

The Invisible Cyclist

*"The bicycle is looked down upon
as a 'zero worth vehicle',
and treated likewise on the road"*

परिसर





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The Invisible Cyclist

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The National Urban Transport Policy of India, while placing great emphasis on the need to promote non-motorized modes of transport, also specifically mentions the disconnect between actual users (cyclists) and the infrastructure that is built for them and recommends greater interaction with the stakeholders so that designs actually cater to their needs.

A cycling policy should ideally include not just infrastructure, but also many other enabling mechanisms that make cycling safe, convenient and comfortable for those who actually cycle today. Unfortunately thousands of cyclists do not have a voice, and decisions are being made about cycling based on assumptions. Cyclists are reduced to a statistic, be it their shrinking numbers or those involved in accidents, without looking at the men and women themselves.

This is our attempt to give a name and a face to these unsung heroes and try to understand what they really need and use this information

to change public perception about cycling, those who cycle and provide inputs to policy, processes and projects.

Our film vignettes offer us a small glimpse into the lives of a few cyclists – who in many ways represent the whole cycling community.

The profiles we've collected focus not just on cycling, but on the person, his/her occupation, family, community . . . so as to present the full identity of the person.

We also present a summary of the informal discussion sessions which allowed a sharing of experiences, perhaps the first time that anyone asked the cyclists what they felt about transport issues and what they wanted the city to provide, so that they could continue cycling safely.

For us this represents not the end, but the beginning of a process, with the ultimate aim of sensitizing policy makers and empowering cyclists. When that happens, change will be inevitable.



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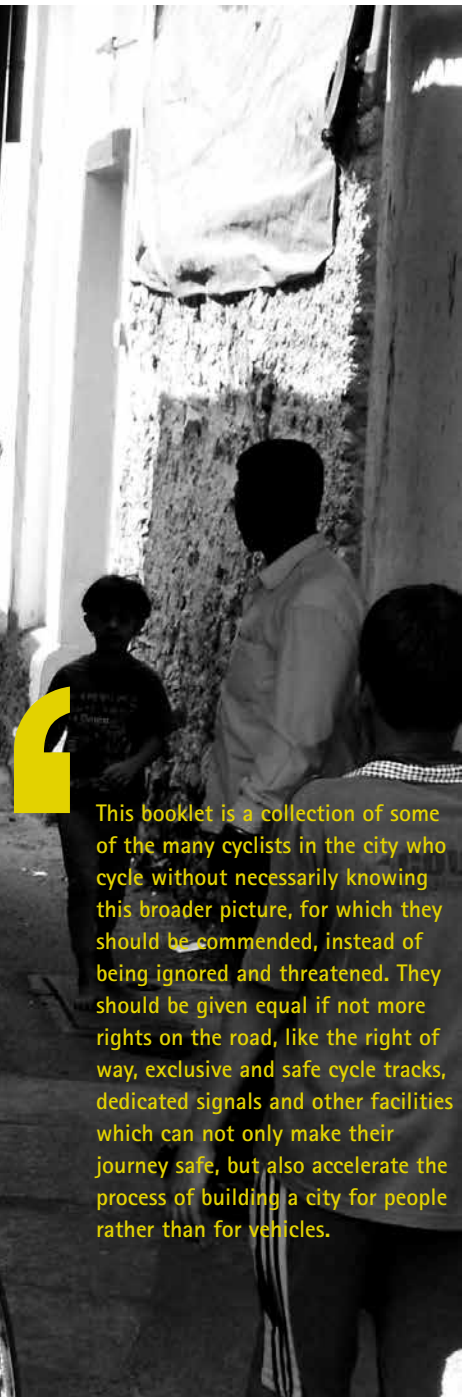


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Introduction

Sustainable development today, has become the new mantra for all, but there seems to be little clarity on what it means, and what should be done to achieve it. This lack of understanding is seen in all public sectors, glaringly so in the traffic and transportation planning.



This booklet is a collection of some of the many cyclists in the city who cycle without necessarily knowing this broader picture, for which they should be commended, instead of being ignored and threatened. They should be given equal if not more rights on the road, like the right of way, exclusive and safe cycle tracks, dedicated signals and other facilities which can not only make their journey safe, but also accelerate the process of building a city for people rather than for vehicles.

Commuting in the city has become increasingly time consuming, dangerous and even expensive, but ironically, the factors responsible for these trends are suggested as solutions for the problem. Hence we see the city's development oriented towards widening roads and neglecting public transport and non-motorised transport by catering almost exclusively to private, low capacity auto vehicles.

It is an alarming prospect that Pune is becoming a classic example of a motor-vehicle dominated city, with little scope for those who do not own one. The authorities fail to understand that with the explosive growth of auto vehicles in the city, no amount of road building will solve the problems of congestion, pollution and road accidents growing by the day. More roads encourage even more auto vehicle use, and bigger roads with faster moving vehicles threaten the safety of cyclists and pedestrians.

The sensible response and possible solution to growing traffic chaos in cities is a radical improvement in public transport to make it adequate, comfortable and reliable, whereby personal vehicle users will begin to opt for public transport.

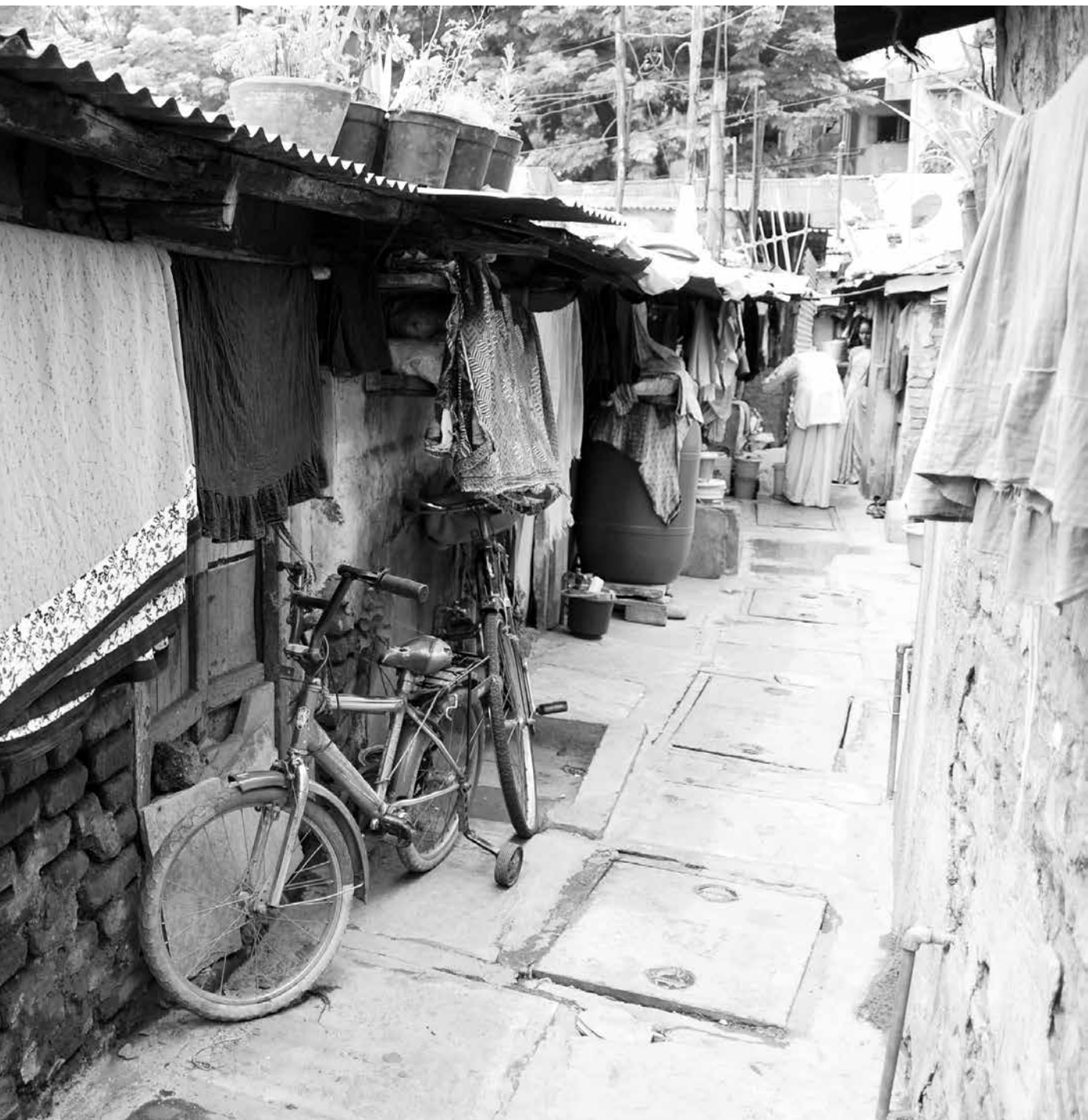
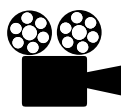
But even with a good public transport system, there will always be place for the bicycle that can provide door to door connectivity and freedom of movement for the user – provided the city is committed to improving cycling facilities.

Unfortunately, most of our cities fail to see the potential of cycling for providing a non-polluting, healthy and affordable mode of transportation that can contribute significantly to not only reducing road congestion, but also to improve the quality of life in the city.

It is about time that the bicycle is recognized as a potential solution to the city's traffic issues, rather than as a relic from the past. For this, the cyclist has to be viewed as an important part of transportation planning, and adequate facilities must be provided for him. If a city is safe for cyclists, it is safe for almost all others too.

Cyclists in Motion

Cyclists featured in the video vignettes





Pradeep Jagtap

Pradeep Jagtap is 34 years old and distributes newspapers in the city for his livelihood. Pradeep's story is one of the many newspaper vendors in Pune and India, each of whose stories is different, yet similar, because they still cycle, although the shift to two wheelers in this profession is becoming more common these days.

Pradeep starts his day at 5 in the morning from his home on Ganeshkhind Road. He goes to Appa Balwant Chowk where he collects his stack of newspapers, loads them on his bicycle and gets going to Fergusson College Road, Model Colony and Bhosale Nagar for delivering the papers till 8:30 am. This is the best time to cycle – there is very little traffic and noise.

Apart from this, he also uses the bicycle to drop his children to school, his daughter Sharvari in the front on a specially fitted seat, and his son Shantanu on the back seat, both smiling and without a care. All his commutes in the city, for work, for household errands are on the bicycle.

But all this doesn't mean cycling is easy in Pune. Pradeep says cycling on big roads is difficult and tedious with bigger and faster vehicles moving along the whole width of the roads. Cycle tracks don't exist on most roads and even where they do, they are most unsuitable to cycle on, as there are obstacles, two wheelers encroaching on them, poor surface that makes cycling difficult and frequent breaks where the tracks disappear completely.

However, Pradeep says he will continue to cycle, even while there is little that encourages him to do so and nothing that binds him to do so either.

His simple act of choosing to continue cycling figures importantly in every role that he plays – that of a husband, a father and an aware citizen of the city.



Chhaya Gore

Chhaya works as a cook and has been cycling for the past 20 years, going to different households and just about everywhere else on her bicycle.

As a child Chhaya remembers how she saved from her pocket money to rent a cycle, in those days at 25 paise per hour, and learnt cycling all by herself, falling down, even fracturing her hand in the process. Her love of cycling is old, and still endures even as her husband and 22 year old son keep telling her to give up the cycle and get a two wheeler instead.

But she doesn't and won't, she says with utter conviction because cycling is the only way she has ever known of getting from place A to B, and all other means such as taking

the bus or the two wheeler fail to attract her.

She cycles from her home in Sanghvi to Bhosale Nagar, covering a distance of 12.5 kms, where she cooks for several households before finally going home at 7 in the evening. She says cycling keeps her fit and independent- the bus makes her sick, literally! She cites so many advantages of being on a cycle that only a regular cyclist would know.

When asked about how others react to her passion for cycling, she says there are two kinds of reactions. Some appreciate her committment and admit they could never do it, and the others ask her to give it up as she can now afford a two wheeler. But she feels comfortable cycling. It gives her a feeling of being in charge of her commute – unlike in a bus that keeps irregular timings. She also feels it is crazy to spend so much on petrol and maintenance for a two wheeler, when cycling is free.

Having been cycling for so long, she knows fully well the problems she encounters. Speeding vehicles, badly built cycle tracks, lack of shade and lighting, but the advantages she sees in the bicycle outweigh these disadvantages for her. She says, the engineer who designed these cycle tracks should be made to ride on them. Then he will understand the problems we face. She's also excited about a possible Public Bicycle Scheme in Pune and feels it will help encourage more cycling.



Majid Shaikh

Majid Bhai is 45 years old and has been carrying forward his father's profession of selling *khari* in different parts of the city. He lives in Dattawadi along with three other roommates, while his family lives outside Pune. He delivers *khari* and other baked products, loaded on his bicycle, to different parts of the city like Bhosale Nagar, Kothrud, Aundh, Pune Station and so on.

As he has been cycling for the past 20 years in the city, he points out that roads have become wider and better, but this is of no help to the cyclists. Road width and traffic congestion have a way of catching up with each other, the widened road feels spacious only for some time, after that it is more traffic and congestion once again.

He doesn't find riding on cycle tracks convenient, especially with a loaded bicycle, sometimes carrying as much as 15 -20 kgs of products. While on road, traffic continues to be unruly and behaviour of other motorists fluctuates between neutral to rude most of the time.

With age, Majid Bhai is looking for a more comfortable alternative and he is considering switching to a motor bike like his brother.



Chandrakant Sakharam Methkar

Methkar is a frail looking man, who may not be noticed when he cycles on the roads, as invisible as most of the other cyclists in the city, but only till he starts talking. Once he does, it opens up a whole new perspective of a genuine cyclist in this city, interesting in so many different ways. A painter by profession, he has been cycling in the city for more than 14 years now. He cycles everywhere and for everything. His daily routine for cycling is from Kothrud to Deccan and then wherever his assigned site may be. He lives with his wife and two children in Kelewadi, a slum area in Kothrud.

He ardently defends the bicycle as the best mode of transport, his most important point being that it keeps him fit and away from the hassles of police, PUC (pollution

under control certificate), license, signals and so on. In his own style of speaking he compares driving motorised vehicles to be as good as being at home and dozing, for want of exercise! He is aware of the maneuvering capacity of a cycle -- it can fit anywhere and can get out of anywhere, even the small lanes of his slum.

When asked about his experiences as a cyclist in the city and the way other motorists treat him, he agrees that the attitude is not at all right, but over the years he has developed techniques of not always letting them have their way. It is interesting to listen to him as he describes his technique, but at the same time he says that the lack of safety in the city and the attitude of drivers has much to do with changes in the city

such as the widening of roads. The clarity with which he sees this and his explanation for it is so simple and yet so convincing, because it has come out of first hand experience. And though he feels he has mastered the art of cycling safely in this increasingly hostile environment, his wife still continues to worry about him when he is outside.

When asked about the facilities for cyclists in the city, he says he uses cycle tracks wherever they exist, but they aren't made well enough and hence more often than not he ends up cycling on the road.

It is easy to see that his children are his pride, right from the first time when we met him, he said, "Ask anyone where Kadambari's house is and they will tell you." Kadambari is his eldest child, and Rohit the younger one who says, with a spark in his eyes, that when he grows up he will ride a motor bike. Methkar seemed a little disappointed by this, but who could blame young Rohit for wanting to do what most youngsters do when they grow up. People who cycle because they want to is fast diminishing.

The story of Methkar is important because he is an ordinary man, who has identified what our politicians and bureaucrats don't seem to understand or choose not to. Here is a man with little academic education, and even less material possessions but while

talking with him we could tell that he had worldly wisdom and social commitment that eludes so many others.

It is good to know that such people still exist, but at the same time it's a matter of concern that this breed of cyclists is on the hit list of our urbanization process that seems to be moving headlong towards the unsustainable.



Suresh Mehendale

He has been cycling religiously since he was 10 years old, and today he is over 70. He is one of those few people who enjoy cycling for what it is, not hassled by the many problems that cyclists in the city face today. He is one of the founder members of Pune Cycle Pratishthan, a group of cycling enthusiasts like him. They arrange regular cycle rallies in the city as well as long distance trips.

He feels our lifestyle has become such that nobody has the time or patience to appreciate the benefits of cycling. We are inviting problems such as pollution in our city, and the ensuing health problems as well. The quality of life in the city is diminishing by the day because of high reliance on motorised vehicles.



Mrs. Sheela Paralikar

A lawyer by profession, she started cycling again when she got involved in an environmental NGO about seven years back. She realised that people should cycle for the city to become more livable.

Though she enjoys cycling, she now finds it difficult to cycle during peak time, when there is heavy traffic and not much discipline. She finds bus drivers especially intimidating. It appals her that two wheelers shamelessly encroach on cycle tracks and footpaths, even though the whole road is there for them. She feels a five feet strip for cyclists is not too much to ask for, and it is essential for the cyclist's safety.



Prasad Shetty

He owns a *paan* shop in Narayan Peth and cycles for about 14 kms everyday. He says that cycling has reduced in the city because people want to get to places faster. Even he had tried driving a two wheeler, but in few days he started losing his sleep because of it. His job requires him to sit for long hours and gives him no exercise at all. Cycling gives him the much needed exercise.

On Sinhagad Road, where he lives, there are cycle tracks – but when traffic is more it spills over on the tracks. Motorists make it difficult for everyone, he observes, neither are they able to move, nor are the cyclists.

Even so, he says he will continue cycling for the next 10 years at least. Cycling keeps him fit and it gives him a chance to interact with people around him as well.



Gunwant Mahajan

He works at the Ecological Society, and cycles from Sanghvi to Senapati Bapat Road, a distance of 12 kms. He comes from a village, where he never felt the need for a vehicle, most distances were covered on foot. After coming to Pune, things changed, and he got a two wheeler, only to realise he ended up spending too much time stuck in traffic. Since then he started cycling, and is happy with his choice.

He feels cycling in the city is difficult, especially with the attitude of other vehicles. Lack of respect for cyclists is evident. Cycle tracks often become dumping grounds for construction materials, apart from being badly constructed and encroached upon. There is no connectivity, they start and end abruptly, with no ramps for cycles to get on and off the tracks.



Amogh Paralikar

Amogh started cycling everywhere about three years back and is surprised why he ever stopped cycling after school in the first place. Cycling is convenient, environment friendly and safer as speed is controlled.

While cycling in the city, he realises that there is no conscious planning for the cyclists at all. Cycle tracks are there, but with no connectivity whatsoever. Also the quality of the cycle tracks is questionable.

The city should become more involved in understanding the problems that cyclists face, and come up with simple ideas like dedicated cycle track network in the city as well as signals. Ideally, cyclists should have priority over other vehicles, because more effort

is needed to cycle than to drive a vehicle. Today it is the opposite. A change in attitude of all involved is necessary, especially for cyclists in the city who cycle because that is their only alternative.

In the Spotlight

Photo profiles of select cyclists



Tanmay Kedare

Age: 14 years

Tanmay studies in 7th standard in Abhijat School in Karvenagar, and lives in the same area. However he cycles not only to his school, but also to places like Narayan Peth, Deccan and Vanaz with his friends in the evenings. He cycles because he enjoys it. It is also the only vehicle that produces no pollution.

He says he is not scared of riding his bicycle on the roads, in fact he enjoys it. His height will also increase with more and more cycling, he hopes.

But when asked if he will continue cycling even after school, he hesitates. He already has plans of driving a Pulsar (motorbike) then.



Bhimaji Kashinath Bhagwat

Age: 43 years

Bhimaji, hailing from Solapur, has been selling guavas in Pune since 10 years now. His family, still in Solapur, carries on with traditional agriculture while he had to come to Pune because of drought and insufficient agricultural produce 10 years ago.

Since then he has been cycling in the city. He cycles extensively from his home at Pune Station to Loni and back, a distance of about 50 Kms twice or three times a week and at least 12 Kms daily to pick up guavas for selling. Apart from this, all his other transport needs are also fulfilled by the bicycle itself.

He says however, that he has been saving for a two wheeler for some years now. Cycling such long distances has become tiresome. Though he'll be spending on fuel, he is convinced that he'll make up by saved time and comfort.



Lakshman Dhondur Nikam

Age: 63 years

Lakshman Dhondur Nikam came to Pune from Raigad in 1968 when he took up a job in a small restaurant on Laxmi Road. The bicycle has been with him since , but now it also doubles as his *paan* shop. He opened a *paan* shop in 1975, but when it had to be moved, his bicycle became his shop.

He lives in Rajendranagar, and cycles about 20 kms every day. He cycles because he finds the distances very manageable, instead of spending money on fuel for a two wheeler.



Raghunath Kisan Takle

Age: 57 years

He works as a peon in an office in Pune Cantonment area, cycling around 40 kms everyday. He lives in Kothrud and has been cycling regularly for the past 15 years and although he has a two wheeler, he prefers his cycle as it keeps him healthy.

He says he doesn't face any major problems while cycling, but the traffic on the roads has increased dramatically over the years, so he is cautious about his riding.



Vasant Tatyabhau Vajalwar

Age: 64 years

Being a goods delivery man for a manufacturing company in Market Yard, he cycles throughout the day, with boxes strapped to his cycle. He lives in Dattawadi, and cycles around 50 kms daily. He says the bicycle is the only vehicle he has ever owned and driven, and the key to driving safely for all the years has been cycling at a leisurely pace, without any stress.

Cycling has kept him fit, and even at this age he never gets tired of it.



Suresh Ram Ghude

Age: 49 years

Suresh Ghude has been cycling ever since he was 9 years old, and has spent his childhood in Pune itself. Today he owns a flower shop in the core city area of Pune. He lives in Balajinagar, and cycles around 30 kms daily from his home to the shop and back. His family consists of his wife and two children.

Having seen Pune right from his childhood, he says that in the past everybody used to cycle, there were hardly any two wheelers then. But now, cyclists like him have to confront heavy traffic, pollution and the arrogance of motorists. But he continues to cycle because it keeps him active. He says that his profession is such that most of his day is spent sitting at one place, so cycling is the best exercise to make up for this.



Sanjay Kulkarni

Age: 55 years

Working as a security guard at Base Security Services, Sanjay Kulkarni cycles about 20 kms each day. He lives in Kasba Peth and works in Shivajinagar area. He has been cycling regularly for the past 25 years and continues to do so because it is a great exercise and is economically affordable. Like many people of his times, he says that earlier there were only bicycles on the roads, so there was hardly a question of safety or status as such.

But now with growing traffic, one has to cycle with care as no proper infrastructure is in place for cyclists.



**Chandrakant Shankarrao
Marane**
Age: 58 years

He has been working in the Ammunition Factory at Khadki for the past 30 years. He lives on FC Road, and hence ends up cycling at least 25 kms everyday. He rides an old model of the bicycle, a company named Raleigh and says these were the best cycles and are the easiest to ride. He never realises how much he has cycled when on these bicycles.

Back when he just started with his job, he says everyone used to come on a bicycle. But now, out of the 20,000 staff workforce, hardly 10% cycle. Today he can easily afford to buy a two wheeler, but chooses not to, because cycling keeps him healthy and cheerful.



Jayant Vishwanath Pethe

Age: 70 years

Jayant Pethe lives in Narayan Peth and owns a small *paan* shop in the same area. He uses the bicycle for all his transport needs, inspite of the fact that he owns 2 two-wheelers. He proudly says, that even at this age he has no ailments of any kind and that is because of his cycling. His body is used to working now, and cycling keeps him active.

He says cycling in the city has become dangerous now, but he has seen it all and can tackle the young and the restless behind the wheels!



Jayashri Dattatraya Joshi

Age: 62 years

Though Jayashri learned cycling at the age of 12, she never cycled much then as distances were short and they walked to most places in Pune. But when she came to her grandmother's place for holidays, she would cycle everyday along with other children.

After her marriage, she didn't start cycling until after she had two daughters. Since then she's been cycling everywhere. She works at Kesari the local newspaper as a group reader. She lives in Shaniwar Peth and all her household chores are done on the bicycle. She has carried almost 15-20 kgs of foodgrains and vegetables at times on her bicycle.

She says that she cycles because it is still possible for her to do so, and a two wheeler will just not be affordable when it comes to managing the monthly household budget. Her husband who owns a groceries shop also cycles everywhere.

She says that even though traffic has increased, she continues to cycle. Yes, the speeding two wheelers are a problem at times, but by and large it isn't all that unsafe.



Surendra Singh

Age: 18 years

He came to Pune 3 years back from Dhaulpur, Rajasthan and started living with his brother at Gokhale Nagar. He cycles not only from Gokhale Nagar to Kothrud, where he sells bhel, but also to places like Juna Bazar, Pune Station and so on. When asked how he feels when he cycles such long distances, he merely smiles and says, "It isn't that far, it takes hardly 5 minutes to come from Gokhale Nagar to Paud Road!"

He doesn't show any special affection for a two wheeler, saying he has driven one at home. But he says he'll definitely buy his own motorcycle when he gets married, but plans to keep his bicycle at the same time.



Habib Kazi

Age: 68 years

He lives in Dattawadi and has been cycling for the past 9 years on a regular basis. He sells flower garlands near Narayan Peth. He cycles around 10 kms everyday. His cycle doubles up as his mobile shop as well.

He lives with his wife, son, daughter-in-law and two grandchildren. They have a motorcycle at home, but he says he will continue cycling as long as he can. It allows him to not only earn some money, but also be independent and well occupied.



Umakant Joshi

Age: 45 years

He lives in Chatusrunji area with wife and a son in a rented house, but he has bought his own house now in Katraj. He came to Pune in 1990 from Beed because of drought conditions back at home. He has been cycling, however, since 1982.

When he came to Pune, he delivered audio cassettes to different shops in Pune. Now he works for a groceries shop as a home delivery man. He cycles around 20 kms everyday, apart from cycling long distances at times for personal work.

He says, very few of his colleagues and friends have continued cycling, because money changes everything. But for him, he cycles for its health benefits as well as for its low cost of maintenance – both physical and monetary.



Sunil Pardesi

Age: 41 years

Sunil came from Allahabad 10 years ago. Since then he has taken up different jobs in Pune, like manual labour, delivery jobs and so on. During his stay of so many years, the bicycle has been his only mode of transport.

Now he works for a coal company, and delivers sacks of coal from Shivajinagar to Deccan everyday, couple of times. He lives in the Juna Bazar area. On an average, he cycles 30 kms. He says that the bicycle is affordable and easy. Though a two wheeler might save time and effort, it isn't very good for carrying goods.



Shankar Rao Hande

Age: 65 years

Hande lives on JM road, and has been cycling for the past 30 years. He cycles all over the city for all his work. He delivers home made tiffins in and around Deccan area everyday on his bicycle.

He says, he cycles because he thinks it is the best option to keep yourself fit while getting your work done.



**Shashikant Rajaram
Thakur**
Age: 48 years

Shashikant owns a tea stall in Kothrud, and delivering tea to offices, shops around the locality has him cycling more than 40 kms everyday. He makes several trips to surrounding areas with a tea kettle, and a stack of cups to deliver hot tea to his customers.

He has been cycling for 8 years now and will continue to do so as the bicycle is economical and serves his purpose as well.



Amir Mujavar

Age: 50 years

You will find Amir every morning near Vishrambag Wada from 7:30 am to 10 am, serving a variety of breakfast items like Pohe, Upama, Shira and Sabudana Wada to people. He and his wife start preparing these dishes at 4 in the morning everyday, filling them into four big pots and loading them onto his cycle. Amir cycles from Parvati to Vishrambag Wada with the load, and back again at 10 am. Apart from this, all his shopping is also done on his cycle.

He has been cycling since 1983, but the situation was very different then, he says – everyone cycled and hence everyone was equal, in a way. Being in the minority now, he has to be careful for his safety.

Community Chat “ ”

Cyclists in conversation

Interviewing and filming selected cyclists in the city in order to make them more visible to the citizens and policymakers did give us a certain insight about the problems and concerns of the cyclists. But in order to gain a deeper understanding about the life of a cyclist we decided to engage with groups of cyclists in focused group discussion.

Two of these were womens groups. The first of domestic workers affiliated to the Janawadi Mahila Sanghatana and the second associated with Kagad Kaach Patra Kashtakari Panchayat (KKPKP) the waste pickers cooperative working in garbage recycling. The third group consisted mainly of young boys living in a settlement behind the Pune Municipal Corporation.



Dattawadi

A meeting with women who worked as domestic help was held at Dattawadi. These women cycle everywhere and the cycle helps them to juggle their different roles at family and work.

These women shared their experiences of cycling, which brought out the fact that cyclists in the city are not respected or given priority by other vehicles or the planning authorities. Insecurity pervades everywhere - on the roads, while parking, and even while watching their children cycle.

They prefer cycling over walking and buses, but feel dedicated cycle tracks will make their ride a lot easier and safer. Safe, secure parking spaces are also important for them.

Asha says "The bicycle is looked down upon as a 'zero worth vehicle', and treated likewise on the road"

"Crossing roads is always a problem, vehicles never stop for us, and there are no properly timed signals everywhere."

"Cycling is much better than waiting for the bus, we are in control of our own time and don't have deal with the crowd in the bus."



Nigdi

We met a group of 12 women in Nigdi in one of their corridors to discuss their experiences of cycling. It was a mixed group of women consisting of school going children, domestic help, those working in waste segregation, vegetable vendors and so on.

These women have been cycling for many years now, and find that though roads have become better, they are not necessarily safer for them to cycle. Parking remains an issue, but the connectivity that the bicycle provides far surpasses that of the bus. However during our conversation with them, we could sense their feeling of inferiority and certain amount of helplessness, which reflected in statements they made. They felt they were safe so long as they did not interfere with the flow of other vehicles, implying

that the road space belonged mainly to the motorised vehicles and they had to make themselves sparse to be safe.

Cycle tracks with shade would be an ideal cycling situation for them. Also, if motorists were more disciplined, they wouldn't have to worry doubly about their own riding plus that of the others.

"Even if you ride properly, there is no guarantee others will – our life is always at stake."

"If you cycle on one side of the road, not getting in the way of other vehicles, why would cycling be a problem?"

"Our children cycle, but we are worried about them, because they are more concerned with getting to places faster, and don't fear other vehicles on road."



Tophkhana

This group consisted mostly of school and college going young boys, ranging from the age of 14 years to 20 years. The group came together as residents of Tophkhana Vasti, and the meeting was held in the vasti itself in their local gym.

For these youngsters, cycling is a mixture of recreation and complete commute. They are not afraid of riding their bicycles on road, but only because they have learnt to handle the heavy traffic, and not because cycling is safe in the city. They are particularly cautious of buses on road, as they tend to be intimidating and often inconsiderate to cyclists.

They would love to have a cycle track network in the city, as well as some security from theft and manhandling of parked cycles.

While most of them cherish the dream of a two wheeler, they value the exercise that cycling provides them with. They are also aware that cycling would reduce the pollution in the city.

"When we go to college on our bicycles, we do feel a little ashamed, as many of our friends have moved on to two wheelers."

"We enjoy riding the bicycle when there is no traffic. In fact, we often go to Sinhgad on our cycles early in the mornings just for fun, when there is no traffic at all."

"I want to drive a two wheeler, but my parents won't get me one yet."

"When I cycle, I am always caught between pedestrians on one side and motorised vehicles on the other. The conflict is endless."

Why cycle tracks are not used



Pipes lying on the cycle track



Broken bollards



Steps of foot-over-bridge encroaching on cycle track



Dilapidated signage lying on the cycle track



Parked motor cycles obstructing the cycle track



Car parked on the footpath



Untrimmed hedge blocking the cycle track



Improperly closed man-hole cover

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