

Funding Walking and Cycling Scale-up

Case of Pimpri Chinchwad city

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PCMC is a city of 181 sq.km with 2.4+ million population



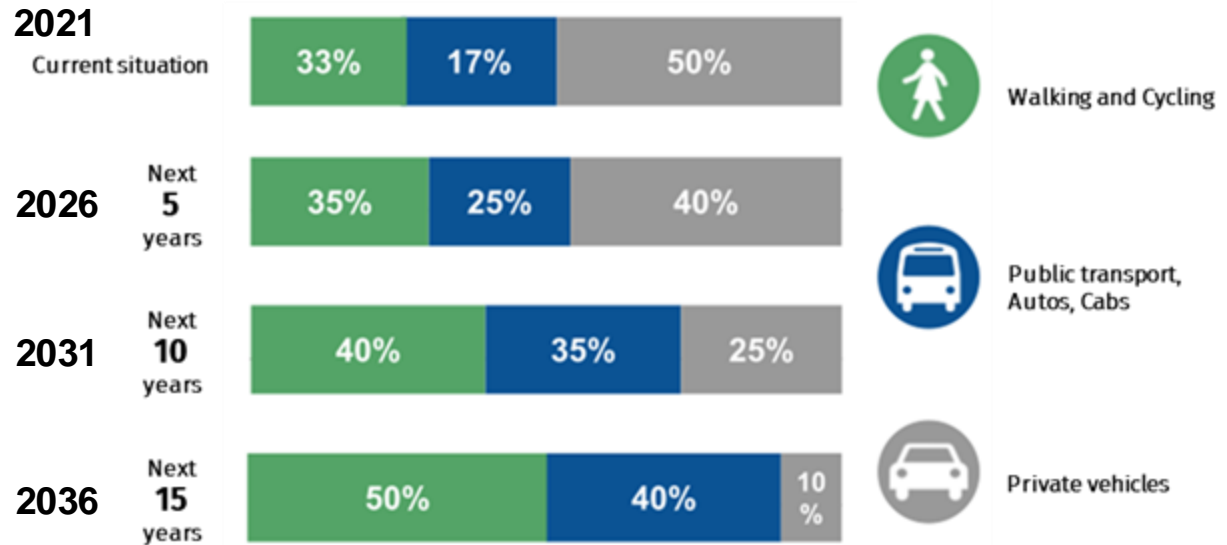
Located in Maharashtra state, Pimpri Chinchwad (PCMC) is an **industrial city**, that is now **emerging as an upcoming residential & commercial centre**.

Third fastest-growing city in India.

Due to several large-scale industries in the city, several highways and high-speed freight corridors run through various parts of Pimpri Chinchwad.

By 2036, 9 out of 10 trips should be by sustainable modes

As per the **PCMC NMT Policy (2021)**,
By 2036, **90%** of total trips by walking, cycling and public transport.



Success indicators as per NMT Policy

Vision	15 year Horizon		10 year Horizon		5 year Horizon	
	Goals	Outcomes	Goals	Outcomes	Goals	Outcomes
Improving walking infrastructure	The mode share of walking and cycling shall be increased to at least 50% of all trips, and maintained at this level.	All streets with a right-of-way (RoW) of 12m or more shall have footpaths compliant with IRC 103 (2021/latest version).	The mode share of walking and cycling shall be increased to at least 40% of all trips, and maintained at this level	At least 75% of streets with an RoW of 12m or more shall have footpaths compliant with IRC 103 (2021/latest version).	The mode share of walking and cycling shall be increased to at least 30% of all trips, and maintained at this level	At least 25% of streets that have a ROW of 12m or more shall have footpaths compliant with IRC 103 (2021/latest version).
Improving cycling infrastructure		<ol style="list-style-type: none"> 100% of streets shall be made safe for cycling, by creating dedicated cycle tracks or using traffic calming measures to create safe, low-speed space that can be shared by motorised and non-motorised vehicles. Bicycle parking slots shall be provided free of charge every 100m of street edge. Development Regulations shall mandate bicycle parking in all buildings and ensure they are located within 100m of building entrances. PCMC shall implement a cycle sharing system with at least 200 cycles per 1 lakh population. 		At least 75% of the final goal shall be met.		
Improving reach of public transport	Mode share of public transport modes shall constitute at least 50% of all motorised trips.	At least 80% of the population in the city shall be within 400m walk of public transport stop/station with a service of 12 or more schedules per hour.	Mode share of public transport modes shall constitute at least 40% of all motorised trips.	At least 75% of the final goal shall be met.	Mode share of public transport modes shall constitute at least 30% of all motorised trips.	At least 25% of the final goal shall be met.
		Vehicle Kilometers Travelled (VKT) by Private Motor Vehicles (PMV) shall be within 20% or less of baseline year levels.		VKT by PMVs shall be retained at or below the higher of the 5 and 15 year horizon levels.		VKT by PMVs shall be within 15-20% or less of baseline year levels.
Improving reach of Mass Rapid Transit (MRT)		At least 50% of the population in the city shall be within 400m walk of Rainbow BRT or Metro.		At least 75% of the final goal shall be met.		At least 25% of the final goal shall be met.

PCMC has created over 100km of Healthy Streets



And is planning a citywide scale-up..

Current and Future Evolution of Cycling Infrastructure in Pimpri Chinchwad



Existing (2024)

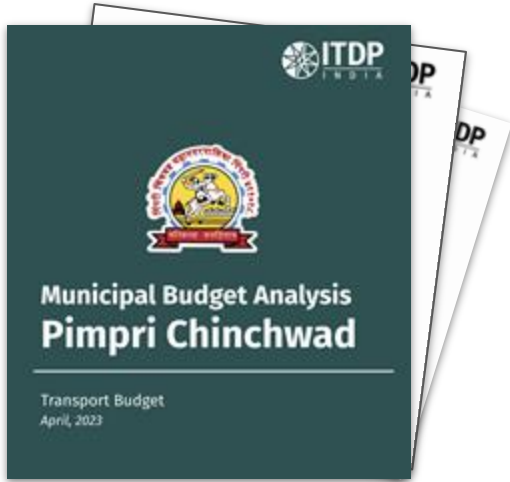


Proposed (2029)

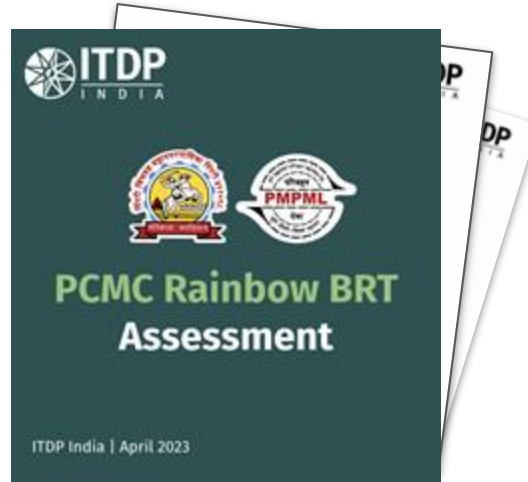


Proposed (2033)

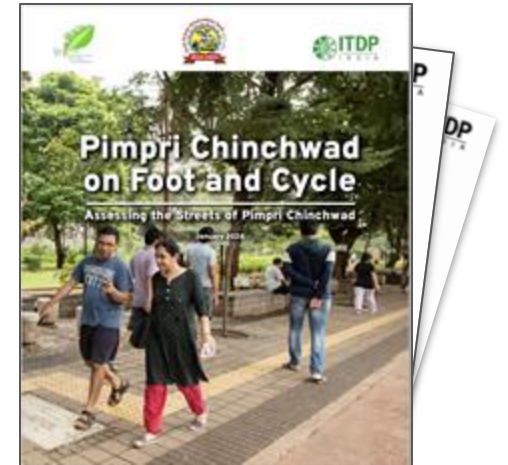
Through projects like **'Harit Setu' NMT Master Plan** and **'Urban Streetscapes Programme'**



Annual Budget Assessment



Public Transport Assessment

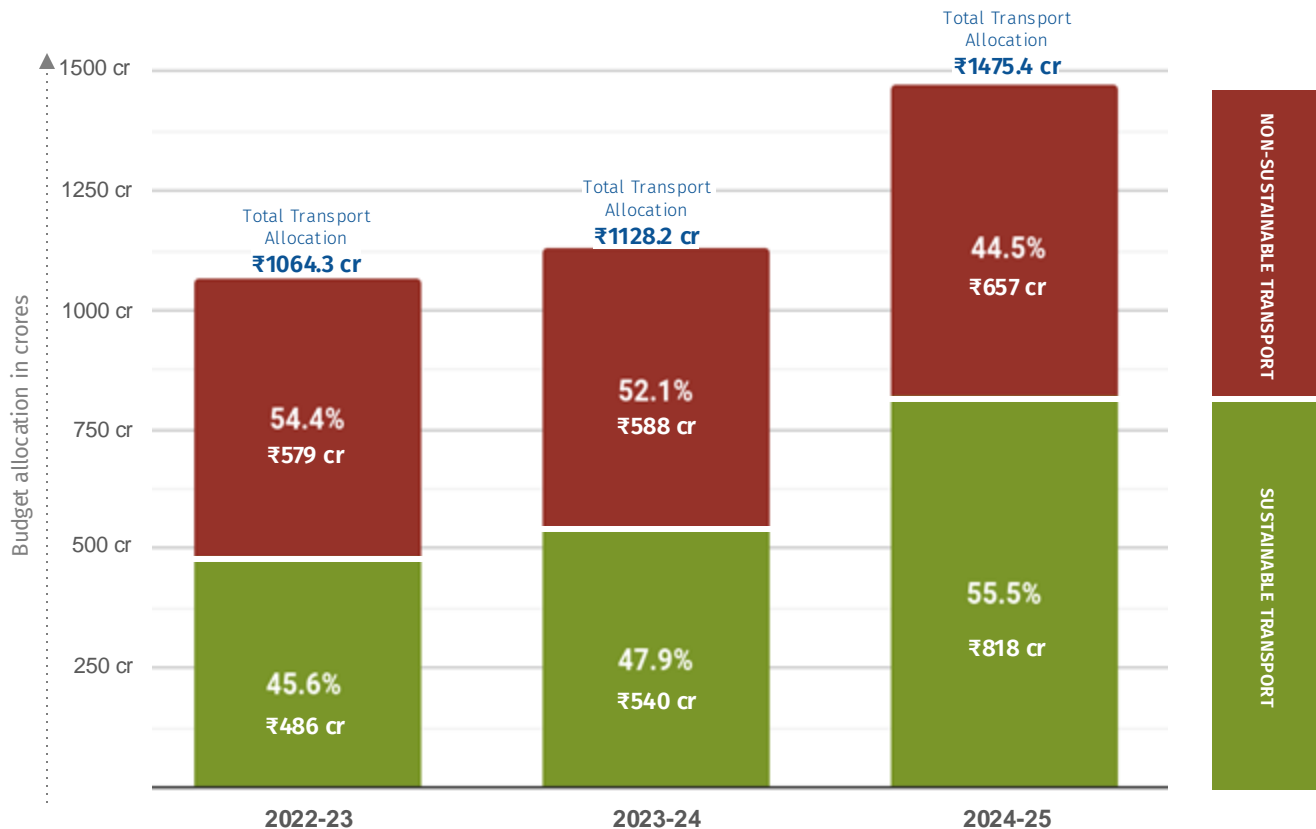


Streets Assessment

55% of the transport budget is towards Sustainable Transport!

Items that encourage use of private motor vehicles and prioritise car-centric development are categorised as **Non-Sustainable Transport**.

Items that encourage walking, cycling and use of public transport are categorised as **Sustainable Transport**.

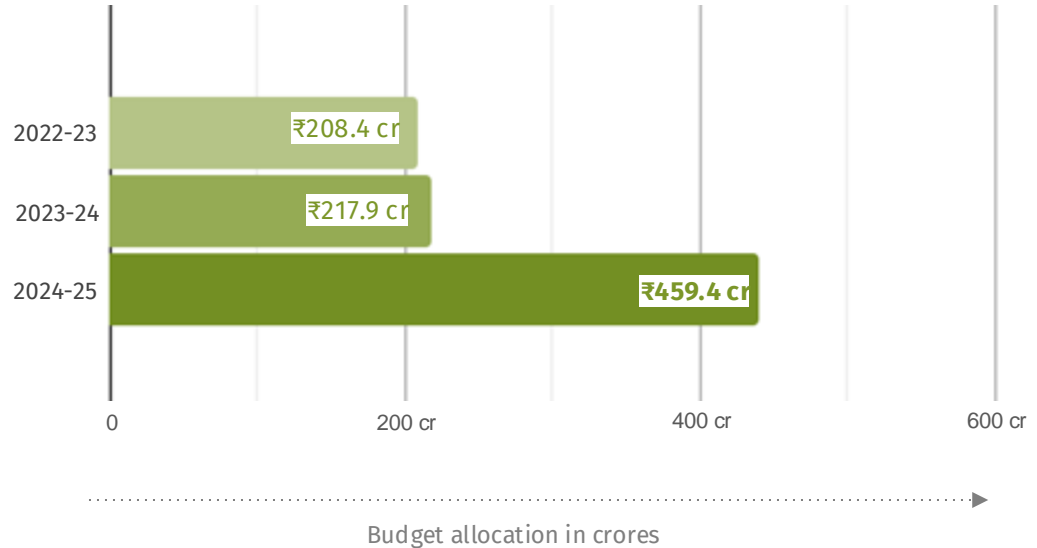


Budget allocation towards NMT has doubled this year!



Approx **1/3rd of the total transport budget** in 2024-25 is allocated towards NMT infrastructure.

Allocation for walking and cycling infrastructure development has doubled as compared to previous year, and the city needs to continue such quantum of investment.



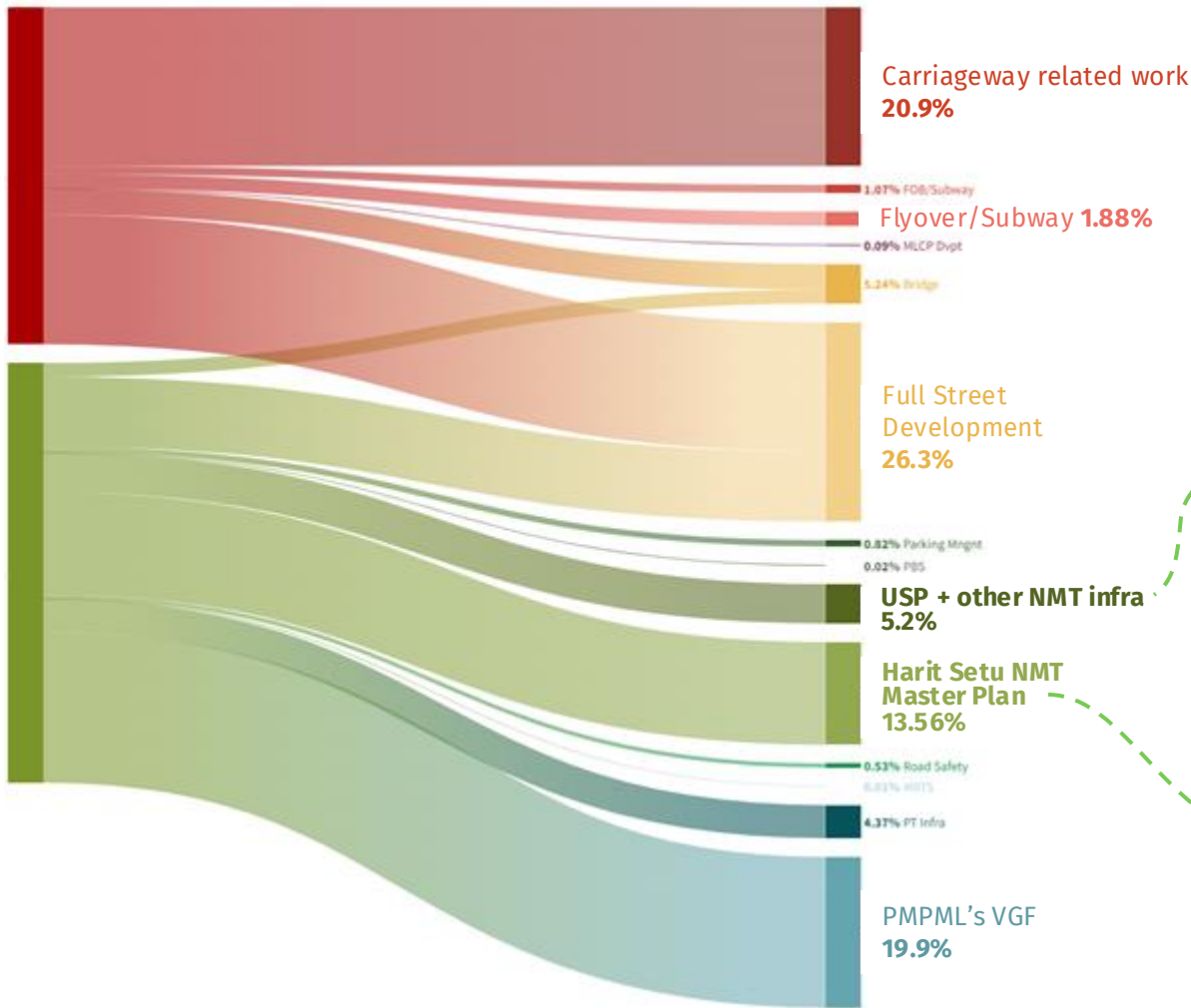
NMT allocations include footpath-cycletrack developments, Harit Setu and Streetscape project, traffic calming and junction improvements, placemaking, etc.



Non-sustainable
Transport
44.5%



Sustainable
Transport
55.5%



The increase in allocation can be mainly attributed to:

₹56.14 cr

For Urban Streetscape Programme (USP)
(6.7M USD)

₹200 cr

For Harit Setu
1st time such large allocations towards NMT initiative
(23.9M USD)

Need for additional funds

To achieve NMT Policy's goal of achieving 90% of all trips by sustainable means by 2036, all major streets should have good PT and NMT infrastructure.

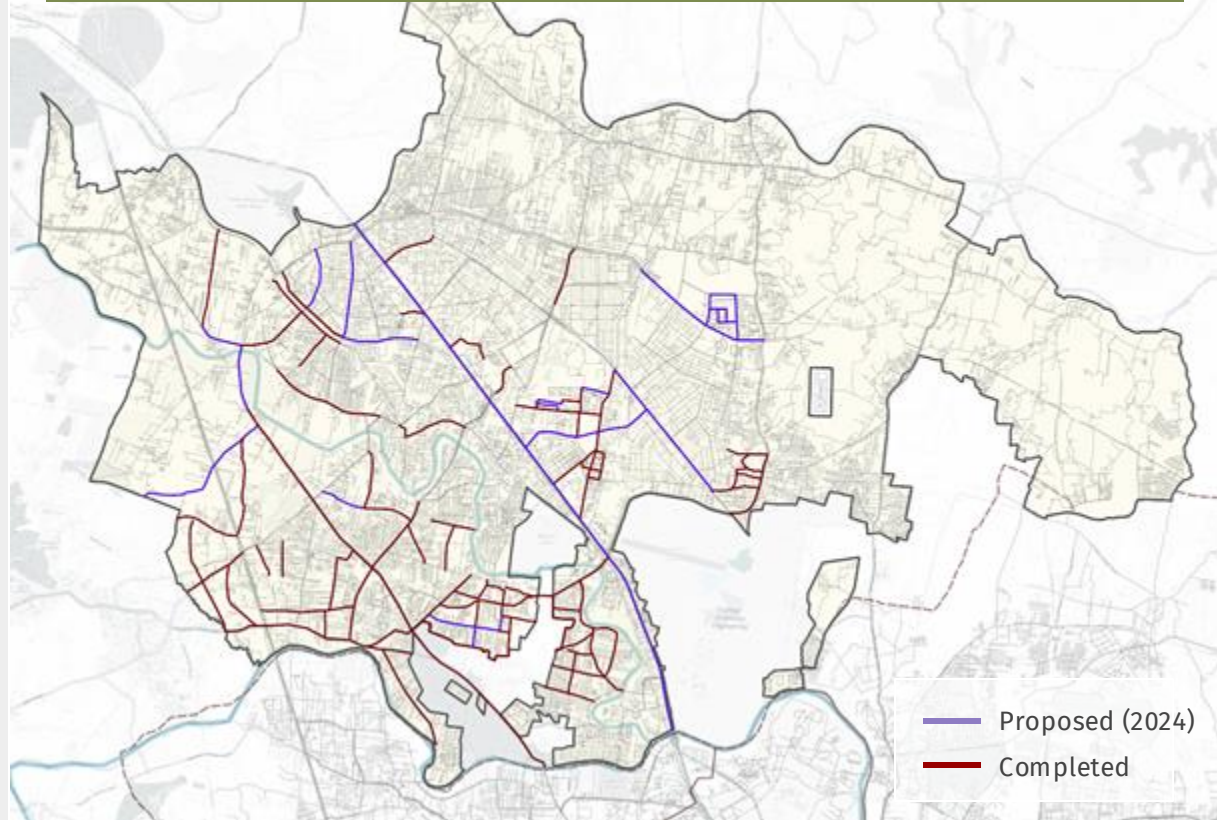
Only 4% (around 90 km of the total 2300 km) of PCMC's streets have been transformed so far.

PCMC should annually aim to transform 25 km of major streets and 100 km of minor streets consistently.

PCMC needs at least **₹350 cr*** (**41.9M USD**) just for these streets developments annually

*Considering ₹10cr/km for complete street redesign, and ₹1cr/km for interventions on minor streets.

PCMC has around **300 km** of major and **2000 km** of minor streets.



How is PCMC supporting its sustainable transport initiatives?



Dedicated street design program head in budget

PCMC budget has consistently incorporated dedicated budget heads for NMT projects

(accounted within municipal budget)

₹256 cr

(30M USD) through Urban Streetscapes, Harit Setu Project

National and State-level Funds

PCMC has used funds from national & state programmes to improving sustainable transport

(accounted within municipal budget)

₹78 cr

(9.3M USD) through 15th Finance Commission- NCAP

National & international competitions

PCMC has actively participated & won many competitions that provide funds for street transformations

(Additional source, not accounted in budget)

₹4.5 cr

through Streets4People, BICI, Cycles4Change

Market-based funds

PCMC is the 1st ULB in India to raise funds for NMT infrastructure through green bonds

(Additional source, not accounted in budget)

₹300+ cr*

(36M USD) through Municipal Bonds and Green Bonds

International bank loans/grants

PCMC is pursuing loans from finance institutions like International Banks

(Additional source, not accounted in budget)

₹150+ cr*

(18M USD) through International Finance Corporation

Thank You!