



# ACTION FOR CHANGE



Making  
Gurgaon  
a  
Bike Friendly  
City

*A Report by Students of Grade VII*

*Year 2012-13*

**The Heritage School, Gurgaon**

# CHAIN OF CONTENTS



1. Acknowledgements 2, 3
2. Executive Summary 4
3. Introduction 5
4. Methodology 6, 7, 8
5. Our Findings 9-16
6. Our Recommendations 17 - 20
7. Conclusion 21



# **ACKNOWLEDGMENTS**

It gives us immense pleasure to thank Disha India Centre for Experiential Learning for conceptualization, planning and implementation of the Bicycle Expedition. We would also like to acknowledge Mr. Amit Bhatt and Ms. Sarika Panda Bhatt from Embarq India; Mr. Jasbir Singh and Prabhat Agarwal from Pedal Yatri for their guidance and constant support throughout this expedition. We would like to thank Ms. Lakshmi Singh, our Middle Program Leader for her direction and assistance.

We would also like to extend our heartfelt gratitude to Mr. Manit Jain, Director of The Heritage School, Gurgaon and Ms. Kaye Jacob, Associate Director of The Heritage School, Gurgaon for their encouragement and support.

Thanks from the bottom of our hearts are also due to-

1. Mr. Alok Mittal      Commissioner of Police, Gurgaon
2. Mr. Ashok Sangwan      Municipal Commissioner, Gurgaon
3. Mr. P.C.Meena      Deputy Commissioner, Gurgaon
4. Colonel Yadav      Chief Administration Officer,  
The Heritage School
5. Mr. Jyoti Parruck      our school's very own bike enthusiast
6. Pedal Yatri
7. Embarq India



8. Traffic Police of Gurgaon
9. Didis and Bhaiyas of our school

whom we approached and questioned and whose interest, hospitality, facilitation and encouragement for the project ‘Is Gurgaon a Bike Friendly City’ enhanced our ability to collect authentic information/ data and field test our activities.

We would like to thank them for sharing their knowledge and their ideas and tips, all of which culminated in the completion of this intensive task. Their co-operation and willingness to discuss issues were essential to our understanding. We thank them for all their inputs and vital support.

We thank the Grade VII teachers for being there for us and facilitating the whole expedition. We congratulate our class for achieving the goals that were set in the beginning of the Expedition.

Words alone cannot express the gratitude we owe to our parents for their unflinching support and motivation without which this Expedition would have been a distant reality.

Credit:

Cover Page Images: [www.slingsby.com](http://www.slingsby.com)



# **EXECUTIVE SUMMARY**

The purpose behind this report is to make Gurgaon a bike friendly city. A survey was conducted on the residents of Gurgaon. The survey included a total of 803 respondents from different social and economic strata. It revealed that majority of the people in Gurgaon do not ride cycles due to the traffic conditions and lack of safety in Gurgaon. Therefore, we, the students of Grade 7 from The Heritage School, Gurgaon have come up with strong recommendations such as making separate bike lanes or having stricter implementation of traffic rules, to make Gurgaon a bike friendly city.



# **INTRODUCTION**

The expeditions in our school give us experiences that help us to develop practical life skills which can be used in real situations. These experiences also bring us closer to society and its problems.

The Big Idea of the Bicycle Expedition was '**To create a better future we require to develop an understanding of the current reality**'. So the aim of the expedition was to inquire – 'Is Gurgaon a bike friendly city?' and also consider different ways to make Gurgaon a bike friendly city.

So do you think that together we can make Gurgaon a bike friendly city?



# **METHODOLOGY**



**Revisiting the big idea to know the present scenario:** We first revisited the big idea and addressed the guiding question, which was “How can we make Gurgaon a bike friendly city” and we discussed in detail and concluded that we had to understand the prevailing current realities in order to make any change.

**Watching videos:** We watched several videos of bike friendly cities across the world, which gave us new ideas on how to make Gurgaon a bike friendly city.

**Field Visit:** We divided ourselves into five different crews or groups and went on a field visit to 5 different areas of Gurgaon. We observed the number and types of vehicles. These observations were also recorded.

**Collation of field visit data:** After the visit, we collated the data at crew and class level. The data was represented in the form of bar graphs and pie charts.

**Writing inferences from the graphs:** To help us understand the situation of Gurgaon better, we drew inferences from these graphs.

**Designing a Survey Questionnaire and Conducting a Survey:** A survey was conducted in our neighbourhood by us. Our respondents were people from different social and economic strata. We used our skill of asking questions to create the questionnaire for the survey using multiple drafts. After doing that, our teachers collated all the questions and gave us the final questionnaire.



**Designing Questions for the interview:** We followed the same process in designing questions for the Expert Interview, as we did for the survey questionnaire. We created a questionnaire after multiple drafts.

**Expert Interview:** The experts were invited to the school. We got different points of view and opinions from them on how to make Gurgaon, bike friendly. Next, the members of Pedal Yatri delivered a presentation on the advantages of cycling. It boosted our confidence on achieving our main aim.

**Collation of survey:** The data of the survey was collated at various levels – self, crew and class level. It also gave us some fascinating responses.

**Graphs:** Each of us represented this data graphically. The graphs included recommendations as well as the reasons why people ride bicycles.

**Inferences:** We analysed each graph and drew inferences from each of them.

**Expert Recommendations:** We took into consideration the challenges, difficulties and opinions of each expert and came up with a final list of recommendations.

**Recommendations:** We came up with the final list of recommendations with the help of several discussions. It was divided into immediate actions and future actions.



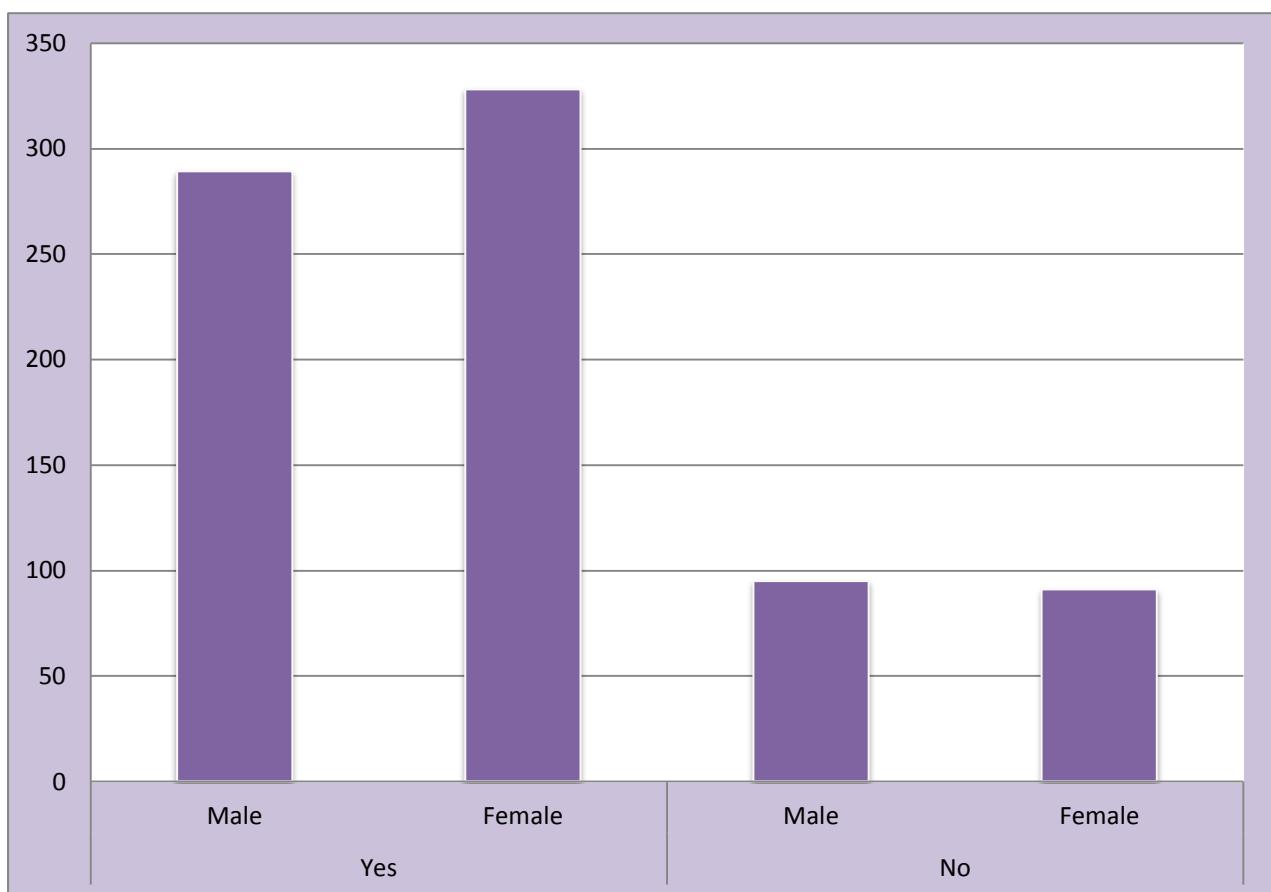
# FINDINGS



The survey included a total of 803 respondents.

### Graph 1– Ratio of Men and Women riding Bicycles

Yes	<b>Male</b>	289
	<b>Female</b>	328
No	<b>Male</b>	95
	<b>Female</b>	91

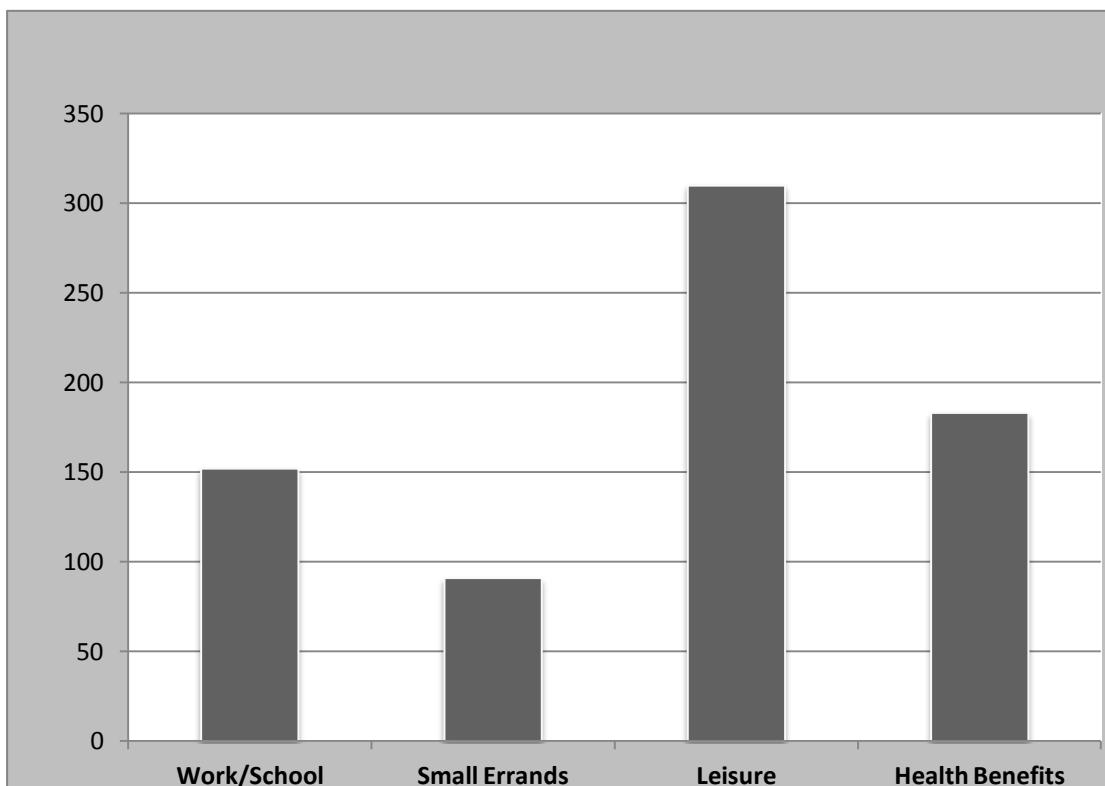


The ratio of men and women who ride bicycles is 289:328. This shows us that more number of women than men ride bicycles and also that there is a slight gender distinction in our society.



## Graph 2 – Purpose of Riding Bicycles

<b>Work/School</b>	152
<b>Small errands</b>	91
<b>Leisure</b>	310
<b>Health Benefits</b>	183

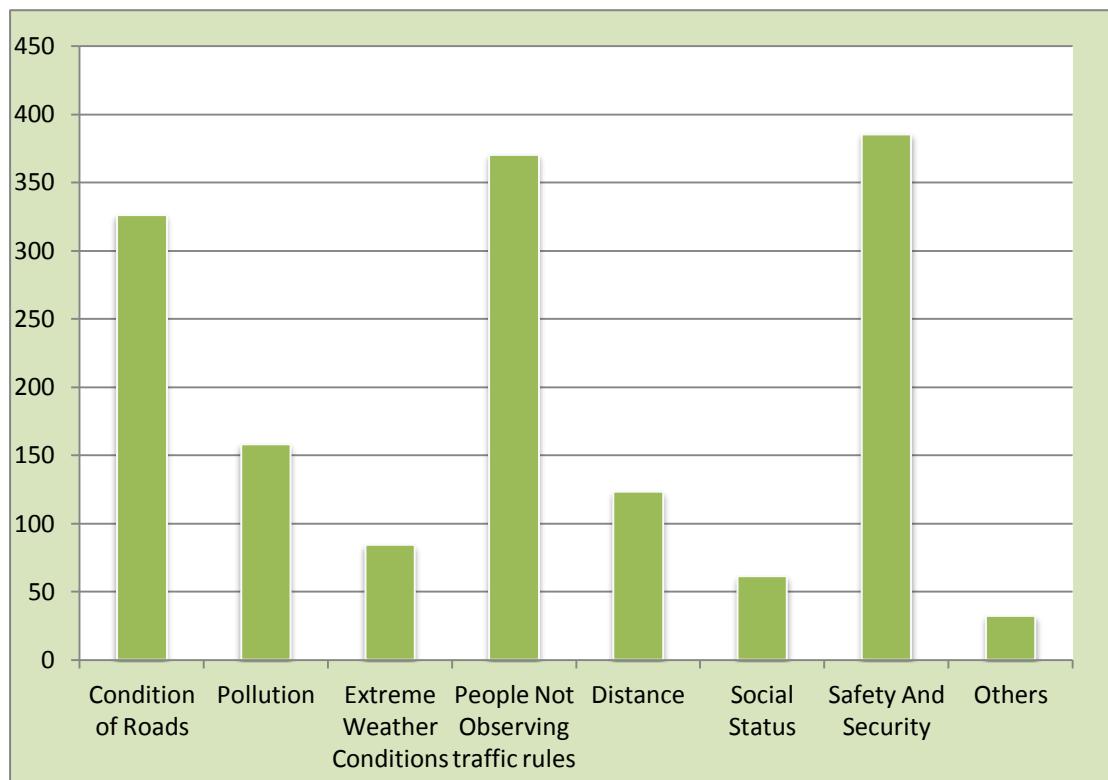


Majority of the people ride bicycles for leisure. A very few people ride bicycles for small errands or to go to nearby places which also means that the rest, use their cars to travel for small distances. A small section of people use bicycles for going to school or for work. We can also say that most of them are our support staff – like security staff and domestic help. A similar number of people ride bicycles for health benefits. This means people are aware that cycling is good for health.



### Graph 3 – Reasons for Not Riding Bicycles in Gurgaon

<b>Condition of the Roads</b>	326
<b>Pollution</b>	158
<b>Extreme weather Conditions</b>	84
<b>People not Observing Traffic Rules</b>	370
<b>Distance</b>	123
<b>Social Status</b>	61
<b>Safety &amp; Security</b>	385
<b>Others</b>	32



Most of the people have chosen ‘Safety and Security’ as their main concern and the reason why they do not ride bicycles. This means that people feel unsafe to go out of their houses on bicycles.



Second concern of Gurgaon's citizens is 'People not following Traffic Rules'. It shows that people are aware that following traffic rules will result in a safe and secure area.

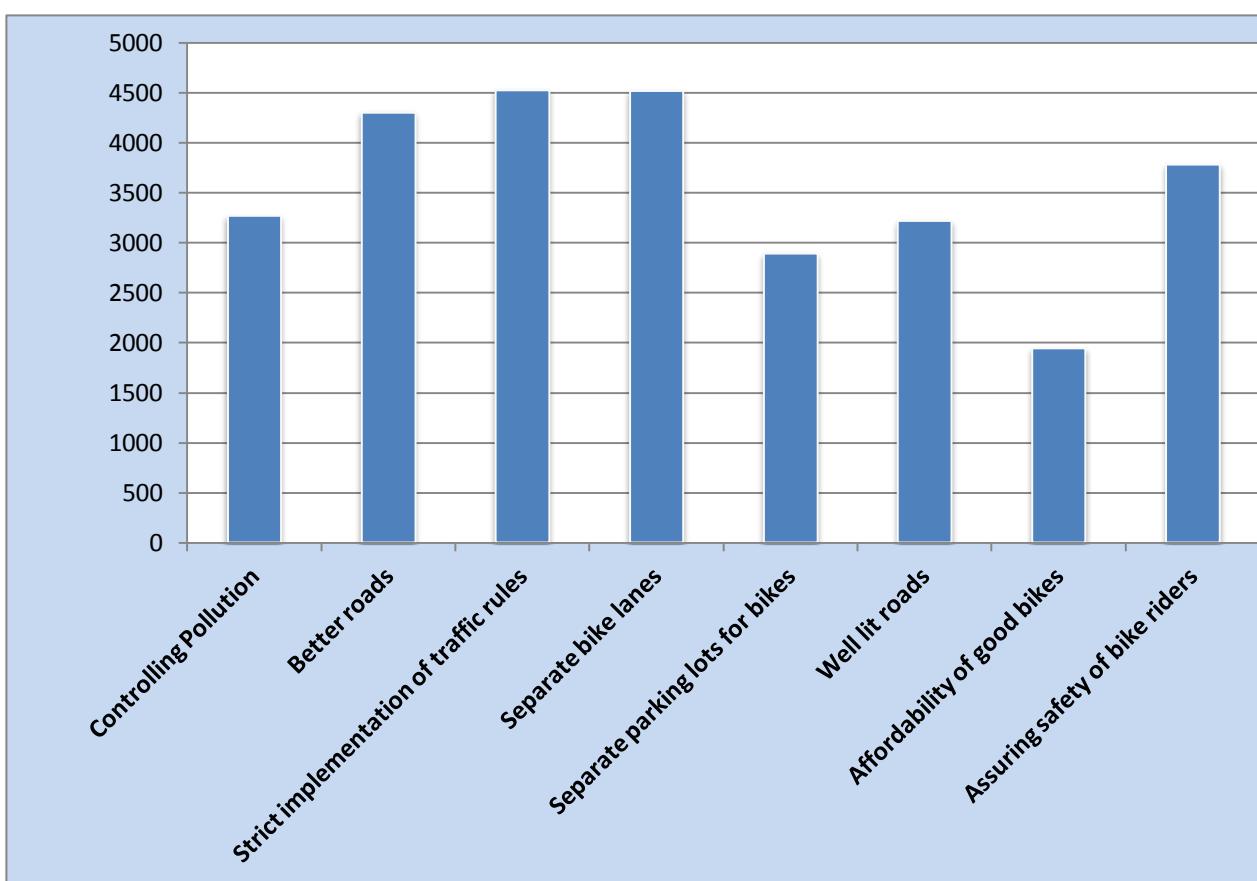
Third concern of Gurgaon's citizens is the 'Condition of Roads'. People want good roads so that they can drive and cycle smoothly as many bikers have problems travelling on rough/ bumpy roads.



## Graph 4 – What government authorities should do for making Gurgaon a bike friendly city?

Government Recommendations	Weightage
Controlling Pollution	3266
Better Roads	4300
Strict Implementation of Traffic Rules	4523
Separate Bike Lanes	4514
Separate Parking Lots for Bikes	2890
Well Lit Roads	3217
Affordability of Good Bikes	1944
Assuring safety of bike riders	3779

(Weightage is based on the ranking by the respondents)



Firstly, Gurgaon's citizens want the government to enforce the strict implementation of traffic rules. This would help controlling the speed of motor vehicles, resulting in lesser accidents for cyclists.

Secondly, Gurgaon's citizens want separate bike lanes to be constructed. This would ensure safe travelling and cars would not be able to enter the bicycle lanes.

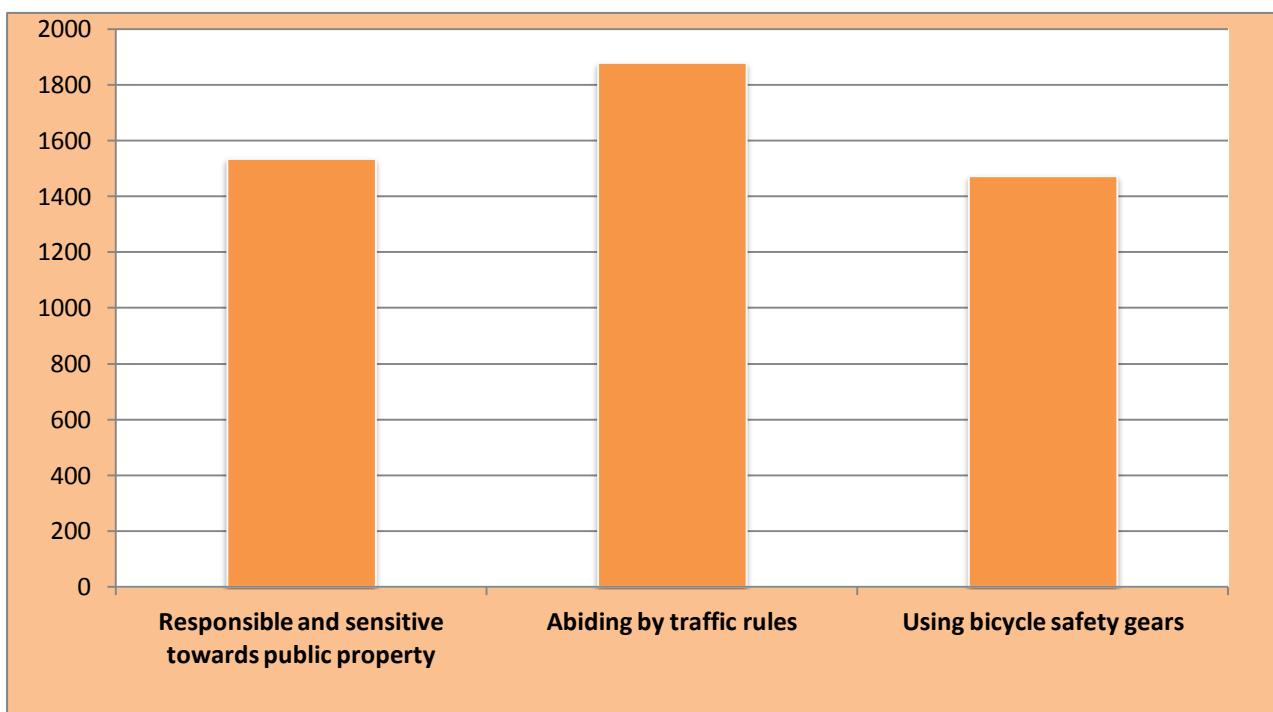
Thirdly, Gurgaon's citizens want better roads.



## Graph 5 – How citizens should contribute to make Gurgaon a bike friendly city

Citizen Recommendations	Weightage
<b>Responsible and sensitive towards public property</b>	1536
<b>Abiding by traffic rules</b>	1879
<b>Using bicycle safety gear</b>	1474

(Weightage is based on the ranking by the respondents)



Citizens themselves know and want traffic rules to be followed. This is because common people make the biggest difference.



# **RECOMMENDATIONS**



## **Immediate Actions**

---

- It is vital to control the speed of motor vehicles, which will reassure cyclists of their safety
- Making separate cycle tracks (temporary road divisions, railings among others) will also help prevent accidents on a large scale
- Bicycle-related education could be given regularly in schools to make children aware of the current situation (the need to use non-motorized transport) at a young age
- Pelican crossings for pedestrians and cyclists should be provided at all important pedestrian and bicycle crossings
- Dedicated cycle tracks will make it easier for cyclists to ride their bikes
- Well-lit roads focusing on bikers and pedestrians are necessary as they do not have their own light sources, while personalised vehicles like cars or two-wheelers have headlights
- No/low parking charges for cyclists will encourage people to cycle and save money
- Ample bicycle repair shops are important
- Cyclists should be encouraged to wear cycle gear for their own safety
- Campaigns and rallies to promote cycling will also help
- Dedicated cycle signals will make it easier for cyclists to cycle safely
- Available parking spaces for cyclists to park their cycles at all important locations like shopping malls, offices and residential apartments will increase bicycle usage



- Cycle sharing system (with plenty of docking spaces) can be implemented in Gurgaon just as in London
- Carpooling should be practiced to spread awareness about needing to control pollution (penalty for using the car for less than 3 people)
- Streets can be converted into non-motorized zones on certain fixed days, like Sundays of every month. This will enable the cyclists and pedestrians to use the roads freely and safely.

## Long Term Actions

- Good bicycles should be made affordable for common people
- We should strengthen the public transport network keeping cyclists in mind
- The government ensure better quality of roads for all road users
- We should spread awareness about the benefits of cycling by encouraging and participating in campaigns
- We can have government policies to discourage owning a car by having an-
  - › Expensive car permit
  - › Expensive car parking and time bound car parking
- Dedicated bike signals for cyclists should be implemented
- High priority should be given to pedestrians and cyclists while planning roads
- We should avoid one-ways and crossroads in a city as they only increase the speed of motor vehicles and is not safe for cyclists



- Some flyovers should only be constructed for cycles
- Cycles should be given insurance like cars
- We can promote bicycle riding by having a brand ambassador



# **CONCLUSION**

*'To see a change, we must be the change.'*

If we really are to make Gurgaon a bike friendly city, we must bring about some changes within ourselves. We have to change our mind set towards the belief of using motorized vehicles. Using bicycles to do our daily chores will lead us to witnessing a considerable change in our society. We can do this by abiding by the recommendations. The vital need is to recognize the fact that more than half of the total population of Gurgaon does not use cars as a mode of transport. So let us pedal together to make Gurgaon a bike friendly city!





THE  
HERITAGE  
SCHOOL

AN EXPERIENTIAL  
LEARNING SCHOOL

The Heritage School  
Sector 62, Gurgaon  
Ph. 0124-2855235