above 50 years)

# **Perceptions of Non-Cyclists and Occasional Cyclists**

# What's Stopping People From Cycling Regularly?

## What's Stopping Them

For non-cyclists, three main reasons for not cycling were -



**59%** of the respondents cited **no dedicated cycling infrastructure**



**55%** of the respondents selected **fear of road accidents** as one of the reasons



**37%** of the respondents selected **long travel distances**

166 respondents who don't cycle/cycle rarely.

## What Might Get Them Pedalling

When asked what would encourage you to take up cycling -



**72%** of the respondents said **continuous, safe cycle tracks**



**61%** said **strict enforcement of traffic rules**



**43%** of the respondents said **cycle priority at junctions**

# **City-wise Assessment of Cycling Infrastructure Performance**

# Cycling Infrastructure is Commonly Blocked Across Cities



Across all three cities, "Parked vehicles on cycle tracks/lanes" and "Encroachment by vendors" emerge as the top two common obstructions, affecting around 63%–79% of cyclists.



## Nagpur

Primary concern is lack of safe cycling infrastructure

67% noted **very few cycle tracks/lanes in their city**, reinforcing the view that cycling simply isn't prioritised in large parts of the city.



## Pimpri Chinchwad

Cycle tracks are visible, but issues of safety persist

**Fear of road accidents** was selected by 72%, the highest across all three cities.



## Pune

Several cycle tracks, but enforcement remains a critical weak link

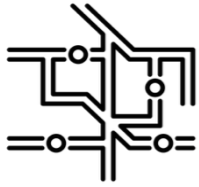
75% of users cited **obstructions by parked vehicles or vendors**, despite the presence of infrastructure.

# Way Forward



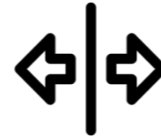
## Design and Infrastructure

## Municipal Corporation / Development authority



### Develop a connected and continuous cycling network

*IRC 11-2015: a min width of 2.2m for segregated cycle tracks and min width of 1.2m for painted lanes.*



### Use physical segregation on high-speed corridors (>30km/h)

*IRC 11-2015: segregated cycle tracks for arterial and sub-arterial roads and cycle lane for distributary roads.*



### Use reflective paint and standardised signage to clearly delineate cycle tracks/lanes

*IRC 11-2015: standard signages and marking specifications.*



### Ensure cycle track/lane continuity at junctions

*IRC 11-2015: extending cycle tracks up to stop lines at junctions. Provide grade-separated crossings at arterial and sub-arterial road junctions.*

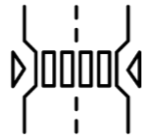


### Use asphalt blacktop as surface material

*IRC 11-2015: asphalt for comfort, evenness, and maintenance. Avoid granite and rough tiles.*

## Design and Infrastructure

## Municipal Corporation / Development authority



### Traffic calming measures like tabletop

*IRC 11-2015: Use tabletop crossings and speed humps across vehicle lanes placed at 50–100m apart in zones where speed must be kept under control.*



### Prioritise shading trees and continuous planting

*IRC 11-2015: location of cycle track between carriageway or street parking and footpath on either edge of the carriageway. And cycle lane on the edge of the carriageway, adjacent to the footpath or parking.*

## Enforcement

## Municipal Corporation and Traffic Police



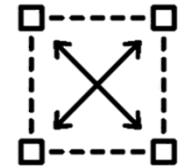
**Provide designated parking zones for vehicles, ward-level enforcement.**



**Set up a regular system to monitor and remove encroachments**



**Follow urban street speed management regulations to control speeding vehicles**



**Designate specific vending zones to prevent encroachments**

## Outreach and Communication

## Municipal Corporation, Traffic Police, and Civil Society Organisations



**Conduct regular awareness and behaviour change campaigns**



**Promote existing channels to report grievances** so that it allows cyclists to report issues on cycle tracks



Prepared by -

