



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.

ITDP India Team:

Pranjal Kulkarni, Siddhartha Godbole, Rutuja Nivate, Smruti Sawane, Suraj Bartakke, Donita Jose



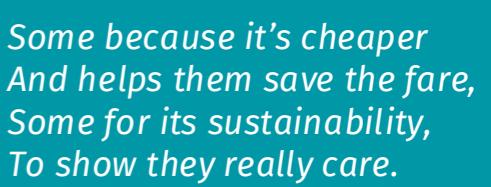
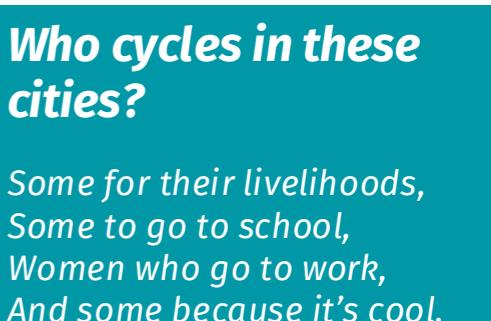


Some people believe no one cycles that much anymore.

Is Cycling Really Disappearing From Our Streets?

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

The Invisible Cyclists

_Varsha Jeyapandi

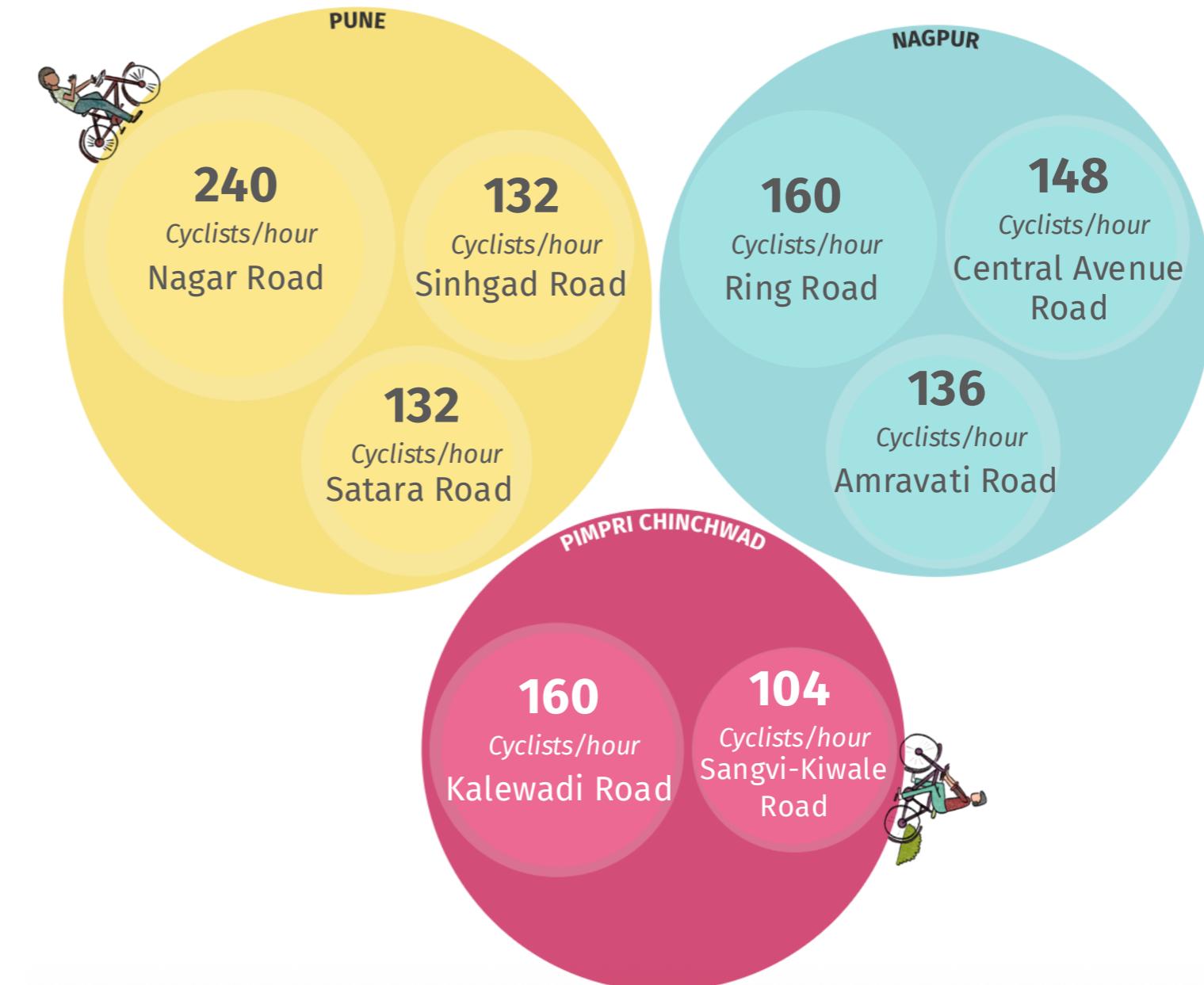
Where The Cyclists Are: Evidence From Three Cities

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.

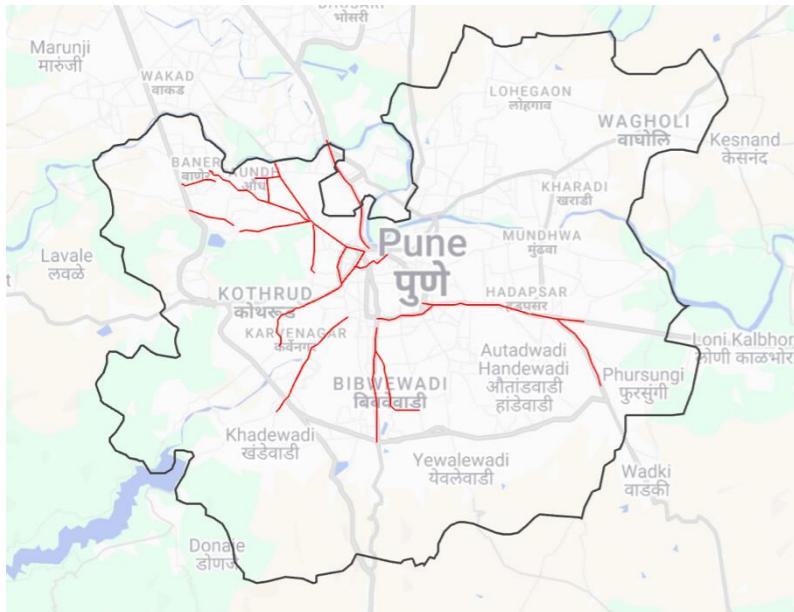


Source: ITDP India

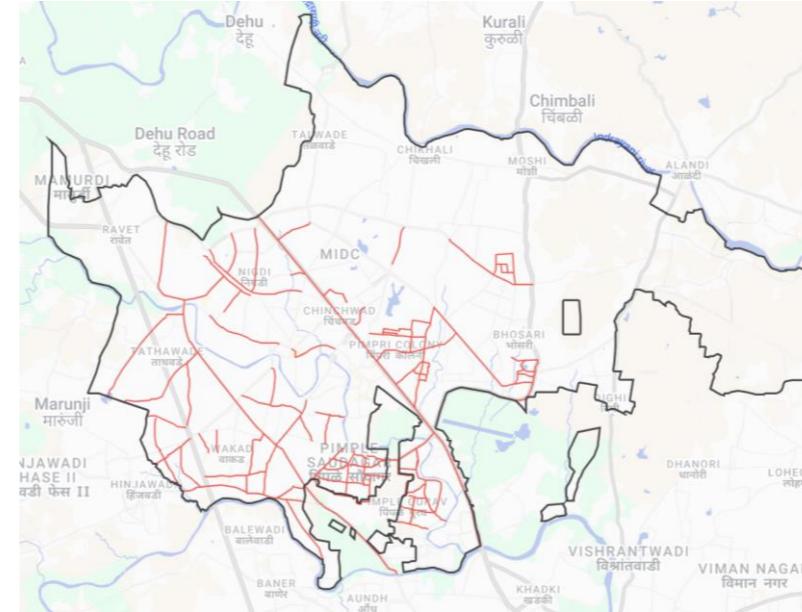
[Pune's Walk and Cycle Analysis](#), [Pimpri Chinchwad on Foot and Cycle](#), [Nagpur Urban Streets Assessment](#)

Why Pune, Pimpri Chinchwad and Nagpur?

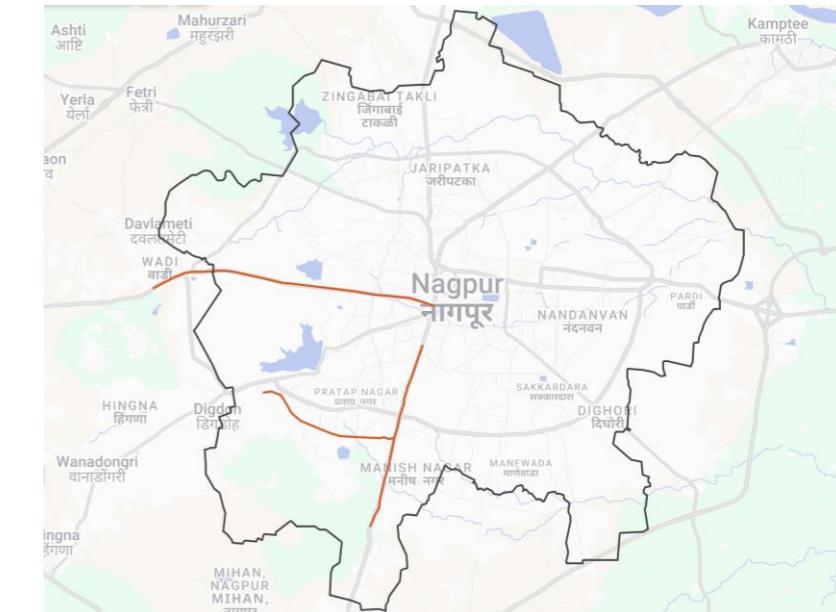
91km of cycling
infrastructure in
Pune



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.

Approach and Methodology

Research Objectives:



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



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



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

Methodology:



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



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](#)

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).



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

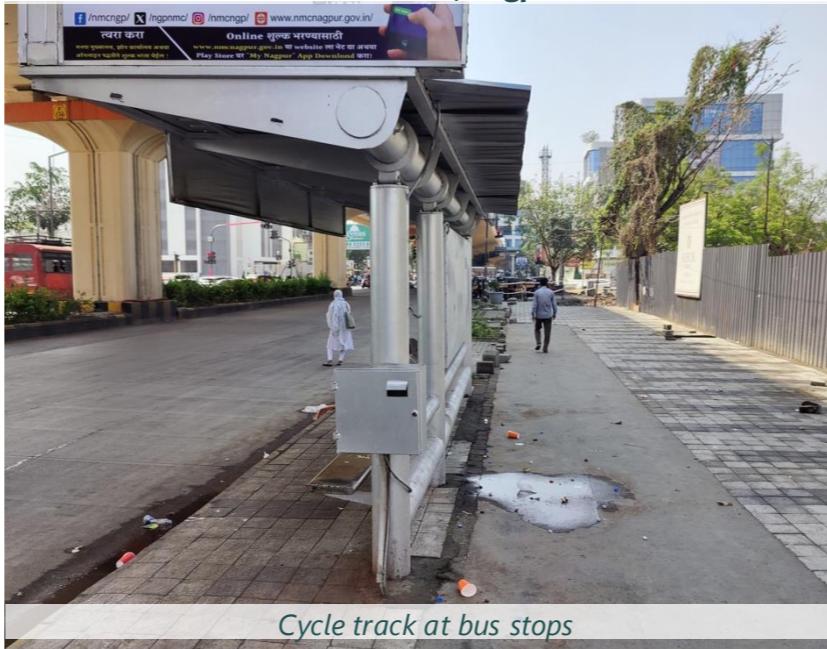
Key Observations

- 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



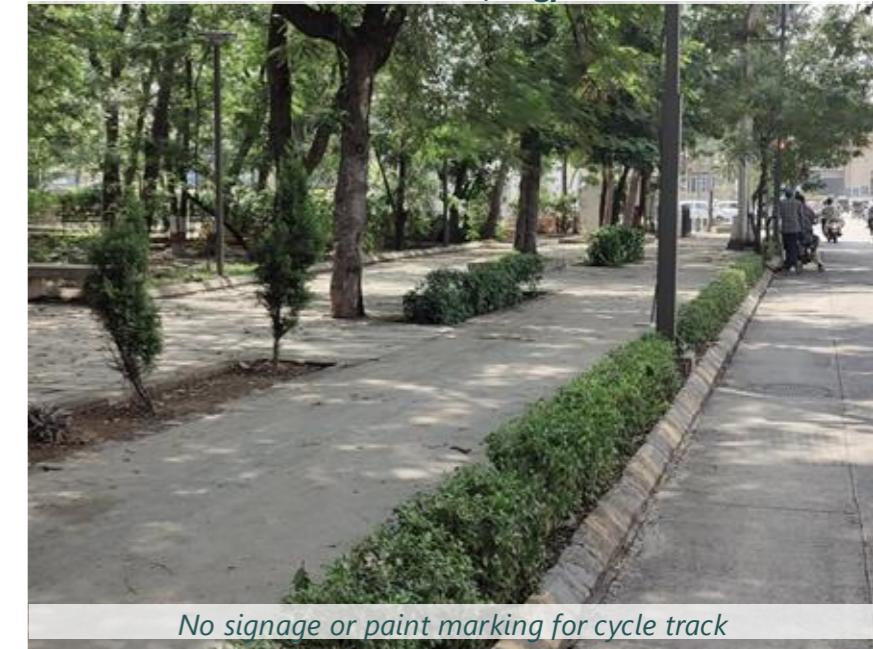
Wardha Road, Nagpur



JM Road, Pune



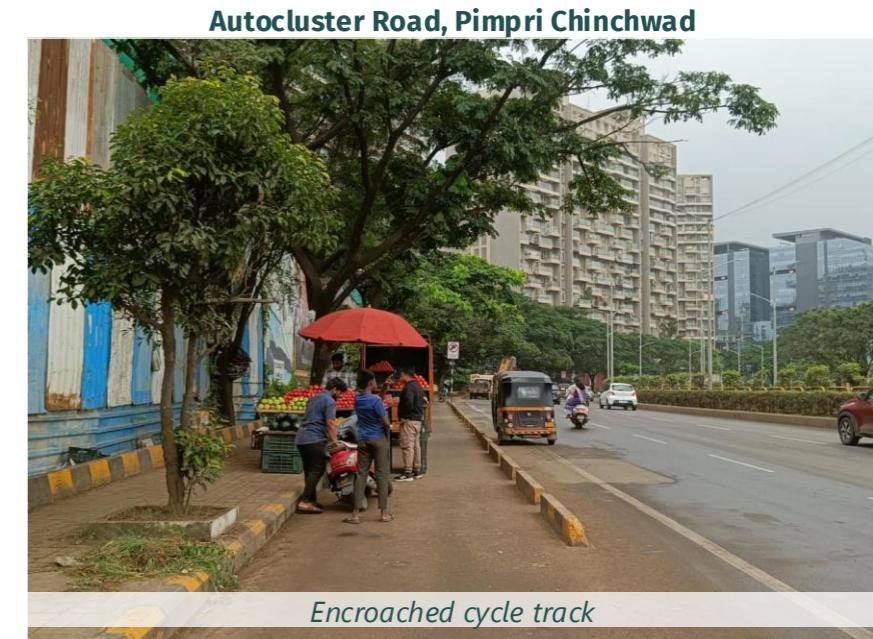
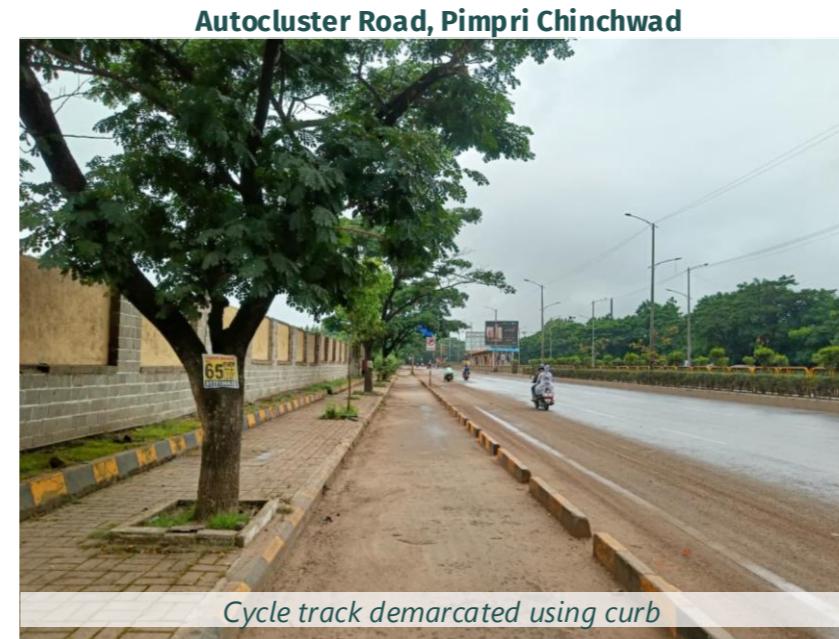
Wardha Road, Nagpur



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.

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



DY Patil Road, Pimpri Chinchwad



Vishal Nagar DP Road, Pimpri Chinchwad



Vishal Nagar DP Road, Pimpri Chinchwad



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.





Summary of Perception Survey Findings

Who Shared Their Experience?

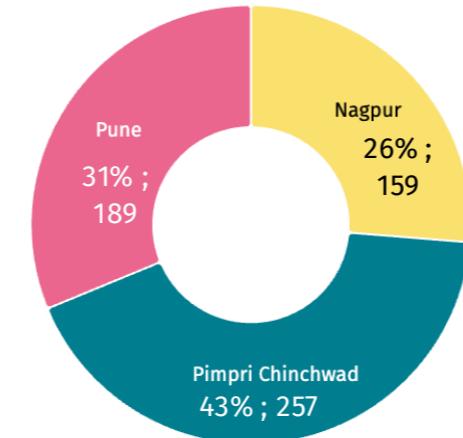
605 citizens took a moment to share their cycling journeys with us.

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

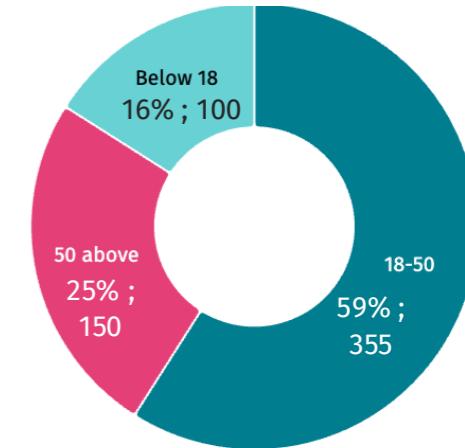
Women form a significant share of respondents (41%), enabling gender-based analysis of cycling safety and infrastructure needs.

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

■ Nagpur ■ Pimpri Chinchwad ■ Pune

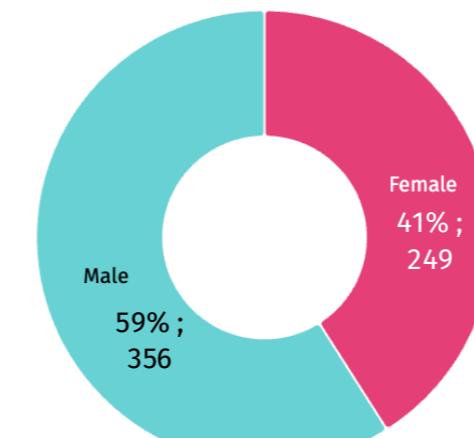


■ 18-50 ■ 50 above ■ Below 18



City

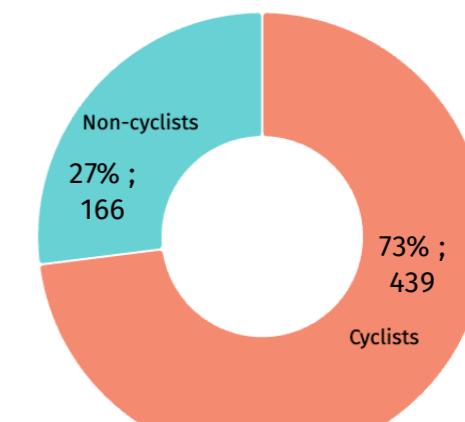
■ Male ■ Female



Gender

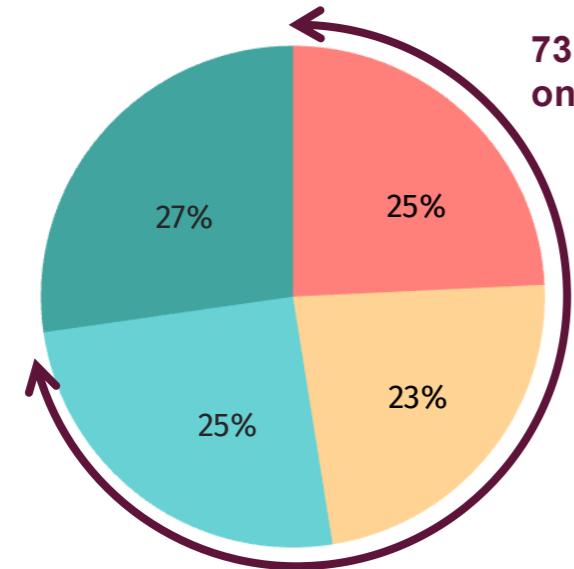
Age

■ Cyclists ■ Non-cyclists



User Type

What Are Their Cycling Habits?

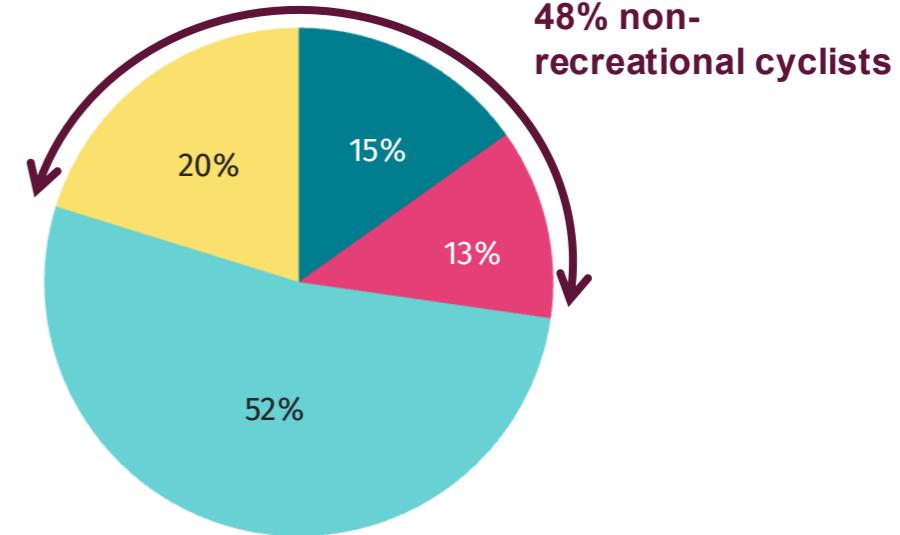


■ Daily ■ 3-5 times a week ■ Occasionally (1-2 times a week) ■ Rarely/No, I don't cycle currently

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.



■ Commuting to college/school ■ Commuting to work ■ Recreation/Fitness ■ Short local trips (errands, shopping)

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.

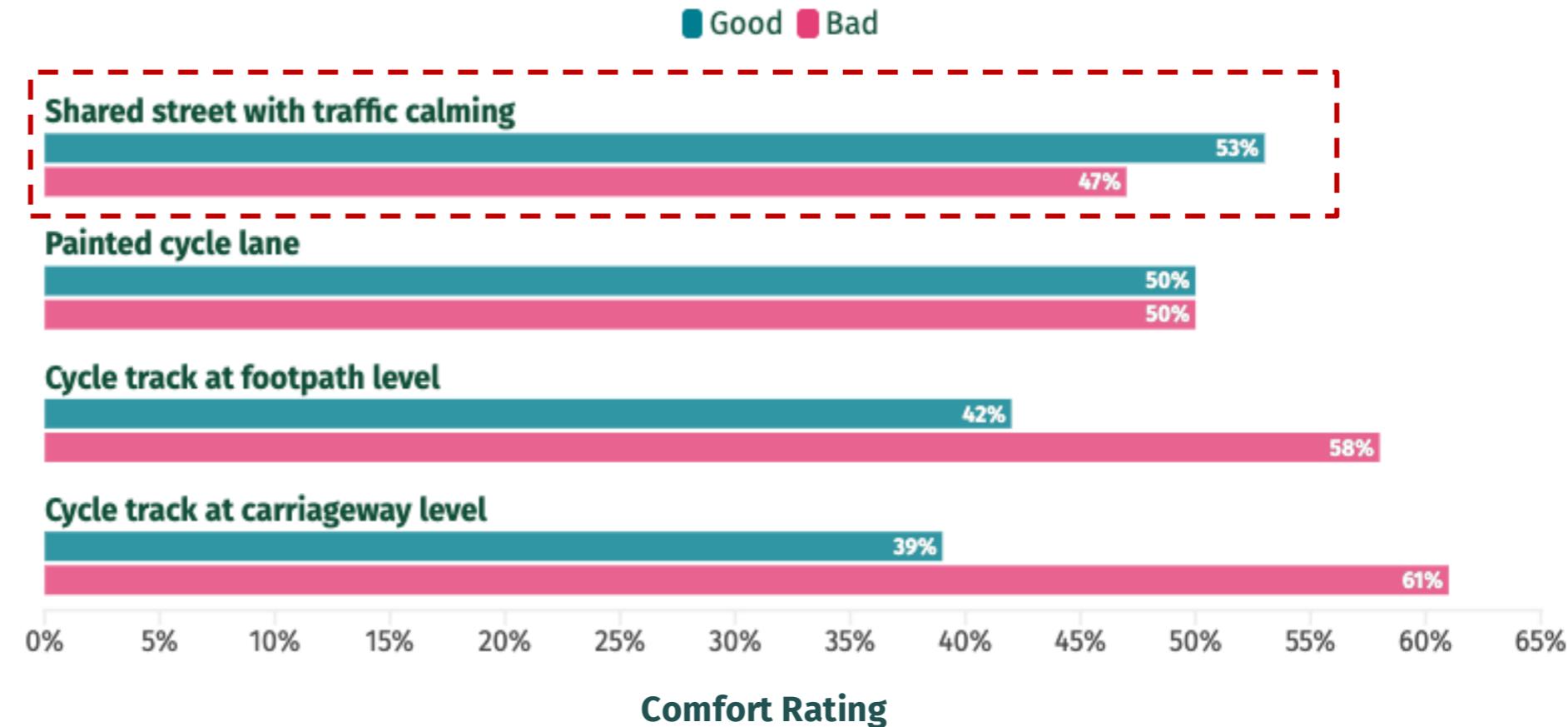
Safe, continuous tracks will encourage more cyclists

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

A photograph of a park scene. In the foreground, a woman in a pink and white patterned top and dark pants stands near a tree. In the middle ground, two children are riding bicycles away from the camera. In the background, a group of people of various ages are walking along a paved path, surrounded by trees and greenery.

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

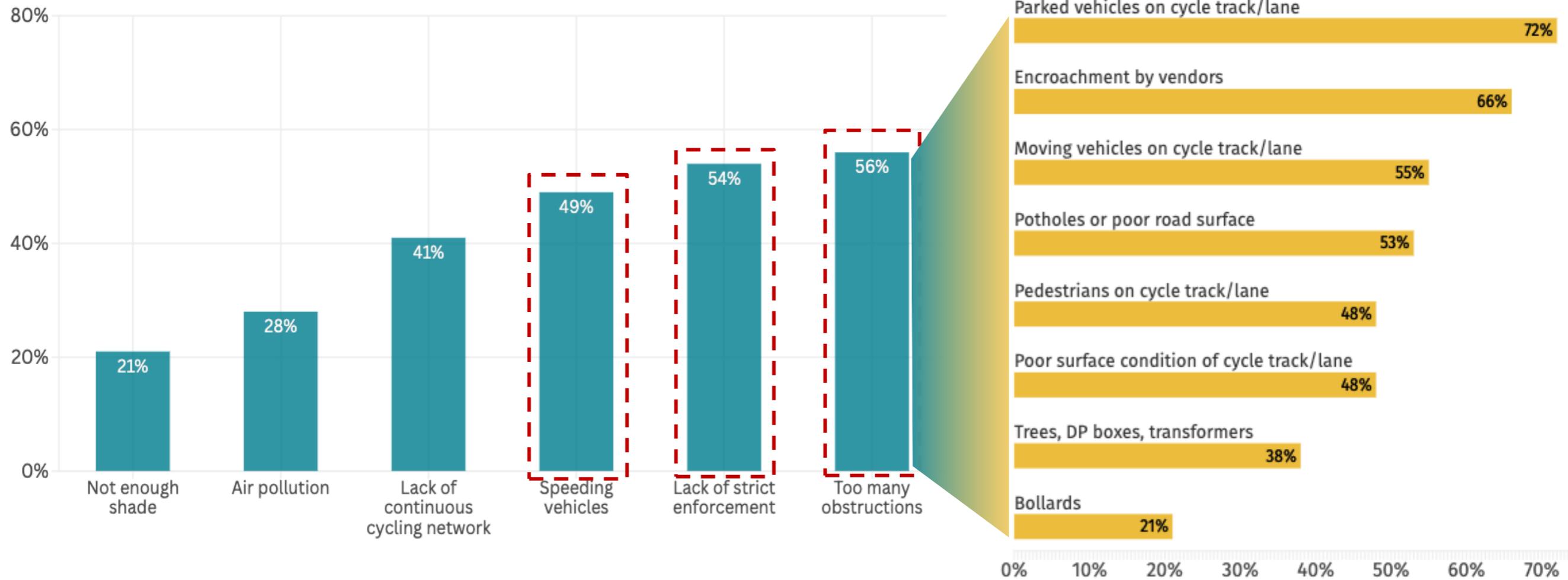
CA Road, Nagpur

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.



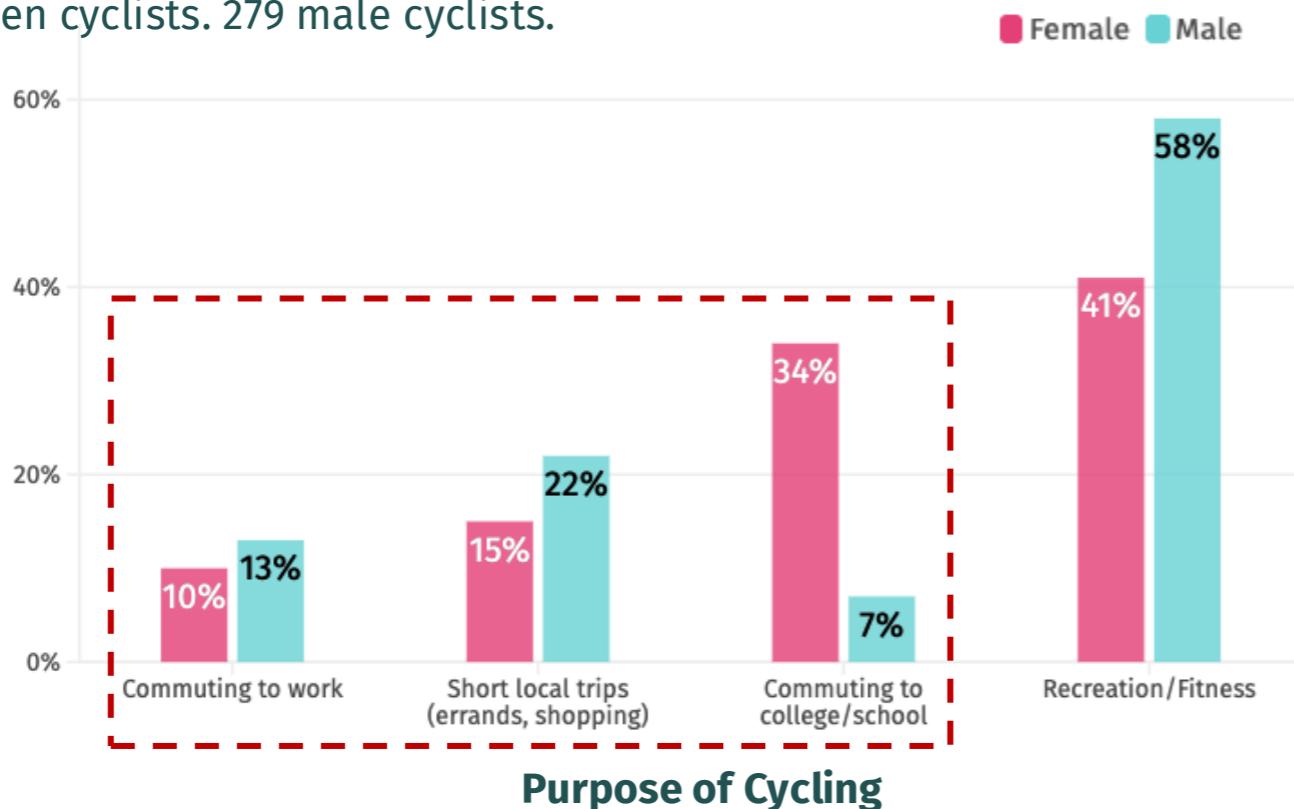
Insights from Women on Cycling Infrastructure

Women Rely More On Cycling For Daily Needs

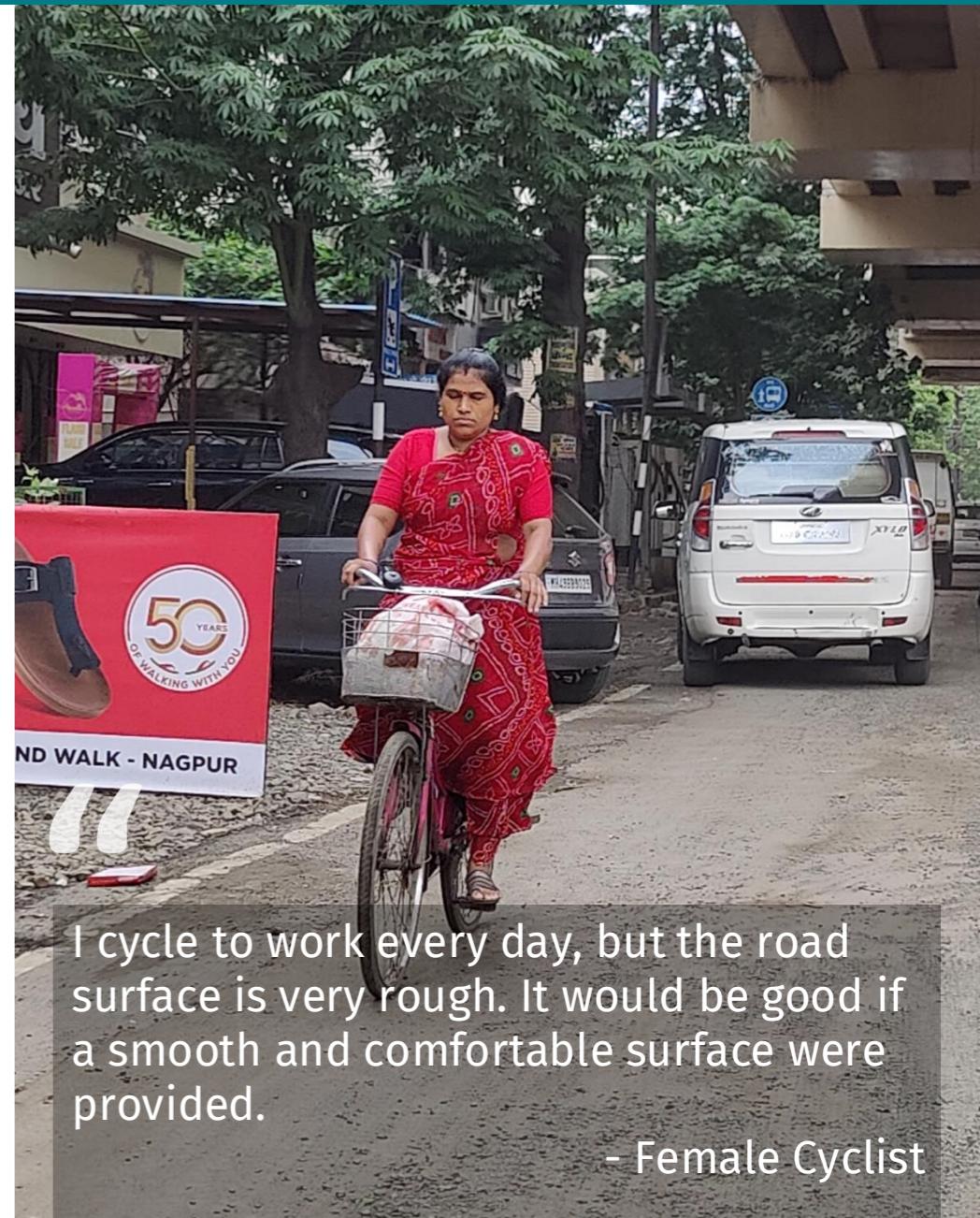
Among all **female cyclists** surveyed, **59%** of responses show use of **bicycles for commuting to school, work, or errands**.

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.



**Note: Respondents could choose multiple options.*

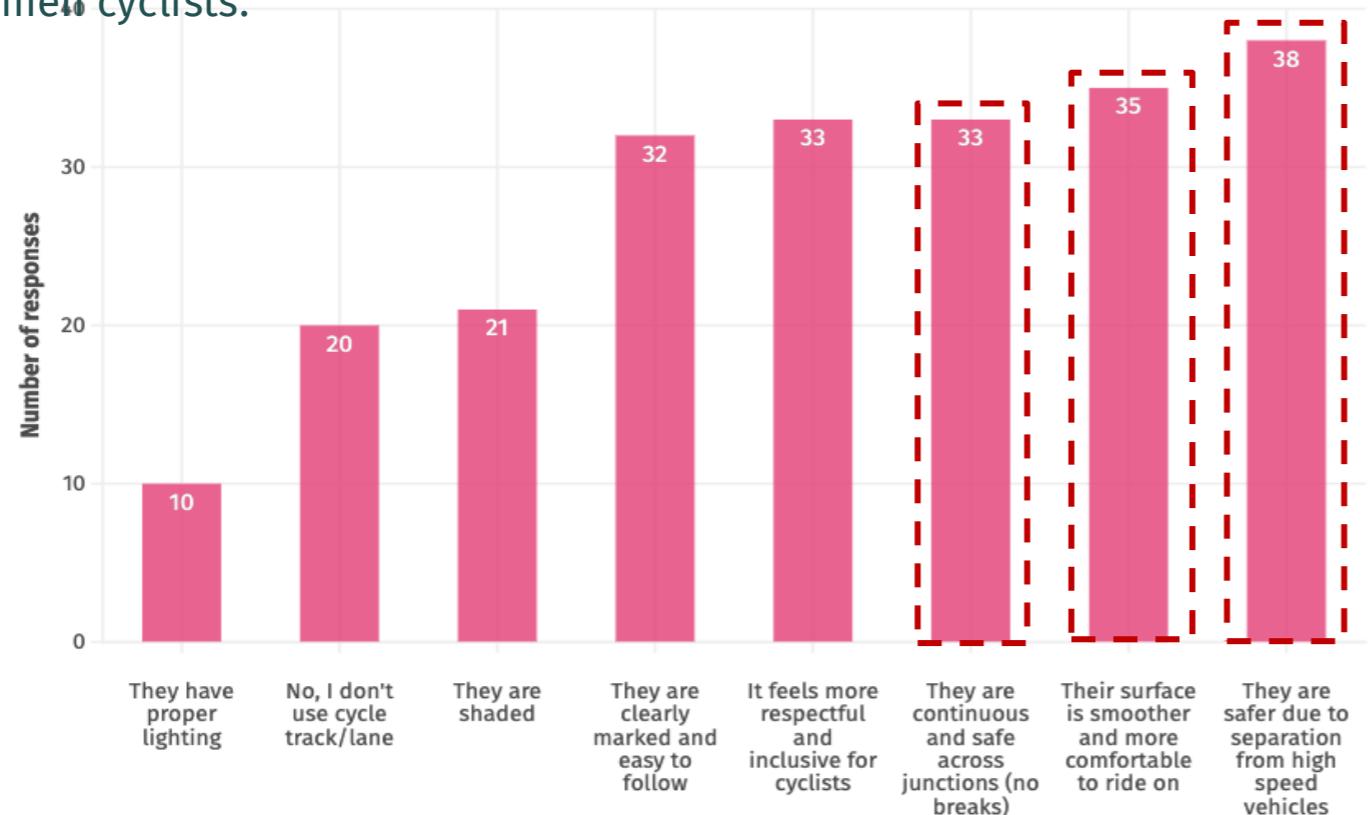


Women Prefer Safer, Segregated Cycle Tracks

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.



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



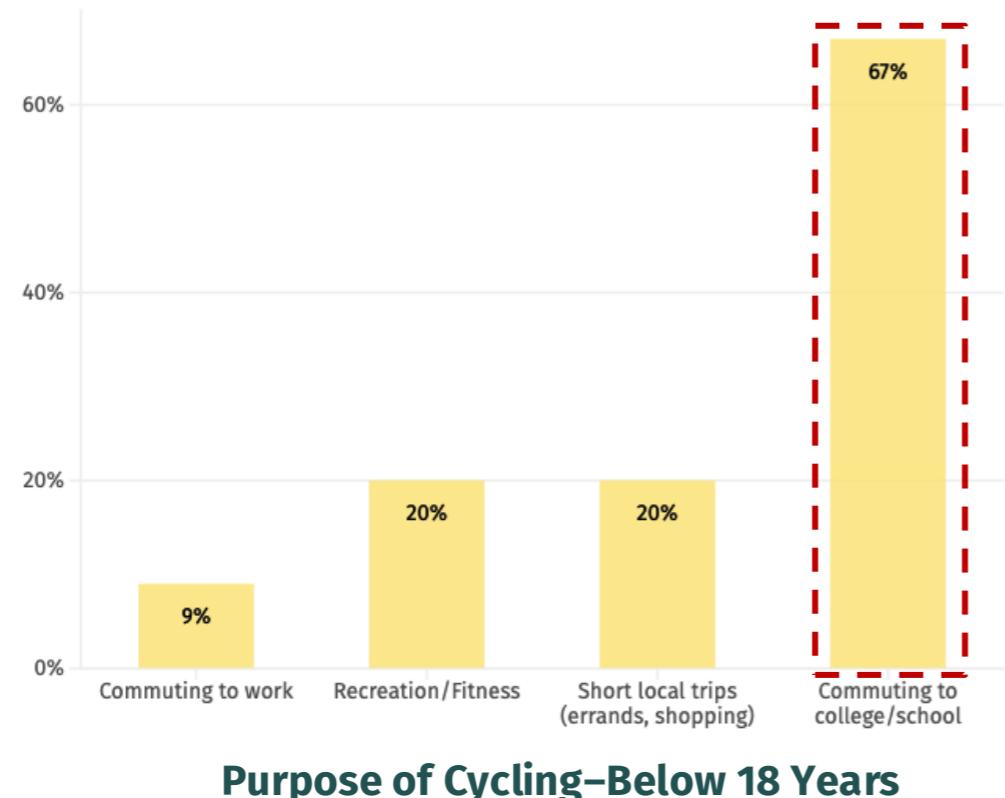
Insights from Children and the Elderly on Cycling Infrastructure

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.



**Note: Respondents could choose multiple options.*

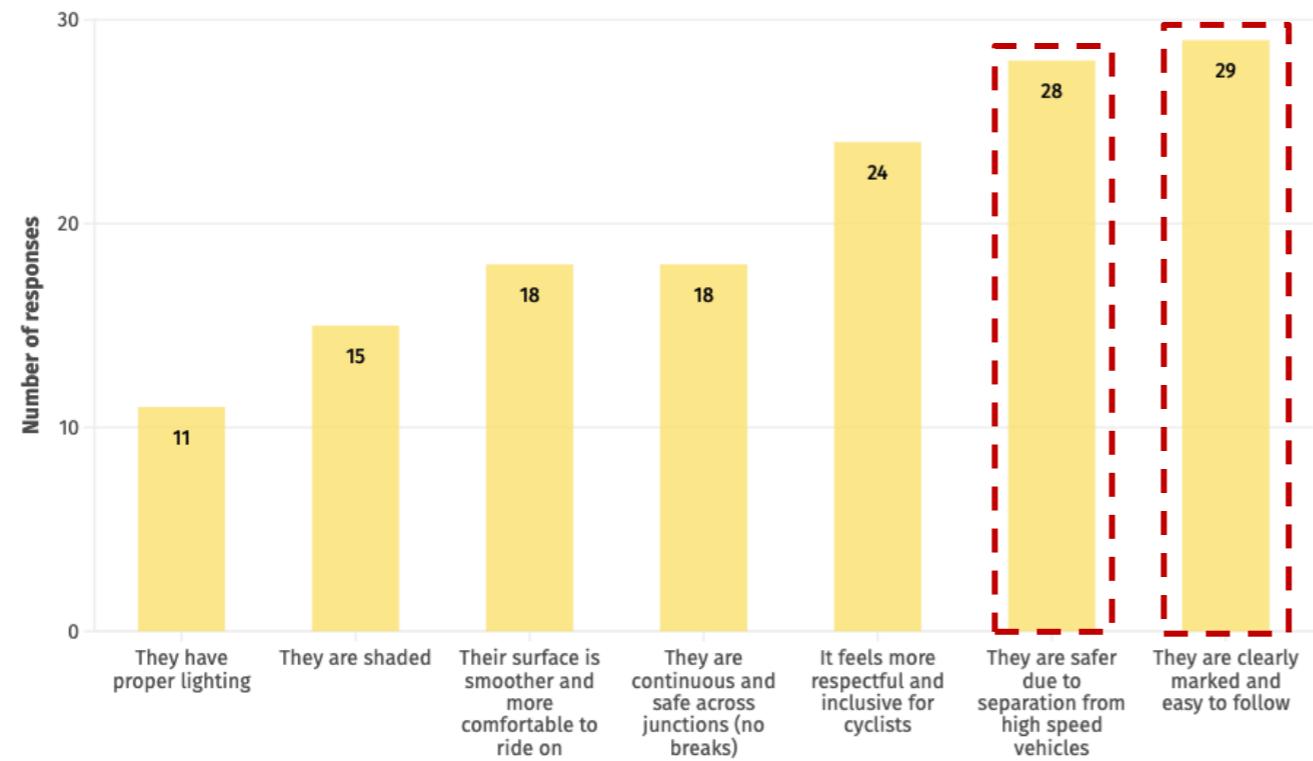


Elderly People Value Clearly Marked Cycle Tracks/Lanes

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

*Note: Respondents could choose multiple options.



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



166 respondents who don't cycle/ cycle rarely.

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

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.

City-Specific Findings



Nagpur

Primary concern is lack of safe cycling infrastructure



Pimpri Chinchwad

Cycle tracks are visible, but issues of safety persist



Pune

Several cycle tracks, but enforcement remains a critical weak link

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.

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

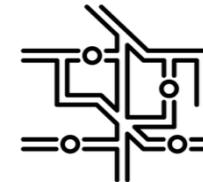
75% of users cited **obstructions by parked vehicles or vendors**, despite the presence of infrastructure.



Way Forward

Recommendations

Design and Infrastructure



Develop a connected and continuous cycling network

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

Municipal Corporation/ Development authority



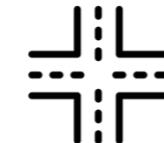
Use physical segregation on high-speed corridors (>30km/h)

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



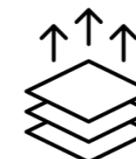
Use reflective paint and standardised signage to clearly delineate cycle tracks/lanes

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 subarterial road junctions.

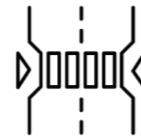


Use asphalt blacktop as surface material

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

Recommendations

Design and Infrastructure



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.

Municipal Corporation/ Development authority



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.

Recommendations

Enforcement



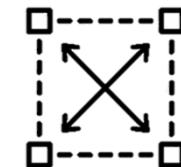
Provide designated parking zones for vehicles, ward-level enforcement.



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



Conduct regular awareness and behaviour change campaigns

Municipal Corporation, Traffic Police, and Civil Society Organisations



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



Prepared by -

