

**GOVERNMENT OF INDIA**  
**MINISTRY OF HOUSING AND URBAN AFFAIRS**  
**RAJYA SABHA**  
**STARRED QUESTION NO.133**  
**TO BE ANSWERED ON DECEMBER 19, 2022**  
**LEGISLATION TO PROTECT THE RIGHTS OF PEDESTRIANS**

**NO.133.      SHRI JAGGESH:**

**Will the Minister of Housing and Urban Affairs be pleased to state: -**

- (a) whether it is a fact that there is no central level legislation or policy governing or enforcing the rights of pedestrians;
- b) whether Indian cities are struggling constantly to provide safe and secure walking spaces to the pedestrians;
- c) whether Government in consultation with all State Governments proposes to bring in a legislation to protect the rights of pedestrians;
- d) if so, the details thereof; and
- e) if not, the reasons therefor?

**ANSWER**

**THE MINISTER OF HOUSING AND URBAN AFFAIRS**  
**(SHRI HARDEEP SINGH PURI)**

(a) to (e):      A statement is laid on the table of the House.

\*\*\*\*\*

**STATEMENT REFERRED IN REPLY TO RAJYA SABHA STARRED QUESTION NO. 133\*  
FOR 19.12.2022 REGARDING ‘LEGISLATION TO PROTECT THE RIGHTS OF  
PEDESTRAINS’**

(a) to (e): Urban Planning is a State subject. As per 12<sup>th</sup> schedule of the Constitution, urban planning is the function of Urban Local Bodies/ Urban Development Authorities subject to the transfer of the functions by the State Government. Government of India has only advisory role in this matter.

Ministry has issued guidelines/ advisories and made schematic interventions for facilitating the safe and secure walking spaces to pedestrians in cities:

1. Clause 11 and 12 of National Urban Transport Policy 2006 emphasizes on “equitable allocation of road space” from safety consideration of Non-motorized modes including pedestrians. Clause 28 of policy addresses the safety concerns of pedestrians through promotion of segregated rights of way.
2. Urban and Regional Development Plans Formulation and Implementation (URDPFI) guidelines- 2014 promote road safety as integral part of development regulations, local area plan, and other city level planning provisions. It also promotes strategic non-motorized vehicle plan for safety and smooth passage. Section 8.2.17 includes provisions for road safety and design strategies. Section 8.4.10.3 emphasizes on pedestrian infrastructure and adoption of ‘Indian Road Congress (IRC) guidelines 103-2012: Guidelines for pedestrian facilities’. Further, these guidelines provide necessary checklists for road safety to vulnerable road users including pedestrians.
3. Clause 3.1 of Model Building Bye Laws (MBBL) 2016 includes the provision of additional Floor Area Ratio in which provision of “pedestrian safety” is one of the key functions. This ensures development of pedestrian facilities before densification.
4. National Transit Oriented Development policy 2017 covers the aspect of movement of pedestrians. Clause 7.5 and 7.6 of policy emphasises on safe and accessible street for all commuters including pedestrian, bicyclist, motorists and transit riders. Policy advocates the right of way provisions to be designated based on pedestrian volume and adjoining land use. Policy also emphasises on universal accessibility of pedestrian infrastructure and, reduced speed and volume of motorized traffic in the influence zone.

5. Ministry's Atal Mission for Rejuvenation and Urban Transformation (AMRUT) promotes non-motorised urban transport for benefit of pedestrians. Against the total plan size of ₹77,640 crore, ₹1,436 crore has been allocated for non-motorised urban transport. The admissible components under this include development of footpaths/walkways, sidewalks, foot over-bridges etc. So far, 347 projects worth ₹1,025 crore have been grounded, of which 263 projects worth ₹544 crore have been completed. Through these projects, 372 km of walkways have been developed and work on remaining 15 km is under progress.
6. Under Smart Cities Mission of the Ministry, 'Streets for People Challenge' has been launched in September, 2020 to inspire cities to create walking-friendly streets. Cycle-1 of the Challenge was open to all cities under Smart Cities Mission, capital cities of States/UTs and cities with a population of over 5 lakh. 39 cities were shortlisted in Cycle-1 out of which 11 cities were selected for incentive of ₹50 lakh each. Cycle-2 of challenge, launched in January, 2022, is open for all municipal corporations.

\*\*\*\*\*