ITDP INDIA

Creating walkable cities in India

Part 1: Why invest in walkability?

In this section, you will understand the need & benefits of investing in walkability to improve access, health and economy.

Part 2: What are the elements of a walkable city?

In this section, you will learn the various elements at urban planning and street level that encourages walking.

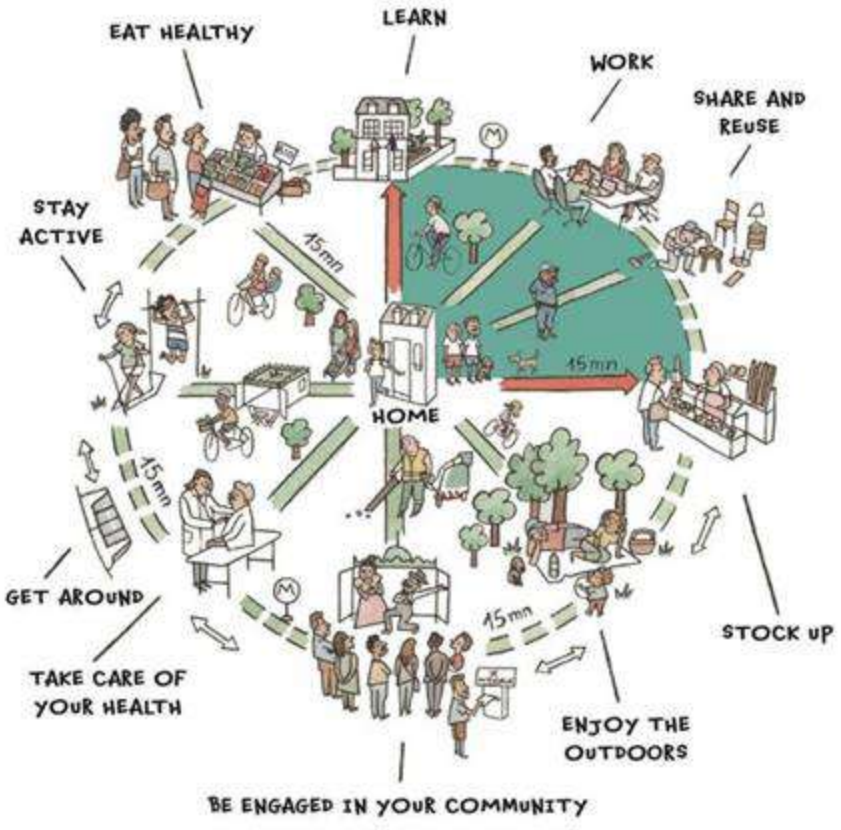
Part 3: How can we achieve a walkable city?

In this section, you will learn various actions required towards achieving walkable cities & also learn from the journey of few Indian cities.

Part 1: Why invest in walkability?

How do we define a walkable city?

A walkable city is one where ***individuals prefer to walk for short distances to reach destinations or access public transport and amenities*** *(within 15-20 minutes) over using private motor vehicles, as* ***reaching their destinations by walk is convenient, comfortable and safe.***



Source: '15 Minute Paris' by Michaël Dessin and Paris en Commun

Why we need walkable cities?

Walking is a basic human right & every citizen walks to access opportunities

50% of all urban school going children in India, walk to school*.

Kohima
Source: ITDP Documentation

**Household Social Consumption on Education in India, 2018*

Why we need walkable cities?

Walkable cities improve road safety for all.

In Jabalpur MR4 Road - **There has been a 15% drop in the road accidents post implementation of the project.**

Street 106 in New Town Kolkata witnessed the **improvement of personal safety in the space by 93%,** 23% reduction in fatal accident cases and 25% reduction in non-fatal accidents.

MR4 road, Jabalpur

Source: SCM & ITDP Documentation - Elements

Why we need walkable cities?

Walkable cities boosts public transport ridership through first and last mile connectivity.

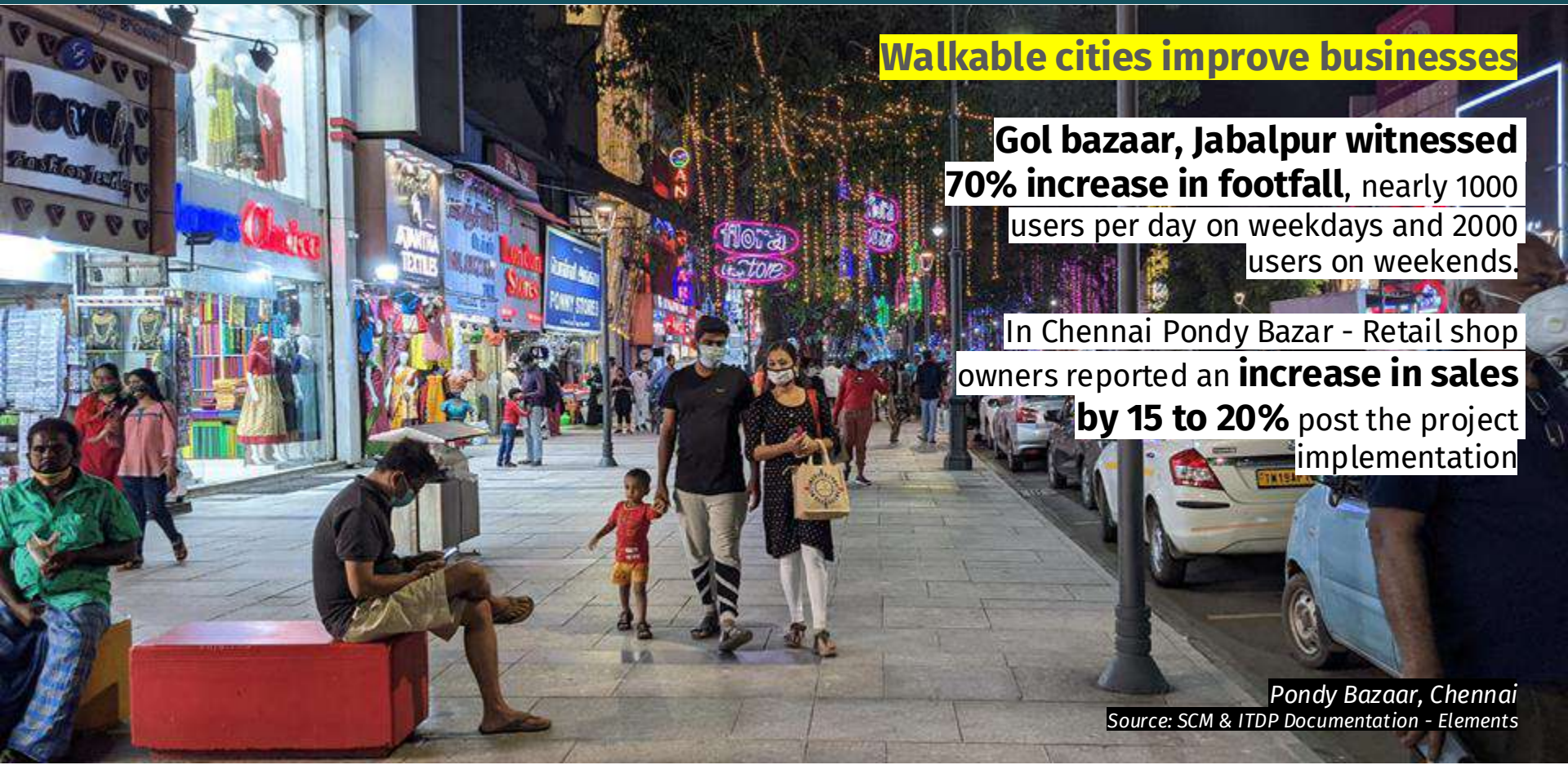
47% of people walk and cycle across Indian cities, 21% use Public Transport*

Every 9 out of 10 trips by women are on foot and public transport*

Srinagar
Source: SCM & ITDP Documentation - Elements

**Census 2011*

Why we need to create walkable cities?



Walkable cities improve businesses

Gol bazaar, Jabalpur witnessed 70% increase in footfall, nearly 1000 users per day on weekdays and 2000 users on weekends.

In Chennai Pondy Bazar - Retail shop owners reported an **increase in sales by 15 to 20%** post the project implementation

Pondy Bazaar, Chennai

Source: SCM & ITDP Documentation - Elements

Why we need walkable cities?

Walking is healthy - both for one's health and environment.

30 min walk can reduce the risk of heart disease by 19%*

Physical activity can reduce the risk of depression by 45% and dementia by 10%**

Linear Garden Street, Pimpri Chinchwad
Source: SCM & ITDP Documentation - Elements

**Health line article, 2018*
*** WHO*

Why we need walkable cities?

Walkable cities align with National & International Commitments

Mission LIFE & Viksit Bharat vision

Encourages environmentally-friendly behaviour and good health; and ambition to be a developed nation.

It will enable us to achieve Sustainable Development Goals.

Goal 3.6 under SDG 3 says - By 2020, halve the number of global deaths and injuries from road traffic accidents.

Goal 11.2 under SDG 11 says - By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport

Goal 13.1 under SDG 13 says - Strengthen resilience and adaptive capacity to climate-related hazards and natural disasters.

New Town Kolkata

Source: SCM & ITDP Documentation - Elements

Part 2: What are the elements of a walkable city?

A walkable city is one where walking is

Effortless & seamless

Walking distances in the city are short and at one continuous level.

Safe & comfortable

Pedestrians are protected from fast moving vehicles, crimes and heat.

Enjoyable & peaceful

Pedestrians have places to sit and relax, wherever possible.

Walkable cities need interventions at

Urban planning Level

Good urban planning reduces walking distances and brings services & amenities closer

- Small urban blocks
- Mixed land & building-use
- Humane-scale street widths

Street Level

Good street design makes walking on streets safe, comfortable and enjoyable

- Creating Healthy Streets

Urban Planning level: Small urban blocks

Urban blocks can be defined as a plot or group of plots surrounded by public streets on all sides.

High connectivity figure on the right shows that a pedestrian will be able to travel faster from Point A to B as urban block size is small.

Urban blocks should be within 150 x 150m.

Short access paths can be provided through large urban blocks such as public parks & public building premises.

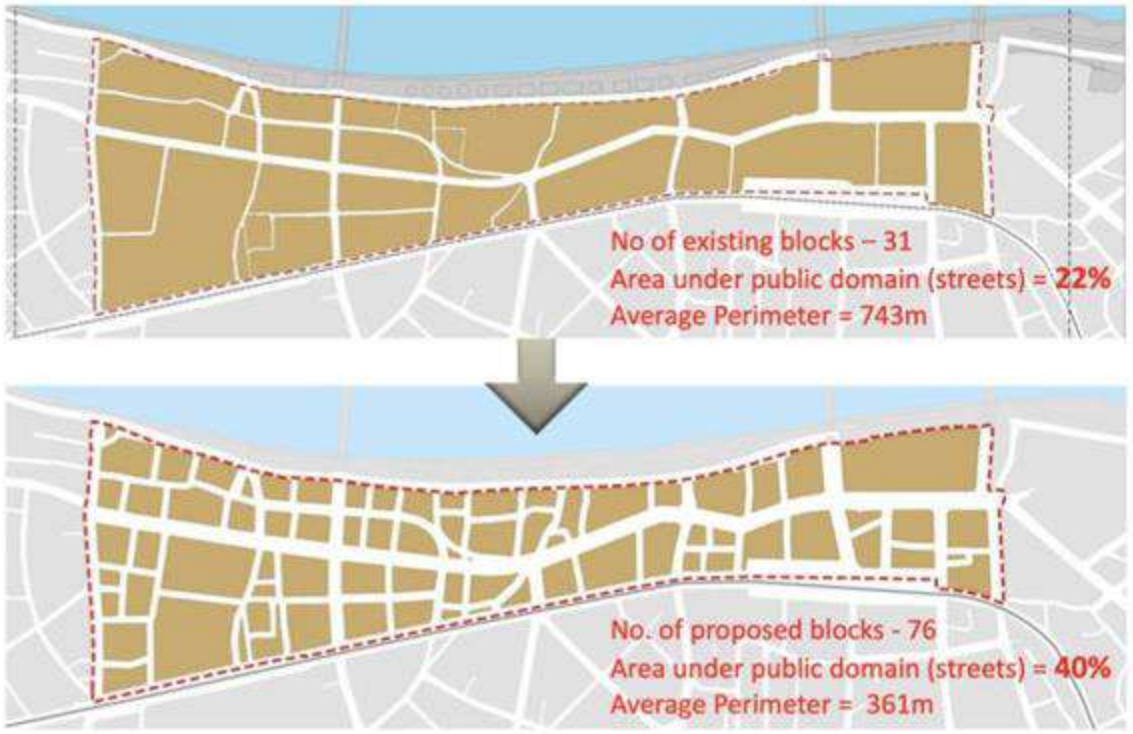
Image Source: IRC:SP:118-2018 Manual for Planning and Design of Urban Roads and Streets

Urban Planning level: Small urban blocks

In Gujarat, amendment to the State Town Planning Act has enabled cities like Ahmedabad to prepare second tier of Local Area Plans (LAP) and create denser street networks to reduce walking distances.

The new streets were created by:

- Addition of new development plan roads
- Addition of existing private roads
- New roads through margins and open spaces
- Roads through plots and requiring demolition

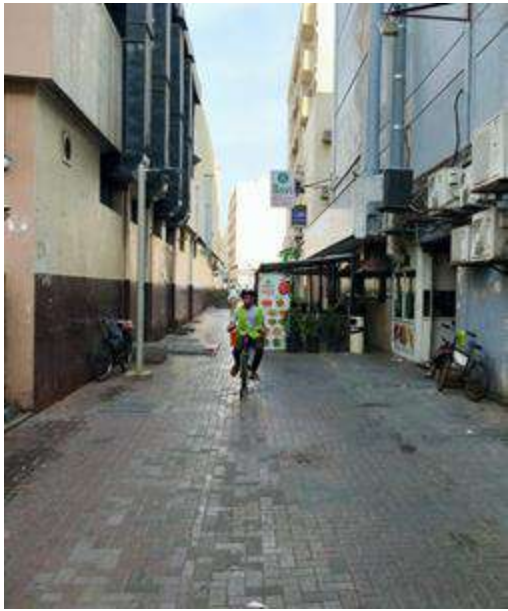


Street Network in Ahmedabad Central Business District;
Source: Ahmedabad Urban Development Authority (AUDA)

Making urban blocks walkable

Pedestrian only links can be carved out from the building setbacks or in-between spaces of the buildings. This will require building regulation reform to make sure building setbacks are in public domain and efficiently used.

Nehru Place, Delhi
Image source: lbb.in



Pedestrian links in Dubai

Urban Planning level: Mixed land & building use

Mixed land and building use make sure that the services and amenities are available in close proximity. This increases the probability of walking.

Development plans and building regulations should encourage mixed-use developments.

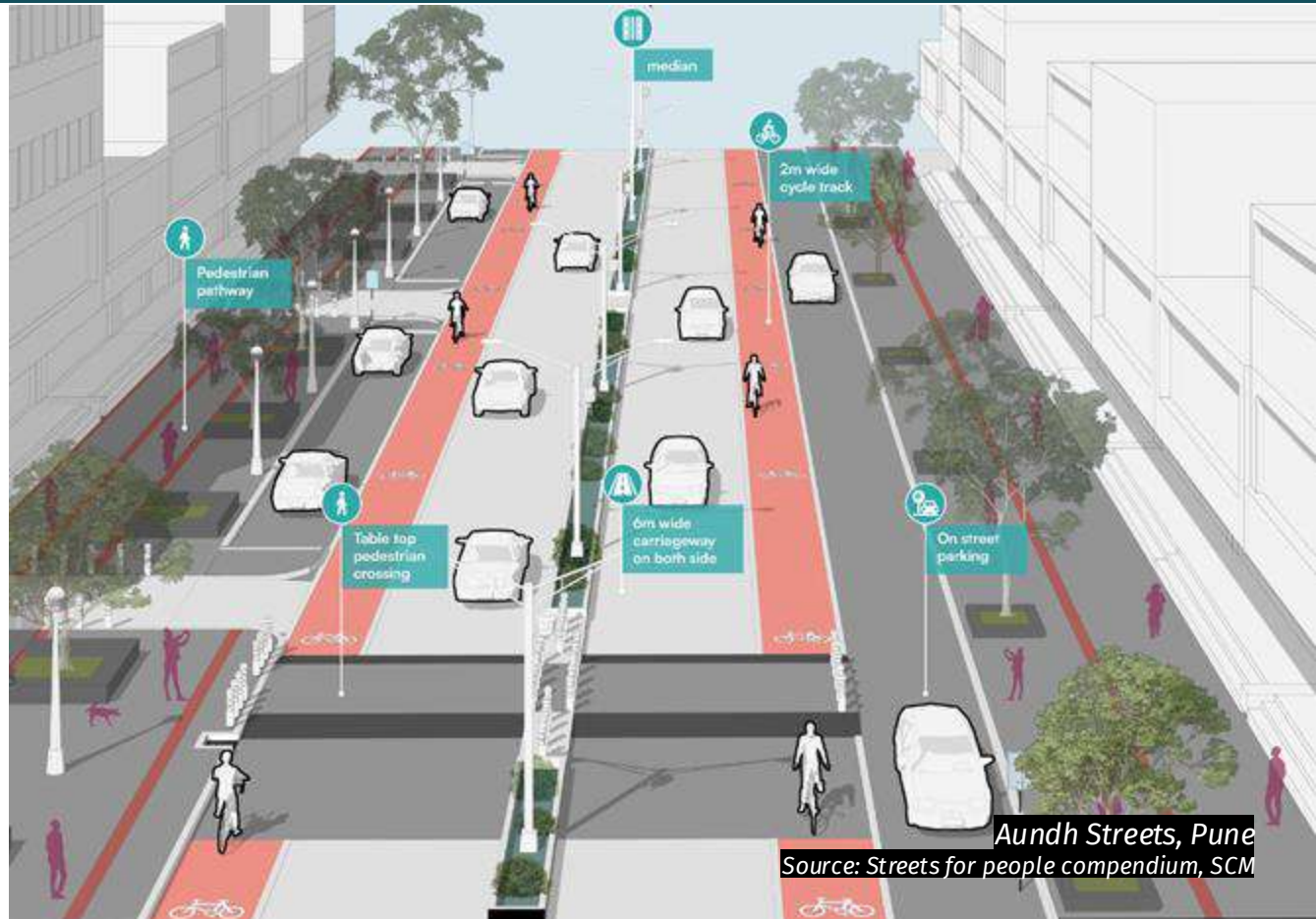
Satara Road, pune

Urban Planning level: Humane scale street widths

Wide streets make it difficult for pedestrians to cross, and hence not attractive for walking. It is recommended that street widths are within 45 meters.

Vehicle lanes should be capped at 3 lanes in one direction along with divider space for pedestrians to wait for safe crossing.

Carriageway space (driving space) should be maximum of 50% of the total street width as per IRC:SP:118-2018



Aundh Streets, Pune
Source: Streets for people compendium, SCM

Street level: Creating Healthy Streets!

1

Every citizen gets a fair share of road space

2

Everyone breathes clean air

3

Public transport is easily accessible

4

Everyone moves around the city seamlessly

5

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

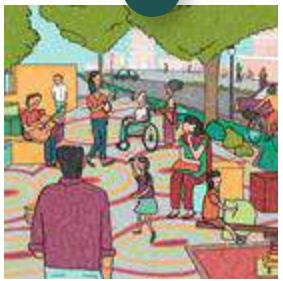
6

No lives are lost

7

Walking and cycling are attractive

8



People enjoy street life

9

Local businesses flourish

10

The design adapts to climatic changes

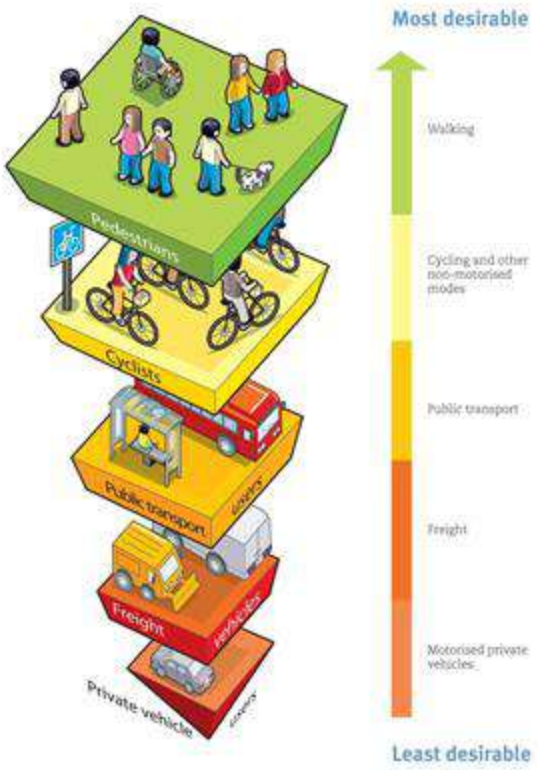
Street level: Various elements of a Healthy street

Source: Chennai Mega Streets Project Visual, Greater Chennai Corporation

Street level: Approach to creating Healthy Streets

Adopting pedestrian-first approach

Allocate street space fairly so that space is provided for walking



Street space is limited. Prioritize pedestrians in the street design first

Street level: Footpath should be continuous at one level

Continuous footpaths ensure seamless access to all, especially elderly and persons on wheelchair.

Street level: Footpath should be 150mm high

Footpaths that are 150mm high ensure elderly can climb easily and also protects pedestrians from moving vehicles

Street level: Footpath should have 3 zones

A minimum clear 2 meters pedestrian zone should be provided.
The pedestrian zone width will vary as per landuse.

Please refer IRC:103-2022 for widths of various zones.

Street level: Provide at-grade crossing

Pedestrians don’t prefer foot-over bridges or subways as it requires additional effort. They are difficult to access, especially for elderly and persons with disabilities. Hence at-grade crossings should be provided as per IRC:103-2022

Street level: Compact intersections

Compact intersections reduce crossing distances, slow traffic speeds at turning, and ensure efficient through-put of vehicles

Street level: Traffic calming measures

Traffic calming elements such as speed breakers reduce vehicle speeds (below 15kmph) and ensure pedestrians can share street space safely with vehicles , when footpaths are not provided. These are recommended on local streets below 9 meters

Street level: Active frontage

Low-height and visually see-through compound walls improve pedestrian security. Building regulations should make sure that solid part of compound wall is maximum to a height of 1.5m.

Design Checklist for Healthy Streets

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Healthy Streets Design Checklist

Units are in Metres

The optimal location of street elements.

1	Footpaths			
	Width of footpath zones - based on surrounding land use	Frontage zone	Walking zone	Multi Utility Zone
	Residential Streets	min. 0.5m	min. 2m	min. 0.5m
	High-intensity pedestrian footfall	min. 1m	min. 4m	min. 2m
	Commercial Streets	min. 0.5m	min. 4m	min. 2m
	Local streets ≤10m RoW	Shared Street with MUZ patches if feasible		
	Kerb height	150mm		
	Footpath gradient for surface runoff	1:50		
	Vehicle Access Ramps	Streets with footpath > or equal to 1.5m width		Streets with footpath <1.5m width
		Slope - 1:8; Width: max.1.5m		Slope - 1:15
	Tactile pavers	To be laid 600mm from the edge of any obstacle		

2	Carriageway		
	Type	Carriageway Width	
	Single Lane with raised kerbs	3 - 3.5m	
3	**Landscape**		
	Location of trees	In the MUZ	
	Minimum no. of trees per km	Right of Way (m)	Minimum no. of trees/km
		<35	200
		35-45	300
		46-60	500
		61-120	700
	C-C distance between tree trunks	Small trees > 6m; Medium trees > 10m; Large trees > 15m	
	Vertical clearance of trees for safe pedestrian movement	2.4m	
	Height of shrubs planted on medians	1.5m	
	Height of high-branched trees planted on traffic islands	4.5m from the carriageway level	
	Size of tree pits	3.3sqm	
	Height of raised tree pits	Standard seating height	
	Note: Level of the green should be lower than adjacent road level		
4	**Street Furniture**		
4.1	**Seating**		
	Location of seating	In the MUZ or frontage	
	Orientation of seating	Streets with wide MUZ (>1.5m)	Streets with narrow MUZ (<1.5m)
		Perpendicular to pedestrian movement	Parallel to pedestrian movement
	Height of seaters	450mm	
	Depth of seaters (excluding backrest)	450mm	
4.2	**Bollards**		
	Location of bollards	To be provided at locations where vehicle encroachment is possible—property entrances, pedestrian median refuge, and table-top crossings.	
	Height	0.7m	
	Distance of the bollard from the kerb edge	0.25m	
	Clear width between bollards	0.6m; For wheelchair access - 1m	
	Distance of the bollard from the building edge/property boundary	0.6m	
4.3	**Signage**		
	Location of signage	In the MUZ OR 0.25 m from the kerb edge	
	Orientation of signages	Perpendicular to the line of traffic; Left side of the road	
	Height of braille signages	1.4 - 1.6m from the finished footpath level	
	Vertical clearance	min. 2.1m	
4.4	**Street Lights**		
	Location of street lights	In the MUZ, frontage or median, based on context	
	Height of light poles	max. 12m	
	Spacing between two light poles	3 x (height of the light poles)	
	Recommended light fixtures	Warm white LEDs	
	Recommended light levels for footpath	25 - 30 lux	

5	Bus stops		
	Location of the bus stop	Footpaths >4.5m wide	Footpaths <4.5m wide
		In the MUZ	Property edge / Frontage
	Location of bus stop display information	Perpendicular to pedestrian movement	Parallel to pedestrian movement
	Size of a typical bus stop shelter	9m x 2.5m 3m clear height	
	Clear width of waiting space infront of the shelter	1.2m	
	Distance of bus stop from junction	25m from the pedestrian crossing edge	
	Distance of bus stops from parking bay (before and after)	5m	
	No. of ramps - in case the bus stop is not on the same level as the footpath	2 ramps—one for boarding, one for alighting	
6	Street Vending		
	Location of street vending	In the MUZ	
	Size of a typical vendor space	1.8m x 1.8m	
7	Above-ground Utilities		
	Location of Utility Boxes	In the MUZ or frontage	
	Location of Manholes	In the MUZ	
8	On street Parking		
	Location of on-street parking	In the bulb outs, provided between carriageway and MUZ	
	Location of on-street parking from Major intersection	50m	
	Location of on-street parking from Minor intersection	10-20m	
	Location of on-street parking from transit stops	5m before and after	
	Orientation of on-street parking	Parallel parking for 4 wheelers	
		Perpendicular parking for 2-wheelers and cycles	
		Angular parking for narrow streets with high 2-wheeler demand	
	Vehicle Type	Parking bay dimension	
	4 wheeler	2m x 6m	
	2 wheeler and cycle	1m x 2m for perpendicular parking	
		1.2 - 1.5m width of bay for angular parking	
	Auto-rickshaw, e-rickshaw & Cycle-rickshaw	1.5m x 3m	
	Maximum length of on-street parking	30m (5 ECS)	
	Location of on-street EV charging amenities	In the MUZ	
9	Cycle Tracks		
	Location of cycle tracks	Between the MUZ and Walking Zone OR Between the carriageway and MUZ	
	Buffer between parking and cycle track	0.5m	
	Width	min 2m - one way; min 3m - two way	
	Vertical clearance along cycle tracks	2.4m	
	Height of bollards placed on cycle tracks	0.2 - 0.4m	
	Clear width between the bollards on the cycle tracks	1.2m	

10	Pedestrian and Cyclist Crossings	
	Spacing/Frequency of all pedestrian crossings	Every 80-150m
	Table Top Crossing	Preferred in locations where speed needs to be reduced to 40-50 kmph
	Location of crossing	At unsignalised crossings
	Width of the crossing	min 2m
	Height of table-top (same as height of footpath)	0.15m
	Slope of table top's vehicular ramps	1:8
	Distance between speed hump and table top	20m
	Zebra Crossing with Pedestrian Ramp	
	Location of crossing	At signalised crossings
	Width of the crossing	min 2m
	Height	same level as carriageway
	Slope of pedestrian ramps from footpath to zebra crossing	1:15
11	Traffic Calming Measures	
	Speed humps	Preferred in locations where speed needs to be reduced to 25-35kmph
	*Note: Speed humps should be preceded by **rumble strips or cobble stone rumblers, cat-eyes; and signage***	
12	Median and Pedestrian Refuge	
	Location of pedestrian refuge	Wherever pedestrian crossing is provided
	Pedestrian refuge width in the median	min 1.5m
	Pedestrian refuge length in the median	Width of the crossing (min 2m)
	Median width	1.2m
	Median width gradient towards/away from the pedestrian refuge	1:15 - 1:20
13	Intersection	
	Turning Radius	max 9m for Bus Route Roads
		max 4m for non-Bus Route Roads
	Height of pedestrian refuge island	150mm - same level as footpath
14	Public Amenities	

	Dustbins	Public Bike Sharing Stations	Public Toilets (on street)	Play/Gym equipments
Location	In the MUZ	Within MUZ if MUZ >2m (or) In Parking Bays if MUZ <2m	Clear distance of 2m footpath to be left	In the MUZ or frontage zone
Height	0.8m from FFL			
Spacing	Every 50-75m	Every 300m		Buffer from kerb edge - Min 0.5m

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Design Checklist For Healthy Streets

Part 3: How can we achieve a walkable city?

What actions are required?

1. **Laying the foundation**
   Policies, Plans & Guidelines
2. **Sourcing your funds**
   Budgeting and financing
3. **Hiring a competent team**
   Designers, Contractors and Project managers
4. **Building the team's muscle**
   Conduct capacity development training
5. **Doing things together**
   Community engagement and inter-departmental coordination
6. **Monitoring, Learning, and Improving**
   Conduct impact assessment studies

1

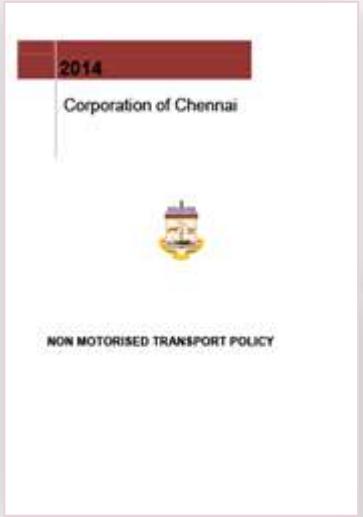
Laying the Foundation -
Policies, Plans & Guidelines

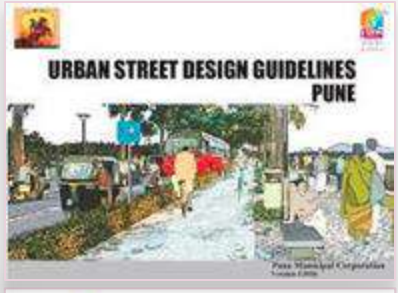
Co-creating a common vision and initiating necessary institutional reforms shall ensure resilience!

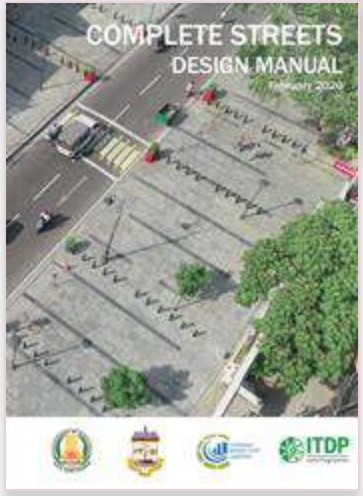
Chennai, Pune, and the other frontrunner cities have been **adopting progressive policies** to further their vision **for promoting walking and cycling.**

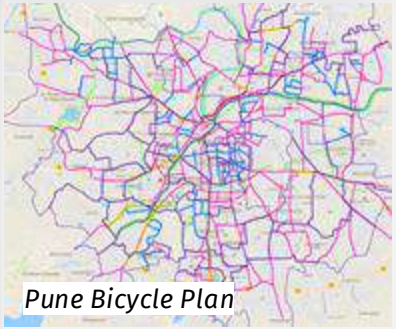
Infrastructure works only if it is connected, not in segments! Creating **a long-term, city-wide network plan** is key to promoting walking and cycling.

Street Design Guidelines, are also being








Pune Bicycle Plan

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Indian cities are adopting these!

- **Healthy Streets Policy**
- **Parking Policy**
- **Healthy Streets Design Guidelines**
- **Walking & Cycling Network Plan**

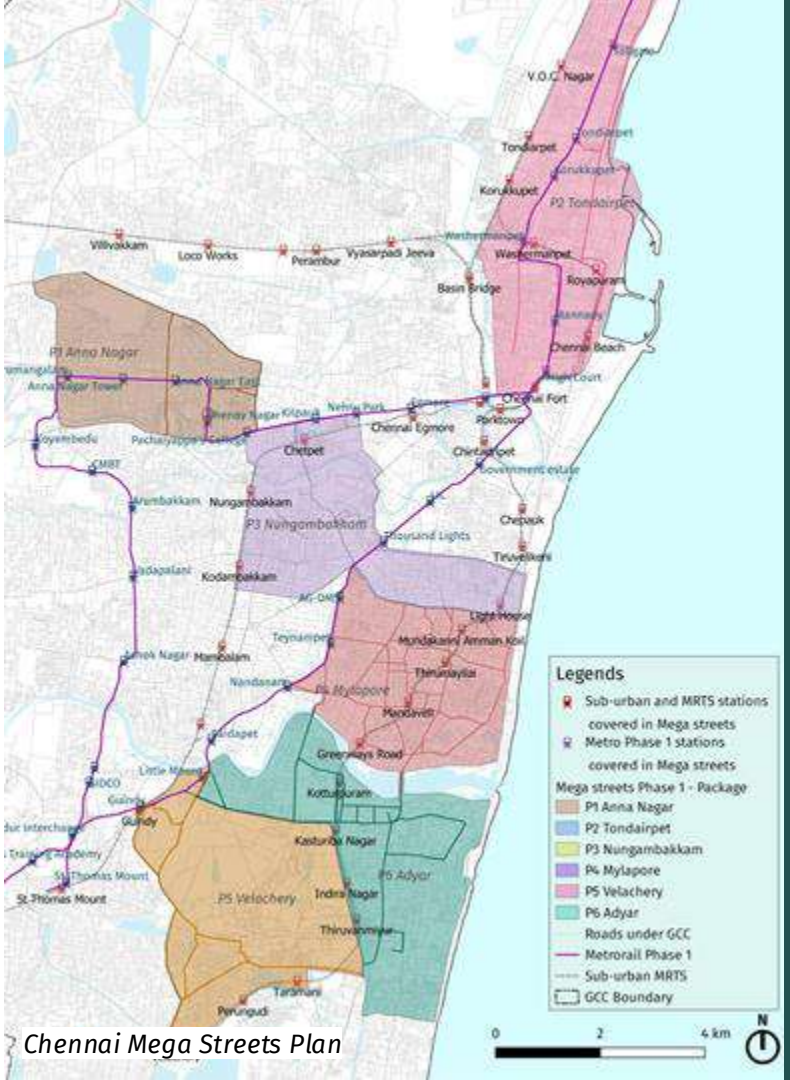
2

Sourcing your funds -
Budgeting & Financing

Planning your finances, and identifying funding sources, ensures the long-term success of Healthy Streets initiatives!

Chennai has tapped into the **National Clean Air Program Funds, TURIF (state-level road infrastructure program), and Nirbhaya Funds** for their street initiatives. The city has also attracted investments from the World Bank.

Pune has been allocating **more than 50% of their annual transportation budget** for improving walking, cycling and public transport.



Chennai Mega Streets Plan

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Indian cities have identified this through

- **Healthy Streets Policy**
- **3-year Walking and Cycling Action Plan**

3

Hiring competent team -

Designers, contractors, & project managers

Embracing right design principles and details are key to secure long-term benefits from an urban design project!

Coimbatore, Delhi, Ahmedabad and many other cities have delivered on **high-quality streets and public spaces** by hiring competent designers and training local contractors.

- ***Prioritise the value of design and designers***
- ***Prepare and publish competitive RfPs***

StudioPOD, Mumbai

Oasis Design Inc, Coimbatore

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Indian cities have initiated this through

- **Healthy Streets Design Guidelines Adoption**
- **Robust RfPs for Street Design Projects**

4

Building the team's muscle-

Conduct capacity development training

Team members aligned in vision and trained with necessary skills will be the backbone!

Bus Routes Road Department in Chennai and Non-Motorised Transport Cell in Pune have appointed dedicated staff with training in implementing street design and have enabled the city's vision for transformation.

- ***Nurture a dedicated internal team with diverse backgrounds and skills - including urban designers, data experts, transport planners, etc.***
- ***Conduct regular workshops, site visits, launch training courses, etc***

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Indian cities are doing this through

- **Healthy Streets Design Department**
- **Capacity development: workshops and site visits**

5

Doing things together -

Community engagement, Inter-departmental coordination

Embrace participatory processes throughout the project!

NMT subcommittee in Chennai and Coimbatore have ensured seamless inter-departmental coordination.

Mumbai's Sunday Street initiatives, Delhi's Raahgiri Days have prioritized people on streets.

- ***Liaise with all primary stakeholders and line agencies regularly***
- ***Get buy-in from political leaders and local champions***

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Indian cities are doing this through

- **Healthy Streets Apex Committee**
- **Campaigns to promote Walking & Cycling**

6

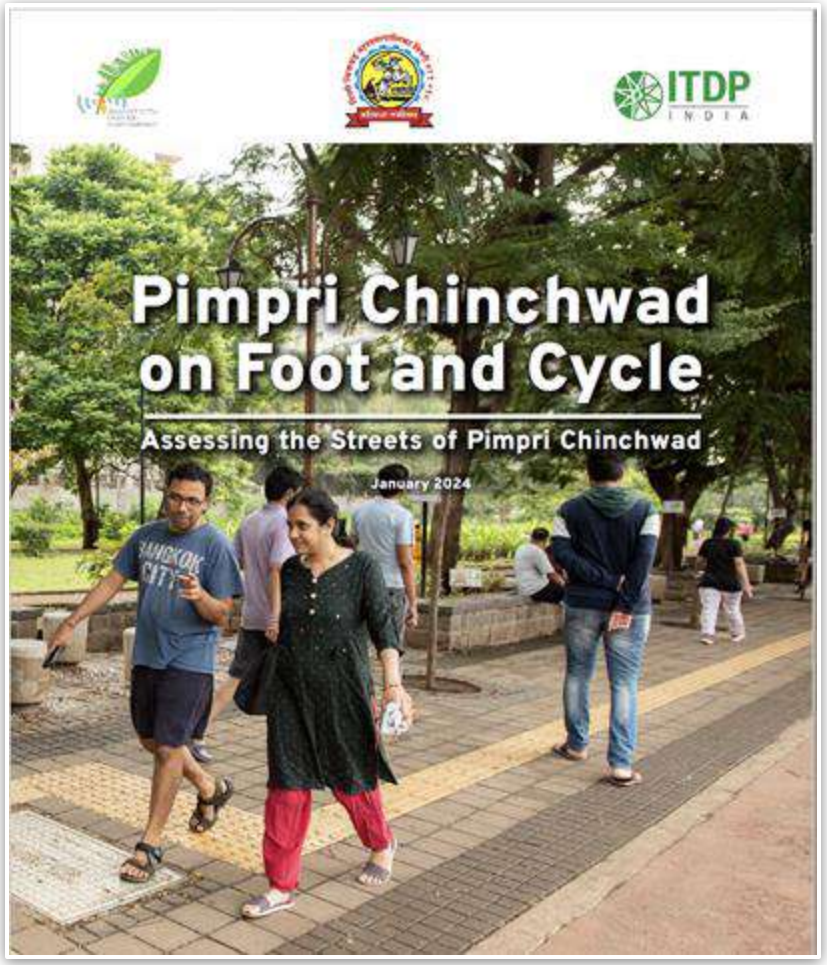
Monitoring, Learning & Improving

Conduct impact assessment studies

Implementation is not an end in itself!

Make a practise of revisiting the implemented street design projects, assess the impact, map the gaps and errors, fix them, and improve the next time.

- ***Adopt a impact assessment framework***
- ***Listen to the citizens and observe the usage***
- ***Create a data-drive case for scaling up***



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Indian cities are doing this through

- **3-year Walking and Cycling Action Plan**
- **Impact Assessments**
- **Situation Analysis**

Chennai's street transformation journey

Adoption of Policies & Guidelines

Chennai became the **first city in India** to adopt a **Non-Motorised Transport Policy** prioritising it's pedestrians & also **adopted street design guidelines**

Chennai is working towards adopting a **Parking Policy** & creating Parking Management Area Plans

Capacity Development

Over **80 Engineers from GCC were trained** by ITDP in partnership with School of Architecture and Planning. Site visits and learning workshops have been a recurring activity

Pilot to City-wide scale up

The city **engaged with design consultants** to create pedestrian plazas to functional footpath networks and has a scale-up plan for the city

A hands-on studio session at SAP, Anna University (2014)

Pedestrian Plaza - Pondy Bazaar

Scale-up Plan

Design Guidelines

Hands-on workshop for GCC engineers (2019)

Streets transformation journey of Pimpri Chinchwad

Adoption of Policies & Guidelines

- Pimpri Chinchwad has adopted **Non-Motorised Transport Policy in 2021**, and **Parking Policy in 2018**.

- Pimpri Chinchwad is currently working on **revising its parking policy**.

Capacity Development

- Pimpri Chinchwad conducts **regular capacity development workshops and study tours** for its engineers, and traffic police.

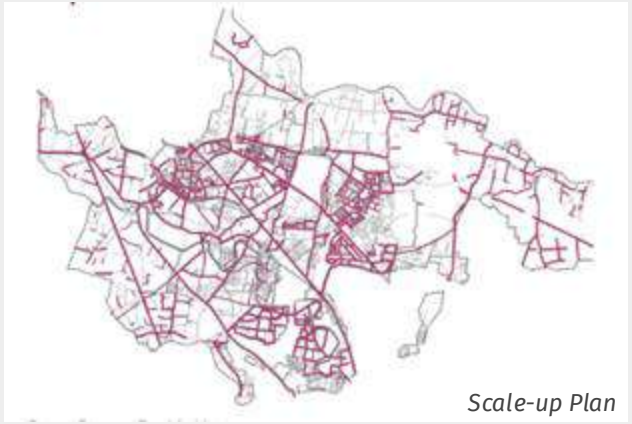
Pilot to City-wide scale up

- '**Harit Setu' Master Plan** aims to transform Pimpri-Chinchwad into a liveable city by 2030 by transforming it into smaller **15-minute NMT-friendly neighbourhoods**.

- Pimpri Chinchwad has floated tender for the pilot neighbourhood and has plans to **initiate**

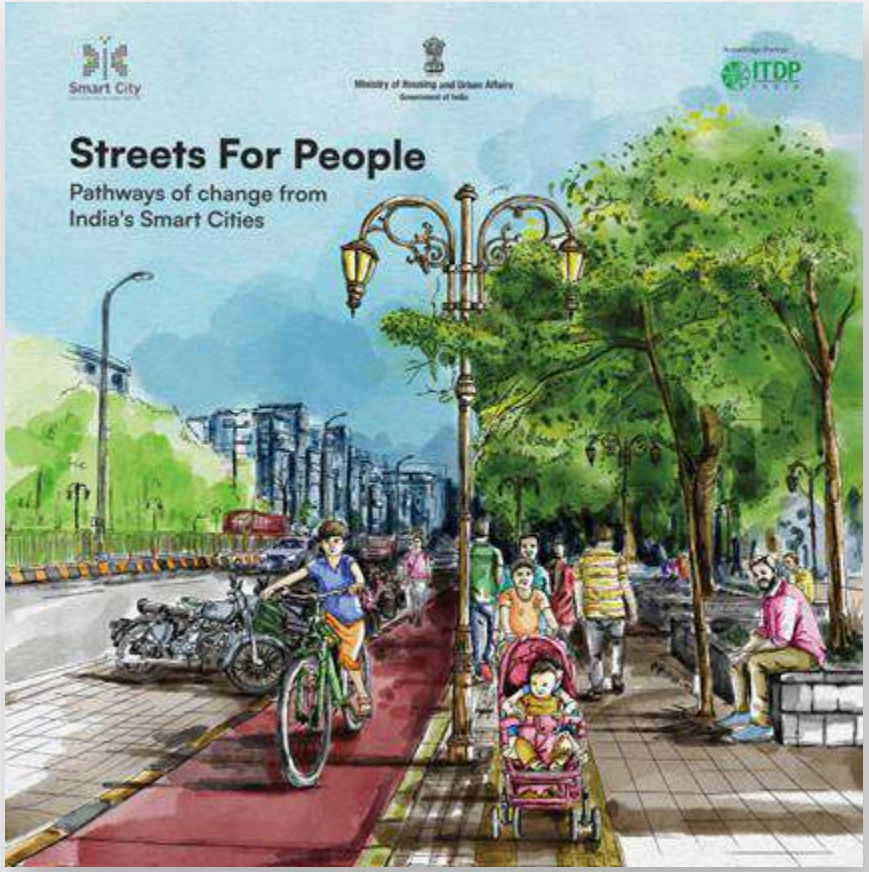
Linear Garden Street


PCMC engineers' study tour to Nagpur


Scale-up Plan


Monitoring & Evaluation

Learn from 50 projects across 35+ Indian cities



Contents

[View the online document here]

Learn more from the journey of cities

6 Smart Janpath

Bhubaneswar, Orissa

Scan here

Category
Arterial Street

RoW
60m

Length
5.8 km

Duration
Oct 2017- Feb 2022
(4 years 8 months)

Total Cost
₹79.57 Cr.

Nodal Authority
Bhubaneswar Smart City Limited (BSCL)

Implementing Partners
M/S EGIS India Consulting, M/S IBI India Limited, M/S Ernst and Young.

Profile of the City

Bhubaneswar ranked 1st position among the 100 cities selected under the Smart Cities Mission of the first planned cities in the country and is renowned as a Temple City. Having a total area of 135 sq km with a population more than 8 lakhs, Bhubaneswar Smart City has undertaken projects, worth ₹910 Cr., of which 90% of the projects by value (₹809 Cr.) are already completed under Smart Cities Mission. Bhubaneswar has implemented many unique projects under the Smart Cities Mission, including the iconic Smart Road at Janpath and the Bhubaneswar Operations Center (OCC). Further, the Bhubaneswar Smart City has introduced initiatives such as Child-Friendly Smart City and Socially Smart Project that demonstrated inclusive thinking and decision-making processes ensuring citizen participation and responsive planning.

Context of the Project

Smart Janpath Road is one of the busiest roads, connecting different parts of the city, and has a metro station and provides access to Inter-State Bus Terminal (ISBT) and airport. Being one of the longest streets in the city, it was selected as a model street and envisioned to demonstrate a people-friendly transit-oriented development. This 5.8 km long Smart Janpath is a visionary project that caters to pedestrians and cyclists with dedicated pathways, active public plazas, and improved crossings. The project's success lies in its community-friendly approach, transforming the road into a pedestrian and cyclist-friendly haven.

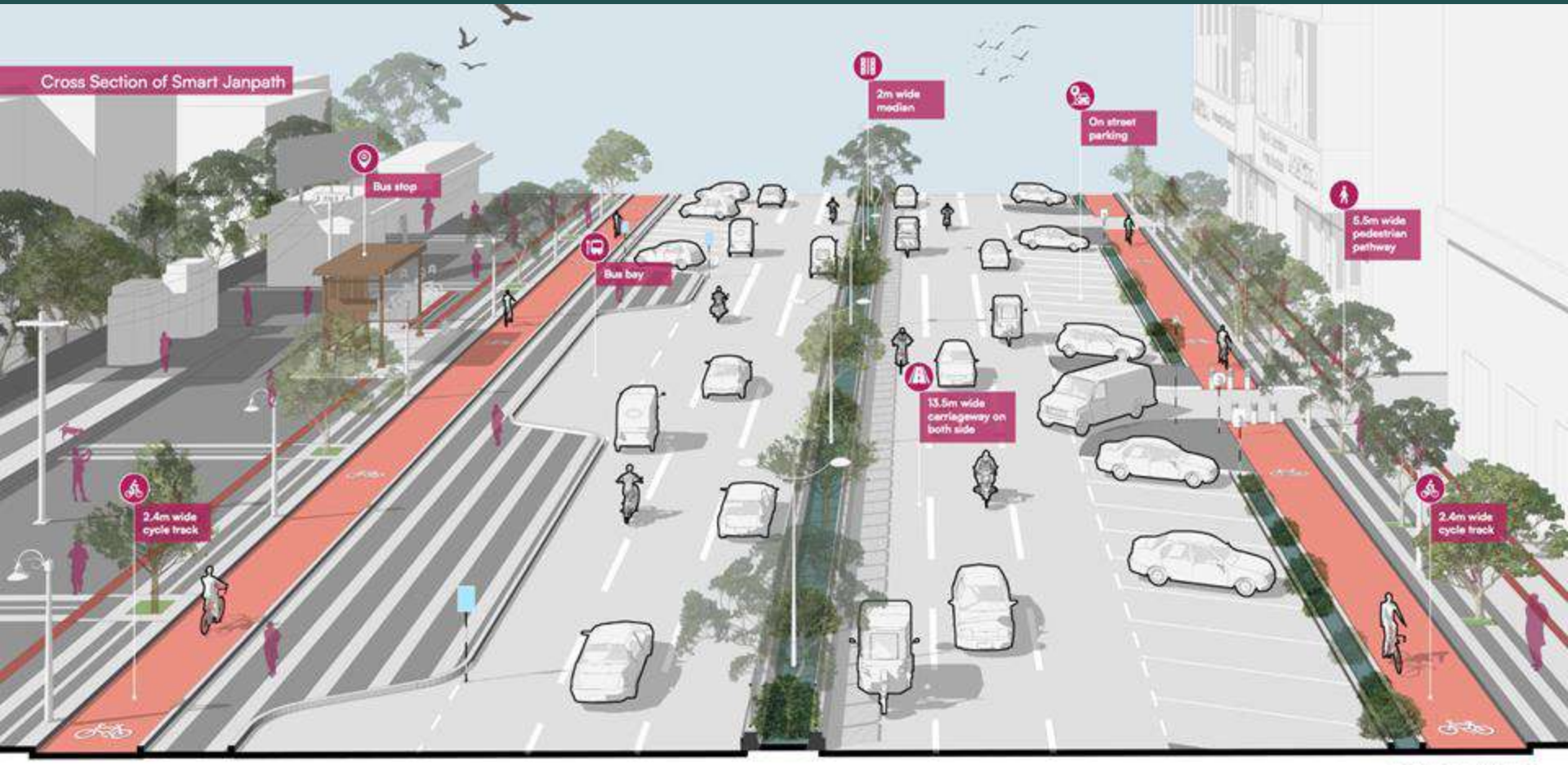
Vision of the Project

Revitalising urban life, the project envisioned transforming an arterial street into a vibrant community hub integrated with amenities while also ensuring its seamless connection to regions outside the city.

All underground utilities being integrated as per the IRC and Bhubaneswar Street Design Guidelines

A revitalised urban space integrated with segregated cycle track, footpath, and on-street parking facilities

Learn more from the journey of cities



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ITDP INDIA

Project Journey

01 Laying the Foundation

The city has also institutionalised a Street Vending Policy to organise and manage street vendors.

✓ Completed ✕ Not yet started ● Ongoing

- Healthy Streets Policy ✓
- Healthy Streets Cell ✕
- Parking Policy ✓
- Street Design Guidelines ✓
- Capacity-building workshops ✓

02 Building the team's muscle

Peer-to-peer learning

Selected city engineers visited the street design projects in Pune and shared their observations with other team members enabling a peer-to-peer learning for the entire team.

03 Doing things together

Stakeholder engagement

All the stakeholders (including RWA, business owners, residents, NGO representing transgender community) were engaged throughout the project duration through stakeholder consultations and field visits on a regular basis for redressal and resolution of legal issues. Further, officials from Bhubaneswar Municipal Corporation, Bhubaneswar Development Authority, Public Works, Water Resources, Energy, Housing and Urban Development Department, Government of Odisha and communication agencies like BSNL, AIRTEL, TATA etc. were taken on board during the planning and decision-making process.

- Public Engagement ✓
- Tactical Trial ✓

24x7 Redressal Team

24x7 tracking and redressal of issues was ensured through WhatsApp groups and on-ground staff from the Bhubaneswar Municipal Corporation. The MD and CEO of Bhubaneswar Smart City received updates on a daily basis.

Media engagement

Media was engaged for the outreach and to generate awareness about stakeholder consultation sessions.

04 Monitoring, learning and improving

Monitoring

Two dedicated teams ensure proper enforcement in the area. They discourage mobile vendors, ensure symmetrical arrangements of vending kiosks, oversee proper parking of vehicles in assigned spaces, and tow vehicles. Moreover, the officials of Bhubaneswar Smart City were also entrusted with supervision duties in the Smart Janpath to monitor the same.

CCTV Surveillance

CCTV surveillance near bus stops focuses on people waiting as well as passengers boarding and de-boarding the buses to ensure safety.

Operations and Maintenance

The project contractor has been assigned a contract of four years for O&M of the street. Sanitation and street lighting is being managedd by the Bhubaneswar Municipal Corporation.

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As a fish needs to swim, a bird to fly, a deer to run, **we need to walk, not in order to survive, but to be happy**

Enrique Peñalosa, former Mayor of Bogotá