



# ANNUAL REPORT

2021-2022



**raahgiri foundation**  
Rethinking Streets

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# AN INTRODUCTION TO RAAHGIRI

Raahgiri Foundation is a non-governmental organisation, dedicated to ushering sustainable mobility in order to make communities more active, promote healthy lifestyles and safer roads, thereby supporting inclusive development in an aim to bring about a fundamental shift in day-to-day experience and negotiation around commute.

## OUR MISSION

- To propagate ‘Streets for All’ for promoting safe, accessible and inclusive public streets among city-stakeholders using effective methods for a sustainable mobility infrastructure.
- The aim abides with Sustainable Development Goal 11.2 as adopted by United Nation Member States in 2015.
- To inculcate a behavioural change among people to perceive walking and cycling as essential components of physical and mental fitness; and, see streets as a means of health and social infrastructure, besides being for movement and transportation.
- To advocate and capacitate government departments to plan and achieve safe, inclusive and healthy public streets and public spaces.
- To aid the designing and execution of model urban streets and urban spaces that can act as a precursor to sustainable city infrastructure.
- To continuously engage with people to initiate bottom-up methods of city planning and simultaneously capacitate top-down methods of managing, planning and designing cities for a sustainable future.

# OUR TEAM



**Ishan Gogoi, Senior Project Associate**

Architect Planner from Assam with experience in Junction Correction, FIR data Analysis, and Traffic management in Tactical Urbanism along with Stakeholder Engagement at different stages. He is associated with the "Safer streets for Gurugram" Project.

**Shakti Singh, Site Engineer**

A Road safety Expert from Uttar Pradesh, having Masters in Highway, Safety and Engineering, certified Road Safety Auditor from CSIR-CRRI New Delhi. He is associated with "Sanath Raah Redevelopment"



**Aditi Saini, Project Associate**

Urban Designer hailing from Delhi with experience in multi-layered architecture, urban design and master planning projects varying from area developments, street scaling, temple town etc. She is associated with the "Street Re-Design, Sector 58 to 67 Gurugram" Project.

**Shivani Khurana, Project Associate**

An Architect and Urban Planner with specialization in Urban street Infrastructure Design, street quality assessment, accessibility planning, stakeholder engagement, and participatory planning. She is associated with the Vision Zero project.

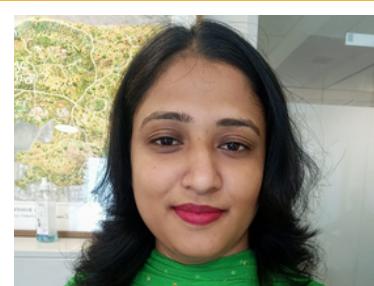


**Akash Basu, Communications Associate**

A graduate with a BSc. degree in economics with a specialisation in development economics from the University of Warwick. Has a year of experience with data, social media and web design. He is associated most with 'Raahgiri Day' and consults on all content development.

**Seema Karhana, Operation Manager**

An Accountant professional from Gurgaon, Haryana. Heading NGO sector from past six years. Currently working with Raahgiri Foundation as Operations Manager, looks after compliance, HR, Accounts & administrative work.



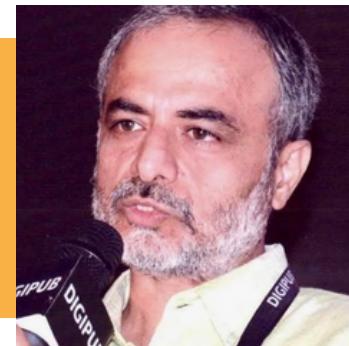
# OUR TRUSTEES



**Sarika Panda Bhatt** is leading the Raahgiri Day movement in Haryana. She is also helping other cities to replicate this hugely successful concept. She is leading the non-motorized transport work and India Vision Zero work in Haryana and Punjab. Sarika has about 15 years of experience in the field of urban development, transport, environment and architecture.

Sarika was selected as one of the 60 global women leaders in the world who are making a change in how we move around cities. The recognition came from TUMI, Germany. Sarika is bicycle mayor of Gurugram by BYCS, Netherlands. She has been formally trained as an architect and urban planner with a Master's degree in Sociology

**Rajesh Kalra** is Executive Chairman, Asianet News Media & Entertainment Pvt. Ltd. He is former Chief Editor of Times Internet, TIL, Narad Online, Economic Times, Business Standard, Times Of India and Dataquest. A seasoned journalist for three decades. He is passionate about writing on themes such as IT, telecommunications, sports and developmental issues. He is also a sportsman, mountaineering enthusiast, mountain biker and marathoner. He is also member of Olympic Task Force and All India Council of Sports. He runs a blog, namely Random Access which covers issues of sports, development, IT and communications.



**Manit Jain** has been a key advisor to Heritage Xperiential School. An alumnus of Harvard University and co-chair of FICCI's School Education Committee ~ FICC! Arise, Manit Jain supports Heritage Xperiential School through infrastructure development, talent acquisition, teacher's capacity building and parent engagement.

**Dhruv Swamini** is co-founder of Duplay advocates for sports activities in Gurugram. She is a former consultant at McKinsey & Company. She started her entrepreneurial journey through partnering with Duplay, a UAE based company to get people together to play sports and promote and establish sporting facilities in Gurugram. She is a computer science engineer and an MBA graduate by education. She has also helped Public Health Foundation of India to set up the immunization Technical Support Unit to work with MoHFW.



**Shubhra Puri** is the Founder of Gurgaon First, a social enterprise that promotes sustainability, women safety, good governance and empowerment in Gurugram through workshops and research books. She has been writing a regular column with Hindustan Times, Gurugram edition under the column "Human Impact". Ms. Puri also writes, composes and produces songs on sustainability issues. An MBA, Ms Puri has been a journalist with 20 years of experience in business journalism. She started her career in 1995 with The Economic Times and later worked as Editor-content.

# OUR ADVISORS



**Alok Mittal (IPS, Haryana – Additional Director General of Police)** is a huge enthusiast of Sustainable Mobility & Road Safety. The officer has worked as inspector General of NIA, New Delhi; Joint Commissioner of Police in Gurugram; SSP Rohtak, Faridabad, Panipat; SP of CBI, New Delhi & Panchkula and ore.

He has introduced public centric initiatives to improve policing in Gurugram. He initiated all Women PCR in Faridabad and Cyber Safe Campaign in Gurugram to educate students.

He has been honoured by Indian Police Medal for Meritorious Service de the President's Police Medal for Distinguished Services.

**Hitesh Vaidya** has more than 20 years of broad-based urban development policy, project formulation, implementation and program management experience on mainly UN, World Bank, U.S. Agency for International Development (USAID) assignments. The areas he has been associated are urban development, urban governance and urban Infrastructure management. Poverty Alleviation has been an integral component in all the projects.

Prior to joining National Institute of Urban Affairs, He was Country Representative of UN-Habitat India



**Vineet Bagga** has years of experience in Business and Development Sector. Having worked with international Corporates, he has been engaged with Indus Global Solutions as a Managing Partner in Gurugram.

He is an active role-model for sustainable practices as a good Samaritan and fitness achiever. He has achieved milestones in walkathons & undertakes numerous walking challenges, popularly known as 'walkathon man'

He has been RWA member with WeCa, DLF-5, Gurugram, who walks for over 8 hours a day!

**Deepa Malik** (Indian athlete, Paralympic Games medalist, expert consultant with MoHUA & Smart CitiesMission) is the first Indian woman to win a medal at Paralympic Games, that to consecutively for three years. She is currently world number one in F-53 Category. She has championed shot-put, Javelin Throw, Discus Throw, Swimming & Motorcycling besides, participates in various adventure sports In 2020, she was elected as President of the Paralympic Committee of India. She has won 58 national & 23 International medals across all disciplines She has been conferred with Arjuna Award in 2012 and Padma Shri award in 2047.



# OBJECTIVES AND THE FOUR PILLARS OF RAAHGIRI

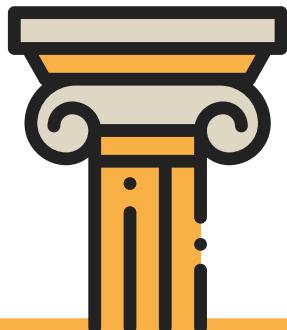
"Raahgiri" where the suffix 'Giri' promotes the act as a movement to reclaim 'Raah' which is a Hindi word for path or road for pedestrians. So, objectives lie on the same line.

Temporary closing the street to motor vehicles for:

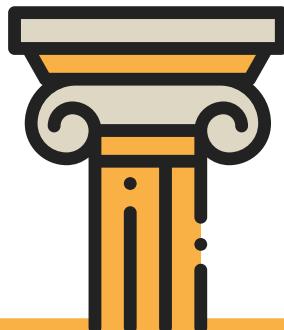
- Sensitizing towards sustainable transportation
- Developing safe streets for all road users
- Promoting Road Safety
- Advocating healthier lifestyles
- Addressing issues around Air pollution
- Inclusive city development
- Improving quality of life

## THE FOUR PILLARS OF THE RAAHGIRI FOUNDATION ARE:

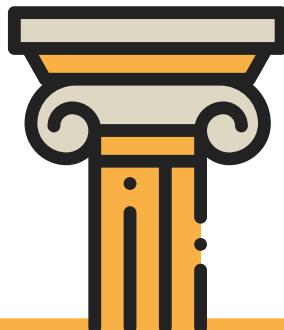
Road Safety Awareness



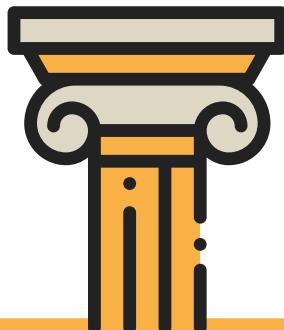
Promoting Healthy Lifestyle



Infrastructural Changes



Environmental Awareness



# NEIGHBOURHOOD AND E RAAHGIRI DAY

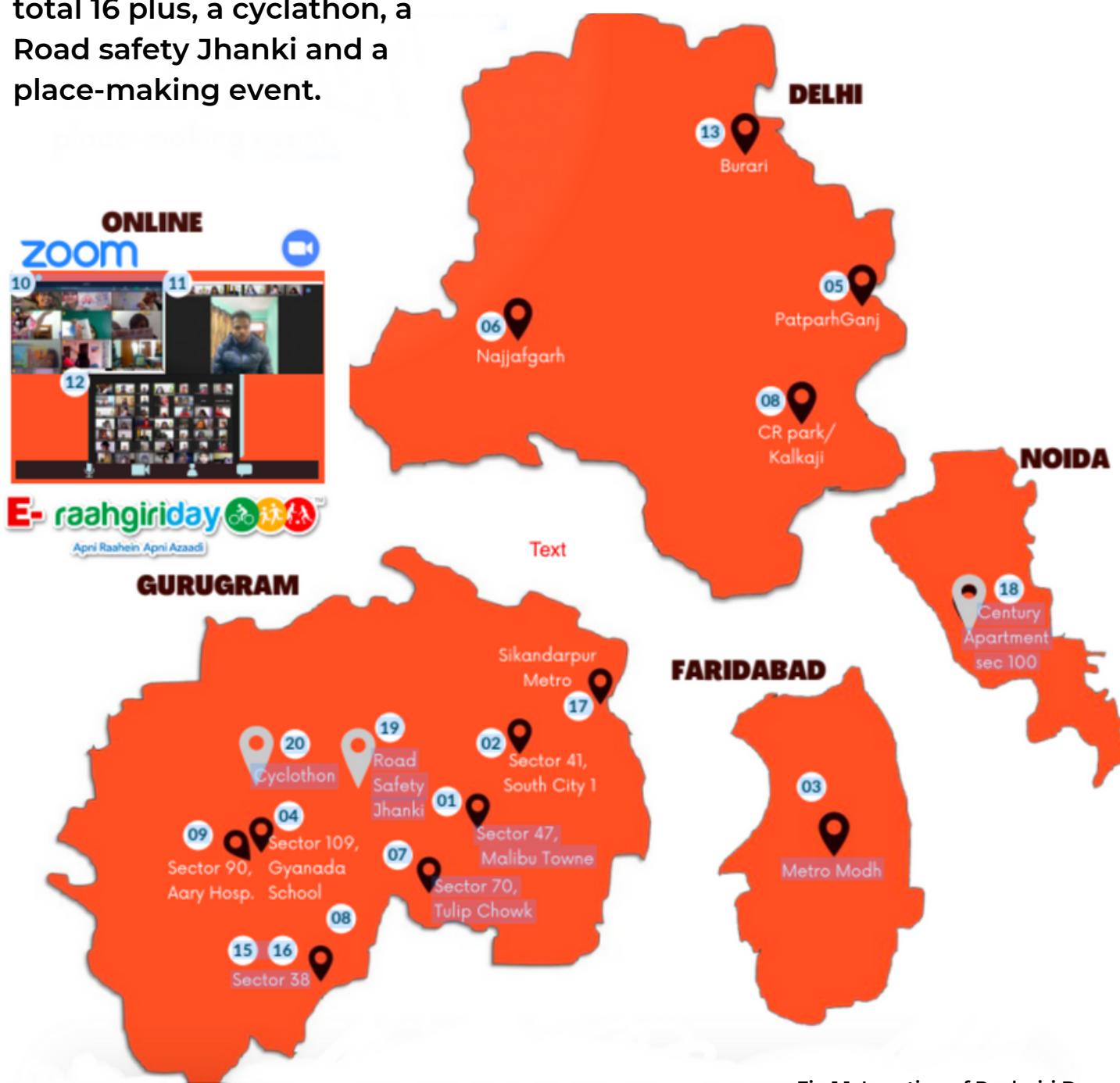
**Neighbourhood Raahgiri Day & E- Raahgiri Day:** Both these concepts were originated in 2021 after the COVID-19 situation.

Raahgiri introduced Neighbourhood Raahgiri as a new road safety initiative to make "Safer Neighbourhoods". We rarely see children playing on neighbourhood streets with their friends these days, which we don't even consider abnormal anymore. However, it is a serious issue as we limit their social interaction and affect their overall physical, mental, and social development. All this is happening because our streets are not considered safe and inclusive for children, the elderly community, and women. Therefore, this was an effort to create inclusive streets through the Raahgiri road safety campaign in collaboration with Residential welfare associations, NGOs and schools with the support of the government. From September to December 2021, a total of 9 events took place in Gurgaon, Delhi & Faridabad.

After 3rd lockdown, Raahgiri Foundation introduced the concept of E-Raahgiri. These events were hosted to keep the important conversation around road safety issues alive and to continue to promote physical and mental health during these tough times, via zoom meetings. In the month of January & February 2022, a total of 3 events took place on Sunday mornings for 2-3 hours.

# LOCATION OF RAAHGIRI DAYS

Raahgiri Days happened in Delhi NCR i.e. 7 in Gurugram, 4 in Delhi, 1 in Faridabad, and 1 in Noida. Along with 3 online -Raahgiri Days via zoom meeting, which makes a count of total 16 plus, a cyclathon, a Road safety Jhanki and a place-making event.



# RAAHGIRI AND E RAAHGIRI DAYS

## INTRODUCTION

Raahgiri Day is India's first sustained car-free citizen initiative that promotes the safety of pedestrians and cyclists, healthy living, connects communities by reclaiming city streets and public spaces, to eventually reclaim urban lives. It has spread over 70 cities across 18 states with a collective footfall of over 13 million since November 2013. With more than 2,636 events till now (February 2022), RF has developed various Raahgiri modules that influence and engage people at city and neighbourhood levels. Modelled after an event called 'Ciclovia' in Bogota, Colombia, Raahgiri Day is organized by cordoning off a stretch of a road for a few hours a day every week, where vehicular movement is entirely prohibited.

The street is then opened for the citizens promoting public health, well-being, fitness, togetherness, and joy. The idea itself is reflected in the name "Raahgiri" where the suffix 'Giri' promotes the act as a movement to reclaim 'Raah' which is a Hindi word for path or road for pedestrians. People reclaim their streets with a range of activities such as walking, running, cycling, skating, street games, street art, dancing, performing arts, yoga, aerobics, and Zumba during the hour.

# PROMOTING A HEALTHY LIFESTYLE

Raahgiri Day engages people of all age groups in different physical activities such as Zumba, yoga, cross-fit, bhangra, and other street games such as tug of war, gully cricket, badminton along with Cycling as one of the key highlights. 70% of people wake up on early mornings of Sunday to enjoy all these activities

66% respondents said that after experiencing cycling on Raahgiri Day, they now own a bicycle

10% said they now cycle/walk to cover shorter distances like going to the nearby market or park

73% used cycle or walk to reach the Raahgiri venue.



Img 1 Tug of war



Img 2 Dance



Img 3 Cycling



Img 4 Yoga

# TOTAL NUMBER OF FOOTFALL

Approximately 50,000 people participated in 13(offline)+3(online) Raahgiri days.

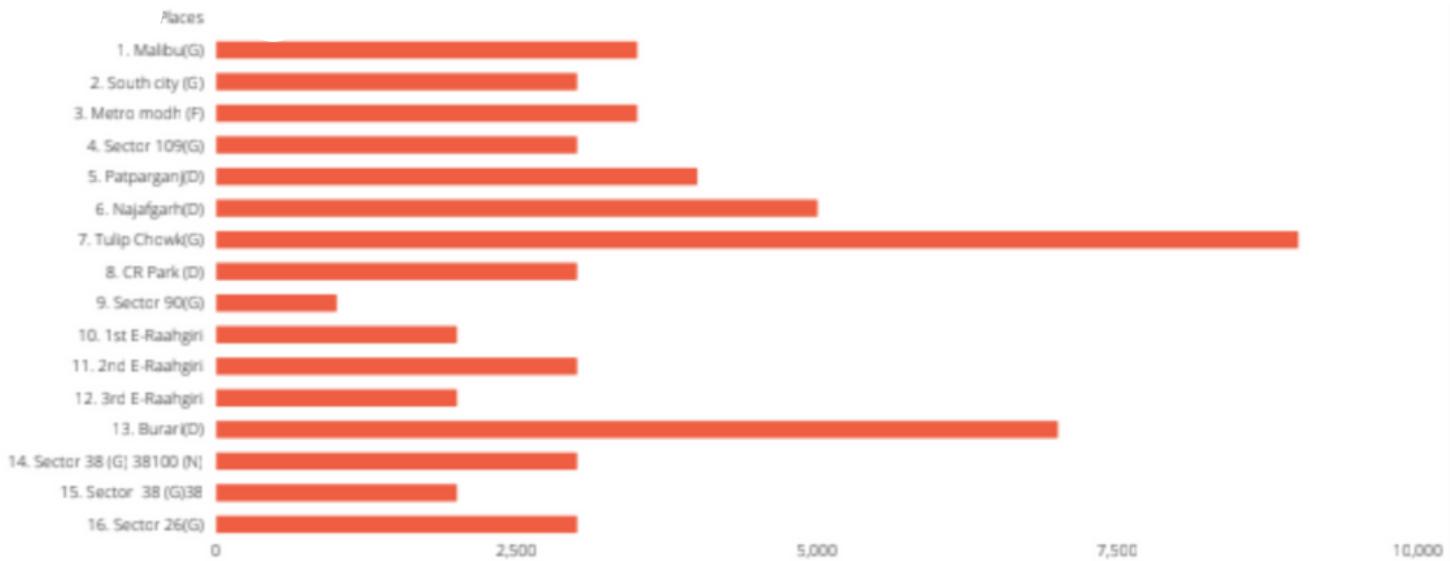


Fig 1.2 Number of Participants from each region

## GENDER, AGE & SIZE WISE DISTRIBUTION

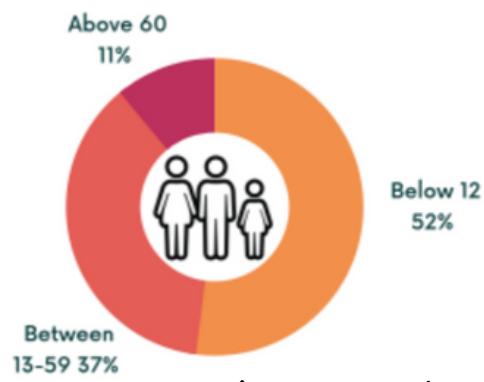
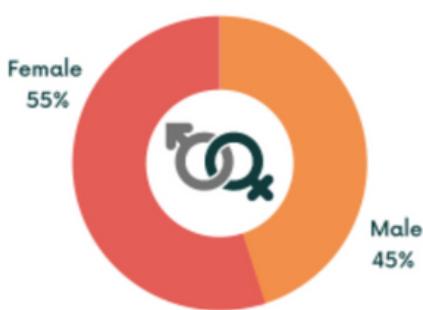


Fig 1.3 Age, gender and size distribution

- The major share of kids below 12 i.e. 52% took part in Raahgiri days followed by adults between 13-59 by 37% and least by adults by 11%.
- The success of Raahgiri is when the share of males vs. females is almost equal but dominated by a female by 55%
- It has been observed that due to more kids participation people come in groups i.e. with families 62% of families, 17% alone and 21% with friends

89%

of the people like raahgiri day and would love to visit again according to an onsite survey

# INFRASTRUCTURAL CHANGES

In this journey of events we were able to convince RWA's to raise their voice for better streets and infrastructure and also helped them connect with local bodies to address the issues.

## 01- SHORT TERM WORKS

By influencing development authorities, cleaning of the stretch chosen, patch filling work, putting road signage, and such other works were done in Gurugram, Delhi & Faridabad.



Cleaning and patch work

# INFRASTRUCTURAL CHANGES

In this journey of events we were able to convince RWA's to raise their voice for better streets and infrastructure and also helped them connect with local bodies to address the issues.

## 02- LONG TERM WORKS

Malibu Towne and south city 1 are 2 major projects where we could encourage RWA's along with influencing development authorities to work on redesigning these streets.

**South city 1 project-** The proposed measures include segregation of pedestrian and vehicular traffic, signages for timely information about the change of physical environment, and speed calming measures. Installation of these components is expected to enhance safety on the street stretches. However, it is to be noted that lack of safety awareness in user behavior has always been the biggest factor in making roads unsafe.



Fig 1.4 Layout plan for proposed infrastructure



# ENVIRONMENTAL CHANGES

Some of the initiatives taken on the Raahgiri day to create environmental awareness



## SUPPORTING "YUDH PRADUSHAN KE VIRUDH" CAMPAIGN, DELHI

We helped filling patches of road so that less dust is produced. Promoted "Green Delhi" app awareness



## PROMOTING CYCLING

75% of people did cycling and by promoting this habit, boasting about 50,000 weekly participants, Gurgaon's streets were full of revellers playing, walking, and riding bicycles alternate Sunday.



## PLANTATION DRIVE

80% of people were given free plants for their homes. Intention was to make them responsive towards nature & healthy environment

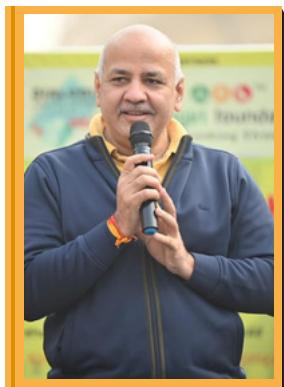


## PROMOTION OF ELECTRIC VEHICLE

Running E-Rikshaws for people to enjoy 2km of stretch with ease, especially for senior citizens and approximately 50% people used E-Rikshaws

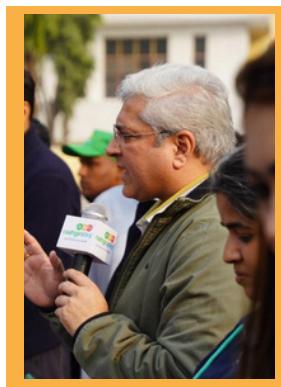
# DIGNITARIES WHO SUPPORTED RAAHGIRI

Many government officials and dignitaries joined Raahgiri day and inspired people to adopt healthy life style such as walking and cycling, also reduce dependency on motorized vehicle.



**MANISH SISODIA**

Education minister, Delhi



**KAILASH GHALOT**

Transport Minister, Delhi



**SAURABH  
BHARDWAJ**

MLA, Greater Kailash, Delhi



**ATISHI MARLENA**

MLA, Kalkaji, Delhi

*We thank all of them for their continued support  
in our efforts to contribute to Road Safety.*



**Yashpal Singh**  
Commissioner, Faridabad



**Vaishali Sharma**  
AMC, Gurugram



**Vijay pal Singh**  
ADC, Gurugram



**Anita Rao**  
councilor, south city 1



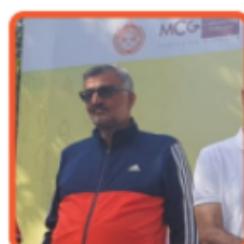
**Sanjeev Jha**  
MLA, Burari



**Pankaj Nain**  
IAS, Gurugram



**Sumit Antil**  
Paralympian India



**Baljeet Rathi**  
councilor, DLF Phase 1

# SANATH ROAD REDEVELOPMENT

STREETSCAPE DESIGN FOR  
**ANATH ROAD, GURUGRAM**



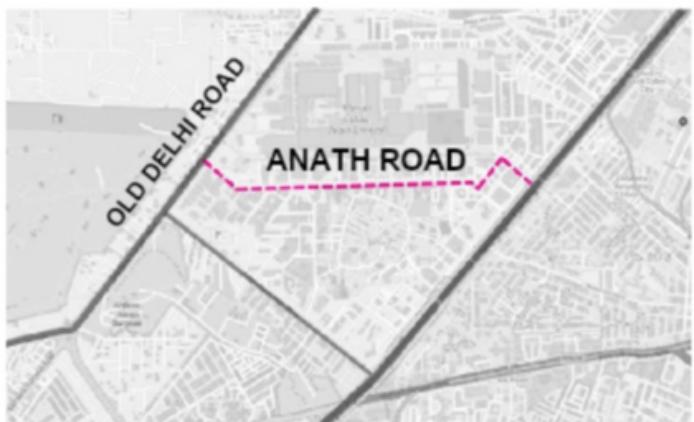
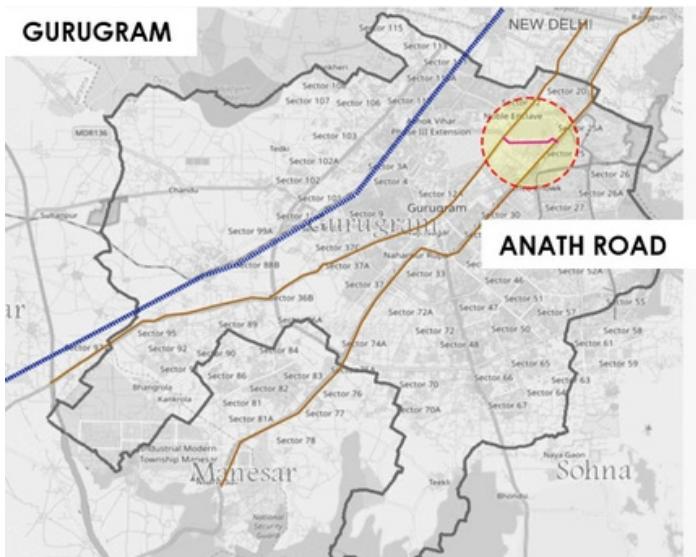
Source: Global street design guide

Fig 2.1 Streetscape design for Anath Road

## ABSTRACT

Sanath Raah redevelopment project is 2.5km long redevelopment stretch to upgrade the infrastructure to world class streetscape.

# OVERVIEW OF THE PROJECT



**Fig 2.2 Location of Anath Road**

**Located in Sector 18, Gurugram**  
**Connects Old Delhi Road to Atlas Chowk at NH8**  
**4km from Metro and Rapid metro stations, accessible by auto-rickshaws, NMVs.**  
**30m R.O.W./ 10m carriageway width**  
**2.5m long corridor stretch**



**Fig 2.3 Location of Anath Road**

# ROAD HIERARCHY

Fig 2.3 Road Hierarchy



Source: Global street design guide



## ① FRONTAGE ZONE/ GREEN BELT

The frontage zone is the extension of the building, whether through entryways and doors, providing buffer space between buildings and road with the help of green belt/Planting strip.

## ② SHARED PATH

The pedestrian path and cycle track defines the primary, dedicated, and accessible pathway that runs parallel to the street

## ③ MFZ/ FOOTPATH EXTENSION

The multifunctional zone is the section of the sidewalk between the kerb and the clear path consisting of street elements, planting strip and utilities.

## ④

## ④ CARRIAGEWAY

The Carriageway consists of a width of road on which a vehicle is not restricted by any physical barriers to move laterally.

# SEWER AND DRAIN WORK

- Sewer work such as desilting and cleaning is being done as the problem identified.
- New Sewer line proposed by MCG and tender has been floated.



## Drain Work Description:

### Construction Quality

- Quality checks being done on-site such as bar bending, concreting, shuttering, and finished casting.
- Drain work is being done at both ends Atlas Chowk and Old Delhi road and is being constructed in continuation.
- Work is going slow but after the intervention by CEO GMDA, DHBVN fast-tracked their work, Similarly, drain work is being done at both ends (towards old Delhi road and towards the passport office) on RHS.

We will be able to start our work(Footpath, Cycle track) after the monsoon.



## **Electrical Work (Tata Projects)**

- Underground ducting work has been completed and cable laying work is into the last phase.
- Pole Erection work started.
- New Target to complete work of RHS is 31 May.
- After completion of RMU charging dismantling of the pole will be done



**Electrical Work**

# MG ROAD REDEVELOPMENT

## SITE DETAILS

MG Road is major connecting arterial road in Gurugram. It also has metro station which is heavily used, in the weekdays.

- The Road is to be redeveloped with the public infrastructure made for inclusive movement of people.
- The proposal includes the Footpaths, Green pockets, Zebra crossings, Vending zones, cycle lanes, etc.



Fig 4.1 Proposed Plan

- The concerned area is a stretch of four roads in the colony, which have mixed nature .
- These roads are an approach to schools, hospital, commercial area, clubs, residential societies, place of worship etc.
- Major traffic comes from Delhi and multiple transport modes are available, such as buses, metro, private vehicles etc.

# SOUTH CITY 1 REDEVELOPMENT

## SITE DETAILS

South city 1 is one of the residential colonies which were established about 20 years ago.

- The concerned roads are situated in sector 41, Gurugram (Figure 1).
- The roads were initially developed by UNITECH in South City 1.
- Since the colony has been taken over by Municipal Corporation of Gurugram, concerned areas shall be developed further by MCG.



Fig 3.1 Site Connectivity - 1. Signature tower junction 2. Iffco Chowk 3. HUDA City Centre Metro Station

- The concerned area is a stretch of four roads in the colony, which have mixed nature (Figure 2).
- These roads are an approach to schools, hospital, commercial area, clubs, residential societies, place of worship etc.
- The locality has access to two major roads of the city. These major roads become entry points into the colony and provide easy access through public transport into the concerned area.

Such diverse use of the road gives it a unique context and hence demands a higher level of attention, since all these functions require a seamless access during different times of the day and year.

# SITE DETAILS

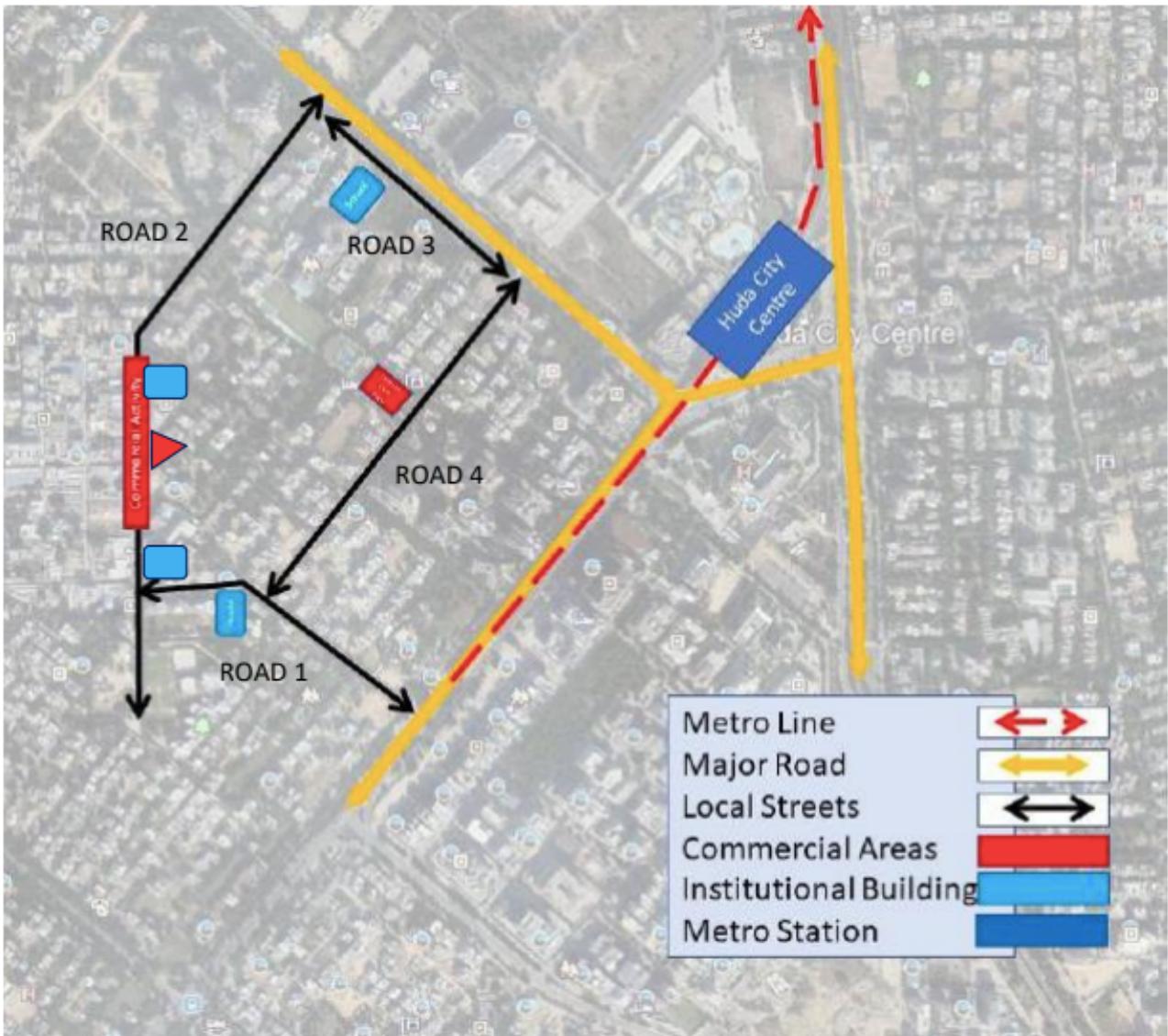


Fig 3.2 Connectivity and marked intervention

The nature of traffic and use of the R.O.W is diverse as well (Refer table 1).

- The remaining R.O.W is prone to abuse and haphazard usage. It indicates the deficiencies of the infrastructure.
- There is a need of upgradation of the R.O.W based on the uses.
- This report shall discuss the possibilities and plan to upgrade or just reclaim the R.O.W for the user.

# EXISTING INFRASTRUCTURE

## 1. Carriageway

- The carriageway is a metalled surface of standard 7 m width with two lanes.
- There is no median, but division is done with road markings.
- The carriageway is well maintained except a few areas which may require minor repair.



## 2. Footpaths

- In present day, the footpaths are almost nonexistent.
- The footpaths planned by the colonizer are damaged and at some places are encroached by vendors, green spaces, parking outside the plot.
- A continuous footpath cannot be found in the concerned area.
- Conflict zones compels the pedestrian to walk on the carriage way.



### **3. Intersections**

- Intersections become point of conflict for both, vehicular as well as pedestrian traffic.
- Illegal parking of private vehicles, auto rickshaws, hawkers are the root cause of conflicts.
- Intersections become difficult to cross to the opposite end due to high speed vehicles or change in levels & discontinuous pavement.



### **4. Street Lighting**

Street lights are an important element to enhance the usability of a space round the clock.

- Street lighting is maintained by MCG in the concerned area.
- Street lights are available only at major junctions,
- Intermediate sections of the area are mostly dark due to lack of sufficient street lights.
- Unfavorable for pedestrian and non-motorized vehicles to commute during dark times of the day.

### **5. Horticulture**

Greening on the road sides has been done by the colonizer.

- Fully grown trees on both sides of the roads.
- Additional plantation has been done by the residents in front of the plot.
- Tall trees provide shade to the concerned areas.
- Foliage has overgrown and need maintenance through pruning, watering and manuring periodically to make the carriageway a clear visibility.

# PROPOSAL

## 1. Carriageway

- This report has not taken any repair works of carriageway, same can be taken by the concerned department.
- Included road safety measures like road studs, road markings, zebra crossing shall be fixed to upgrade & improve the use ability of the same.

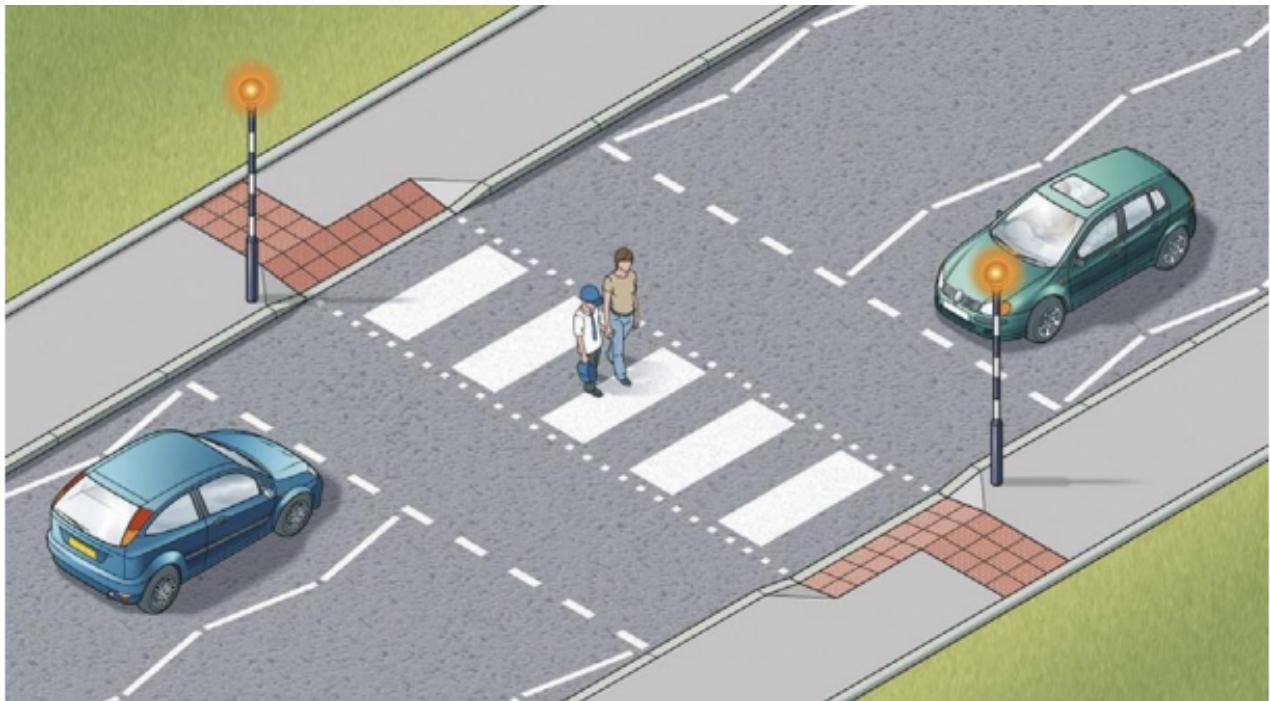


Fig 3.3 A view of Zebra crossing with road markings



Fig 3.4 Speed calming strips

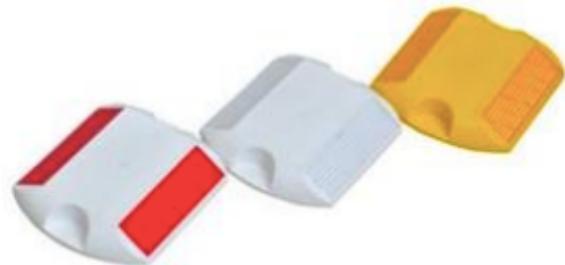


Fig 3.5 Road studs on edge and centre

## 2. Footpaths

- It has been proposed through this report to prioritize the need of having a continuous, pedestrian friendly infrastructure.
- A walkway is proposed on both side of the carriageway of appropriate width as per the need.
- The width shall increase as per the available space and reduce to minimum 1.8 m at places where less space is available.
- An approximately 5 kms long continuous / connected walkway has been proposed.
- Finish: Walkways shall be finished with a homogeneous finish for smooth walkability of all age groups and reduce maintenance costs.
- Height: Walkways shall be raised by just 150 mm, to make it fit to use by all age groups.
- Ramps and cut-in-kerb, raised intersections shall make them universally accessible.
- Walkways in the commercial areas shall be fenced towards the carriage way to avoid misuse by vehicles.
- In other areas it shall be segregated by multi utility zones/ kerb heights only.
- Strict enforcement has to be brought in place to safeguard the rights of the pedestrian in all places.



Fig 3.6 Raised humps on road for pedestrian crossing



Fig 3.8 Walkways with kerb edging of accessible height



Fig 3.7 Homogeneous grit finish walkways

### 3. Intersections

- All intersections shall have 25 meters gap before providing lay-By lanes to prevent parking of vehicles on intersections and cause congestion.
- Traffic calming: All intersections shall have traffic calming measures to reduce the speed of the incoming vehicle, through rumble strips and raised humps.
- Raised bed planters: to guide & restrict the pedestrian to choose pedestrian crossings to cross the carriageway.



Fig 3.9 A typical intersections with essential elements

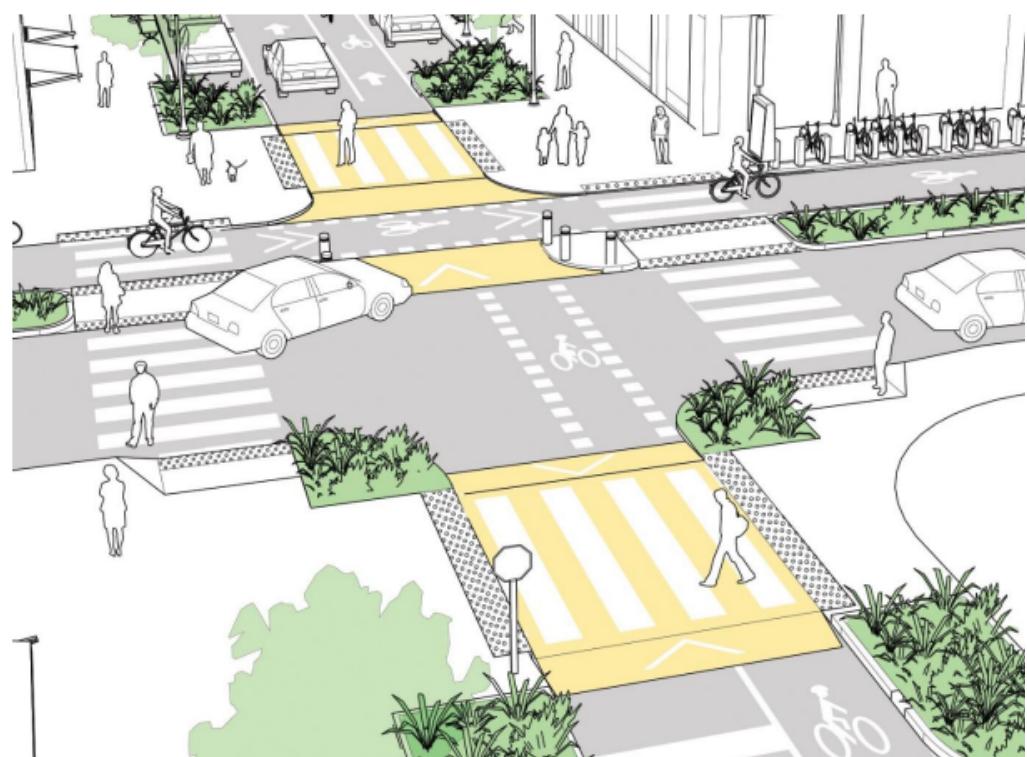


Fig 3.10 A typical intersection with essential elements

#### 4. Lay-By lanes:

- Lay- By lanes are proposed on both sides of the carriageway to accommodate road side parking, drop off zones near schools/ hospitals, parking autos rickshaws near intersections, waiting cabs.
- A standard 2.5 m wide Lay by lane is provided in all the areas with interlocking tiles finish.
- A 2.5 m wide Lay by lane with heavy duty concrete block finish is provided in Lay by lanes in commercial area on road no. 2 to which is to use for loading and unloading through HMVs.
- These Lay by lanes shall provide buffer along the carriageway to park the vehicles and free the carriage way from illegal parking.



Fig 3.11 Lay By Lane with distinguishing finish.



Fig 3.12 Lay By Lane with distinguishing finish.



Fig 3.13 Lay By Lane Road Marking

## 5. Street Lighting & Utility ducts:

- Proposed to install 4m tall street lamps on both sides of the carriage way.
- A Multi utility zone (MUZ) is designated for installing the lamp posts. It shall provide sufficient lighting for comfortable walkability,
- Utility Duct: A continuous utility duct on both sides of the roads is provided for laying service lines etc. to avoid damage or excavation on the side areas. NP3 pipes of 300 mm internal dia. in two layers on both sides of carriageway shall be sufficient to cater the need for the future.



Fig 3.15 Utility ducts to lay service lines.



Fig 3.14 4 M tall street lamps

## 6. Signage

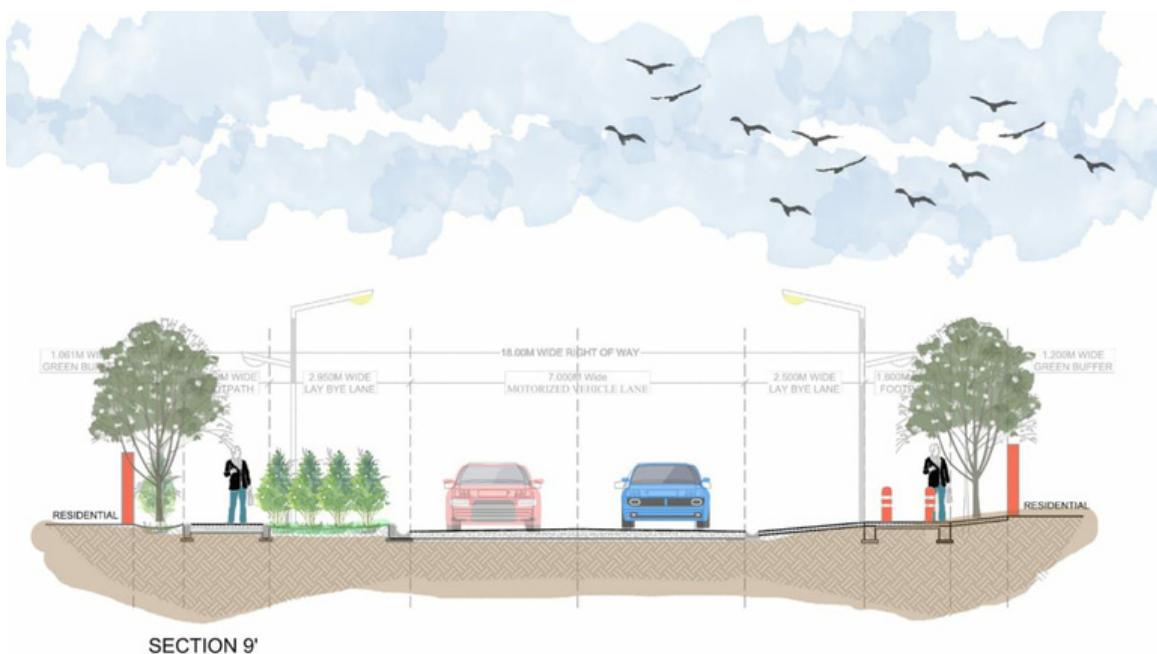
- An efficient way finding and signage scheme is proposed on the MUZ.
- Way finding sign boards shall be provided near intersections, schools, hospital, club, housing societies, market place or any place of merging traffic.
- Besides this appropriate signage for speed limit, no parking etc. shall be used wherever necessary to guide the users.



Fig 3.16 Some signage

## 7. Horticulture

- Though the concerned area has existing fully grown trees, It is proposed that only maintenance and upkeep is done.
- Some provision of planting shrubs and low height plants is made in MUZ & raised planting beds near intersections.
- New plantation can be done by the concerned department at a later stage.





## OVERVIEW OF THE PROJECT

Raahgiri Foundation proposes to implement “Vision Zero” in a formal partnership with various Government Departments, and Nagarro.

The partnership envisions to reduce road traffic deaths through improvements in road engineering, education campaigns and enforcement. This will be done by adopting a scientific approach to identifying blackspots in the district, conducting road safety inspections, re-engineering roads, innovating traffic management techniques, scientific crash investigations, tactical urbanism methods, education programmes in schools and colleges and capacitating city engineers, police and the community.

Underlying the Vision Zero strategy is the Safe Systems Approach – a holistic safety approach that shifts responsibility from the people using roads to the people designing them, integrating core management and action areas to create a safe mobility system forgiving of human error.

# PROJECT OBJECTIVES



**OBJECTIVE 1:** To reduce crash risk for vulnerable road users

## STRATEGY 1.1: BLACKSPOT RECTIFICATION

Activity 1.1.1: Geolocate crashes happened in Gurugram since April 2020 by analysing Police FIRS

Activity 1.1.2: Blackspot Identification and Inspection

Activity 1.1.3: Provide remedial measures for blackspot rectification

Activity 1.1.4: Blackspot rectification by concerned department

## STRATEGY 1.2: ROAD SAFETY INSPECTION AND STREET DESIGN

Activity 1.2.1: Conduct Road Safety Inspection of all major roads

Activity 1.2.2: Conduct Road Safety Inspection of all major roads

Activity 1.2.3: Implementation of measures by concerned departments

**OBJECTIVE 2:** To influence sustainability and scale-up of the project

## STRATEGY 2.1: WORKSHOPS AND OUTREACH

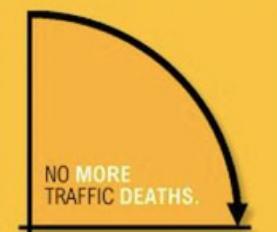
Activity 2.1.1: Capacity Building Workshops for city officials

Activity 2.1.2: Awareness Campaign

Activity 2.1.3: Media Outreach / Advocacy

# VISION ZERO

Vision Zero is a program dedicated towards road safety with a goal of reducing the road accident fatalities to ZERO. It comprises of four key areas of work : Engineering, Enforcement, Education and Emergency. Here is an flowchart on how the program Vision Zero aims to achieve safer roads in its area of work.



ENGINEERING



ENFORCEMENT



EDUCATION



EMERGENCY

# BLACK SPOT IDENTIFICATION

**BLACKSPOTS ACROSS GURUGRAM 2022:** The accidental FIR analysis has been done from the years 2019, 2020 and 2021 and have been listed down according to its severity and priority to work on.

Fig 4.1 Gurugram blackspot table

GURUGRAM BLACKSPOT 2022 (2019, 2020 and 2021)							
Sr. No.	Location of Black Spot	Total Fatalities	Total Serious	Total Minor	Severity Index	Latitude	Longitude
1	RAJIV CHOWK	18	24	18	216	28.4456	77.0336
2	KHERKI DAULA	17	11	4	156	28.402	76.9882
3	NARSINGHPUR CUT	15	14	3	150	28.41473	76.995165
4	IMT MANESAR CHOWK	15	6	2	125	28.3615	76.9402
5	BILASPUR CHOWK	14	20	4	162	28.2886	76.8602
6	HERO HONDA CHOWK	14	11	8	139	28.4358	77.0103
7	KMP TOLL NEAR PANCHGAON	13	10	5	126	28.325462	76.890385
8	PANCHGAON CHOWK	13	18	8	153	28.3178	76.8932
9	IFFCO CHOWK	13	14	4	137	28.478	77.0704
10	SIDHRAWALI CUT	13	7	4	116	28.2641	76.8302
11	NSG CAMPUS MANESAR	12	7	1	106	28.3426	76.9382
12	KAPRIWAS	12	5	6	105	28.2408	76.8116
13	SHANKAR CHOWK	11	16	8	133	28.4981	77.0891
14	MANESAR BUS STAND	10	6	7	95	28.3531	76.9379
15	MANESAR GHATI	10	8	4	98	28.336911	76.927446
16	RAMPURA FLYOVER	10	7	2	93	28.378873	76.961288
17	SANPKA(JAMALPUR)	9	4	0	75	28.375935	76.83022
18	AMBIENCE MALL	9	11	3	99	28.504459	77.094571
19	PATAUDI MARKET AREA	9	11	3	99	28.327651	76.77851
20	SHUBHASH CHOWK	8	5	2	73	28.428635	77.036880
21	ATLAS CHOWK	8	8	2	82	28.49084	77.081330
22	SIGNATURE CHOWK	8	8	1	81	28.468	77.058
23	VATIKA CHOWK	8	9	8	91	28.401345	77.044709
24	KHUSBOO CHOWK	7	8	3	76	28.467993	77.107895
25	SOHNA BUS STAND	6	4	11	65	28.249177	77.070676
26	HAILEYMANDI FLYOVER	6	4	3	57	28.351783	76.75718
27	M.G.ROAD METRO STATION	5	7	1	57	28.479504	77.080773
28	FARRUKHNAGAR CHOWK	5	5	1	51	28.4471	76.8274
29	KHAWASPUR	5	10	7	72	28.394943	76.866979
30	UMANG BHARADWAJ CHOWK	4	8	2	54	28.44828	76.997275
31	SARHAUL TOLL	4	6	1	47	28.5101	77.0935
32	VALLEY VIEW CUT	3	2	4	31	28.434512	77.135151
33	GENPACT CHOWK	3	3	4	34	28.449476	77.099272
34	HAMILTON COURT ROAD-GALLERIA	3	2	5	32	28.467954	77.084476
35	DHANKOT CHOWK	3	6	1	40	28.473464	76.960814
36	MDI CHOWK	2	9	4	45	28.473444	77.055486

Note: This blackspot list has been prepared by the Raahgiri Foundation team for the year 2022 assessing the Accidental FIR Data from Harsamay of the previous three years 2019, 2020 and 2021



Regional Transport Authority, Gurugram

raahgiri foundation  
Rethinking Streets

Gurugram Vision Zero

# CYCLOTHON AND ROAD SAFETY JHANKI

On Independence Day (15th August 2021) in collaboration with NGO Teens of God, cyclothon organized where more than 100 cyclists took part and on Republic Day, Road safety Jhanki was organized where MCG awarded Raahgiri with 3rd Prize.



All the events were amazingly successful, along with these 2 events which showed public participation, and community participation acknowledged and supported by Local and government bodies. Raahgiri Day 2021-2022 was successfully accomplished as per the proposal.

# CAPACITY BUILDING WORKSHOPS

Raahgiri foundation and WRI did a two day workshop with junior engineers and SDOs from all the road owning agencies of Gurugram to sensitise them on the aspects of road safety that go into traffic engineering and civil engineerings and all the processes of road building, operation and maintenance. A sit visit to specific problem areas was also done.



Capacity Building Workshops



Left: site visit with junior engineers and SDOs to their site areas

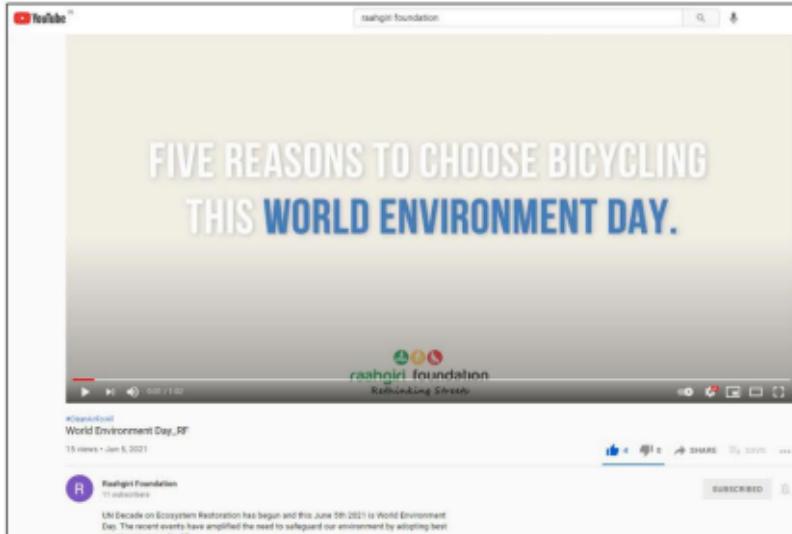
# WORLD BICYCLE AND ENVIRONMENT DAY

Date of Activity:- 3 June 2021 and 5 June 2021

Being under lockdown, an online interactive activity(3rd June - 9th June,2021) was carried out from the World bicycle day and we asked for people to submit their bicycling stories and how bicycling plays a big part in their daily lives or has played a role in their past. A few days later as it was World Environment Day (5th June), a video was released on the social media platforms focusing on the how cycling has an overall benefit towards our environment.



Above: Posters for World Bicycling day and World Environment Day.



Above: Video for World Environment Day.



SCAN THE QR CODE  
TO OPEN THE VIDEO



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# MEDIA COVERAGE

**Gurugram Traffic Police** @TrafficGGM · Jan 23

Gurugram Traffic Police and Administration with @Raaghiri\_Fdn is concluding the 1st week of the Road Safety Month today at Galleria Market, 5 PM. Come along with your friends and family. @gurgaonpolice @Di\_Gurugram @OfficialGMDA @MunCorpGurugram @OfficialGMDA

**28TH JANUARY WEEKEND EVENT, VENUE: GALLERIA MARKET, SECTOR 20**

**TIME: 5PM - 7PM**

**SCHEDULE FOR THE EVENING:**

- INTRODUCTION: 5PM
- FLASH MOB: 5:30PM-6:45PM
- ANCHOR INTERACTION: 5:45PM-6:00PM
- QUIZ SESSION: 6:00PM-6:30PM
- MUSIC SESSION: 6:30-6:45PM
- CONCLUSION: 6:45PM-6:50PM

Gurugram Traffic Police @TrafficGGM · Feb 7  
Did you spot the Traffic panda at Rajeev chowk and Kherki Daula Toll the last week? #nationalroadsafetymonth  
#DriveSafe  
@gurgaonpolice @dcptrafficggm @AkhilKumarboxer

GMDA @OfficialGMDA - Jan 31

We thank everyone who came out yesterday to join us at Raahgiri Day at Anath Road - Gurugram's upcoming 'People Street'. We, at GMDA, will strive to make Gurugram's roads more accessible and people-friendly.

#Cycles4Change #NationalRoadSafetyMonth #Streets4People

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# SOCIAL AND PRINT MEDIA OUTREACH

[Home](#) / [Cities](#) / [Gurugram News](#) / New panel to address issues at Iffco Chowk, Rajiv Chowk pedestrian underpasses

## GURUGRAM NEWS

### New panel to address issues at Iffco Chowk, Rajiv Chowk pedestrian underpasses



The pedestrian underpass at Rajiv Chowk, in Gurugram on Friday. (Vipin Kumar /HT)

Published on Oct 02, 2021 01:53 AM IST

By Kartik Kumar

The Gurugram administration has formed a four-member committee for carrying out field visits at two pedestrian underpasses – Iffco Chowk and Rajiv Chowk -- in the city, for identifying and addressing the issues and resolving those accordingly, said officials on Friday.

## GURUGRAM NEWS

### Zero fatalities at Khanda Chowk since FOB was opened in July 2020



HT Image

Published on Sep 27, 2021 11:29 PM IST



By Kartik Kumar, Gurugram

Construction of a pedestrian bridge has brought down the road fatalities to zero at Khanda Chowk, earlier classified as a black spot with 22 road fatalities reported between 2016 and 2019, according to the Haryana Vision Zero (HVZ) data.

Raahgiri Foundation @Raahgiri\_Fdn · 04 Sep

Footpath repair work and speed limit signage work by @MunCorpGurugram has begun.

They are also making footpaths and safe crossings for pedestrians and cyclists!



2

5

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PODCAST



# Pave The Way

Raahgiri Foundation

In October of 2021, Raahgiri Foundation, in collaboration with the National Institute of Urban Affairs (NIUA), launched the ‘Pave the Way’ podcast. On this podcast, host Akash Basu from Raahgiri speaks with mobility experts around the globe on different issues and ideas surrounding sustainable mobility and transport planning. From October 2021 to April 2022, 5 episodes were released on all streaming platforms.

## EPISODES



### EPISODE 1



PODCAST EPISODE

### The Role of Mobility & Transport Planning in the Climate Crisis

Pave The Way

Oct 2021 · 28 min 54 sec



⊕ ...

#### Episode Description

On this episode, we are joined by Mott MacDonald Professor of Future Mobility at the University of the West of England, Glenn Lyons as we discuss the issues surrounding mobility when it comes to the climate crisis. What the issues are, how we need to see intervention and even solutions to the issue.

## EPISODE 2

PODCAST EPISODE  
**Impact of Urban Mobility & Transport Planning on Air Pollution Levels**  
Pave The Way

Dec 2021 · 34 min 8 sec

Episode Description

On episode 2 of the Pave The Way podcast, we are joined by Executive Director for Advocacy and Research at the Centre for Science & Environment, Anumita Roychowdhury.

We discuss why the air pollution discussion in India dies out after a few months, what the extent of the solution is and how we can pave the way forward to cleaner, more breathable streets and cities.



ANUMITA ROYCHOWDHURY

## EPISODE 3

PODCAST EPISODE  
**The Issues with our Transport Systems, The Role of the Bureaucracy & More (w/ Andy Singer)**  
Pave The Way

Feb 4 · 56 min 50 sec

Episode Description

On episode 3, host Akash Basu interviews and converses with American political cartoonist, Andy Singer, on the failure of our transport systems, the role of the bureaucracy and how they fail to address the real issues & much more.

## EPISODE 4

PODCAST EPISODE  
**Linking Disability and Road Safety Issues (w/ Devika Malik)**  
Pave The Way

Feb 11 · 47 min 22 sec

Play • Minimize • ...

**Episode Description**

On episode 4 of the podcast, host Akash Basu speaks with Devika Malik, co-founder of the Wheeling Happiness Foundation, on the causes of disability in our country, the main reasons for it, and the potential solutions for the same.

Devika was born with hemiplegia, which causes paralysis to one side of the body. She has overcome the challenges of this disability to become an international para-athlete (disability sports) with 8 national & 3 international medals at World Para Athletics Grand Prix competitions; she is a psychological counsellor and, an International Disability Inclusion Advocate & even a TEDx Speaker. Oh and, she's also a social entrepreneur and the co-founder of the aforementioned Wheeling Happiness Foundation.

## EPISODE 5

PODCAST EPISODE  
**Car-Free Days, Vision Zero, The Importance of a 'Citizen's Culture' & More (w/ Dario Hidalgo)**  
Pave The Way

Apr 8 · 46 min 35 sec

Play • Minimize • ...

**Episode Description**

On episode 4, host Akash Basu speaks with sustainable urban transport expert Dario Hidalgo on the value of car-free days, the idea behind Vision Zero programs, the importance of a 'Citizen's Culture' & much more.

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