

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

RAJYA SABHA
UNSTARRED QUESTION NO - 3141
ANSWERED ON - 20/08/2025

DEDICATED PEDESTRIAN FOOTPATHS ON ROADS

3141. SHRI NEERAJ DANGI:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state :-

- (a) whether nearly 20 per cent of road accidents are caused by pedestrians and other causes as per the data of the last report of the Ministry;
- (b) whether Government has planned to improve the condition of roads and provide dedicated pedestrian paths on roads;
- (c) whether Government has taken necessary steps to ensure compliance with the safe system approach for building roads for all users under the Mission and Vision Plan to reduce road accidents by 50 per cent by 2030; and
- (d) if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) The Government publishes report on “Road Accidents in India” based on data received from States/ UTs. As per the data, road accidents are multi-causal phenomenon and are the result of interplay of various factors. These can broadly be categorized into (i) human error, (ii) road condition/environment and (iii) vehicular condition. As per the report, accidents involving pedestrian constitutes about 17% of total number of accidents during calendar year 2022.

(b) Sub-section (1) of Section 198A of the Motor Vehicles Act, 1988 provides for any designated authority, contractor, consultant or concessionaire responsible for the design or construction or maintenance of the safety standards of the road to follow such design, construction and maintenance standards, as may be prescribed by the Government from time to time.

Further, Rule 166(1) of the Central Motor Vehicles Rules (CMVR), 1989 provides that the design, construction and maintenance of National Highways shall be in accordance with the standards and specifications of the Indian Road Congress as may be applicable, or any other instructions or guidelines issued by the Government from time to time.

Rule 166(2) of CMVR, 1989 provides that the design, construction and maintenance of roads including pedestrian pathways other than National Highways shall be in accordance with the standards and specifications of the Indian Road Congress as may be applicable, or any other instructions or guidelines issued by the Government from time to time.

The Government is responsible for development and maintenance of National Highways. Respective State Governments are responsible for development and maintenance of roads under their jurisdiction. Indian Roads Congress (IRC) formulates various standards related to design, construction and maintenance of various categories of roads including National Highways (NHs), State Highways (SHs), Major District Roads (MDRs), Other District Roads (ODRs), village Roads, etc. and publishes the same through codes, manuals, guidelines etc. including provisions related to

road safety. Works on National Highways are carried out in accordance with the specifications for Road and Bridge Works and applicable IRC codes, manuals etc. The respective State Governments have the liberty to decide standards & specifications applicable for roads/ highways under their jurisdiction.

There are various provisions for pedestrian safety on National Highways such as :-

- Provisions of pedestrian facilities have been specified in the IRC:103-2012 "Guidelines for Pedestrian Facilities". A Circular dated 17th June, 2015 has also been issued wherein guidelines for Pedestrian Facilities on National Highways for persons with disabilities have been stipulated.
- Foot Over Bridges (FOBs) are provided at various specified locations with ramps or lifts to facilitate the crossing on National Highways by pedestrians.
- Detailed guidelines are contained in IRC:99-2018 for traffic calming measures, in which various traffic measures such as rumble strip, Speed Bumps, Speed Table/Raised Pedestrian Crossings etc. are provided on National Highways and adjoining roads.

The Motor Vehicles Act, 1988 through an amendment notified in 2019 has strengthened the law to improve the Road Safety scenario and reduce loss of lives. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.

(c) and (d) The Stockholm Declaration on Road Safety, adopted at the 3rd Global Ministerial Conference on Road Safety in February 2020, sets a new global target to reduce road traffic deaths and injuries by 50% by 2030. India is a signatory to the Stockholm Declaration.

Government has formulated a multi-pronged strategy to address the issue of road safety based on 4E's i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care. Accordingly, various initiatives have been taken for road safety in the country as detailed at Annexure.

ANNEXURE REFERRED TO IN REPLY TO PART (c) and (d) OF RAJYA SABHA UNSTARRED QUESTION NO. 3141 ANSWERED ON 20.08.2025 ASKED BY SHRI NEERAJ DANGI REGARDING DEDICATED PEDESTRIAN FOOTPATHS ON ROADS.

Details of various initiatives taken by the Government : -

(1) Education:

- i. Administers a scheme for setting up of Institutes of Driving Training & Research (IDTRs), Regional Driving Training Centres (RDTCs) and Driving Training Centres (DTCs) at state/district level across the Country. Recently revised scheme guidelines have been issued, incorporating enhanced financial assistance and streamlined eligibility criteria for establishing Driving Training Institutes. Additionally, incentives have been introduced for setting up Automated Testing Stations (ATS) in conjunction with Driving Training Institutes (DTIs) under the Training-Testing Cluster approach.
- ii. Administers Road Safety Advocacy Scheme for raising awareness about road safety and for administering road safety programs.
- iii. Observance of National Road Safety Month every year for spreading awareness and strengthening road safety.
- iv. Prepared Concept Note and Road Map for involvement of volunteers under Sadak Suraksha Mitra for Road Safety related works.

(2) Engineering :

2.1. Road engineering:

- i. Road Safety Audit (RSA) of all National Highways (NHs) has been made mandatory through third party auditors/ experts at all stages i.e. design, construction, operation and maintenance etc.
- ii. High priority is accorded to identification and rectification of black spots /accident spots on NHs.
- iii. Road Safety Officer (RSO) has been designated at each Regional Office of road owning agencies under the Ministry to look after RSA and other road safety related works.
- iv. Administers the electronic Detailed Accident Report (e-DAR) Project to establish a central repository for reporting, management and analysis of road accidents data across the Country.
- v. Issued guidelines for the provision of signages on Expressways and National Highways to offer improved visibility and intuitive guidance to the drivers.
- vi. Provisions have been made in the Motor Vehicles Act, 1988 for failure to comply with standards for the road design, construction and maintenance, as prescribed by the Central Government from time to time.

2.2 Vehicle engineering:

Various initiatives were undertaken to make vehicles safer, including the following:-

- i. Mandatory provision of an airbag for the passenger seated on the front seat of a vehicle, next to the driver.
- ii. Prescribed norms related to safety measures for children below four years of age, riding or being carried on a motor cycle. It also specifies use of a safety harness, crash helmet and restricts speed to 40kmph.
- iii. Mandatory provisions for fitment of following listed safety technologies: -

For M1 category vehicles:

- Seat Belt Reminder (SBR) for driver and co-driver.
- Manual Override for central locking system
- Over speed warning system.

For all M and N category vehicles:

- Reverse Parking Alert System

iv. Mandated Anti-Lock Braking System (ABS) for certain classes of L [Motor vehicle with less than four wheels and includes a Quadricycle], M [Motor vehicles with at least four wheels used for carrying passengers] and N [Motor vehicles with at least four wheels used for carrying goods which may also carry persons in addition to goods, subject to conditions stipulated in BIS standards] categories.

v. Mandated speed limiting function/speed limiting device in all transport vehicles, except for two wheelers, three wheelers, quadricycles, fire tenders, ambulances and police vehicles.

vi. Published the rules for recognition, regulation and control of Automated Testing Stations, which define the procedure for fitness testing of vehicles through automated equipment and the procedure for grant of fitness certificate by ATSS. The rules have been further amended on 31.10.2022 and 14.03.2024.

vii. Formulated the Vehicle Scrapping Policy based on incentives/dis-incentives and for creating an ecosystem to phase out old, unfit and polluting vehicles.

viii. Formulated a Scheme to set up one model Inspection & Certification Centre in each State/UT with Central assistance for testing the fitness of vehicles through an automated system.

ix. Published rules regarding the Bharat New Car Assessment Program (BNCAP) to introduce the concept of safety rating of passenger cars and empower consumers to take informed decisions.

x. Published rules regarding prescribed level playing field in the area of manufacturing of buses by Original Equipment Manufacturers (OEMs) and Bus Body Builders.

xi. Mandated vehicles, manufactured on or after 1st October, 2025, shall be fitted with an air-conditioning system for the cabin of vehicles of N2 (goods vehicle with gross vehicle weight exceeding 3.5 tonnes but not exceeding 12.0 tonnes) and N3 (goods vehicle with gross vehicle weight exceeding 12.0 tonnes) category.

xii. Published rules for revision of standards for Safety Belt, Restraint Systems and Safety Belt Reminder to provide provisions for applicability of revised standards for safety belt assemblies, safety belt anchorages and the installation of Safety Belts and Restraint Systems, in Motor vehicles of category M,N and L7 w.e.f. 01st April, 2025. Further, the vehicles of category M1, manufactured on and after the 1st April 2025, shall meet the requirement of safety belt reminder for all front facing rear seats as per AIS-145-2018.

(3) Enforcement:

i. The Motor Vehicles (Amendment) Act, 2019 as stands implemented provides for strict penalties for ensuring compliance and enhancing deterrence for violation of traffic rules and strict enforcement through use of technology. Traffic management and enforcement is essentially in the domain of State Governments/UT Administrations. While Central Government formulates rules under the Motor Vehicle Act, 1988, the enforcement of these rules comes under the purview of State Governments/UT Administrations.

ii. Issued rules for Electronic Monitoring and Enforcement of Road Safety. The rules specify the detailed provisions for placement of electronic enforcement devices on high risk & high density

corridors on National Highways, State Highways and critical junctions cities having a population of more than one million in the country and cities under National Clean Air Programme (NCAP).

iii. Government has issued guidelines for incentive to States for Implementation of Electronic Enforcement of Road Safety under the Scheme for Special Assistance to States for Capital Investment 2025-26 (SASCI 2025-26) with allocation of Rs. 3,000 Crore (on first come first serve basis).

iv. On 10th June, 2024, the Government has issued an advisory to all the States and Union territories on technological interventions for ensuring compliance with Motor Vehicle Act, 1988.

(4) Emergency care:

i. Revised the scheme guidelines (named as Rah-Veer) for the protection of Good Samaritan, who in good faith, voluntarily and without expectation of any reward or compensation renders emergency medical or non-medical care or assistance at the scene of an accident to the victim or transports such victim to the hospital. As per the scheme, the reward for Rah-Veer has been increased to Rs.25,000/- from Rs.5,000/-.

ii. Enhanced compensation of victims of Hit and Run motor accidents (from Rs. 12,500 to Rs. 50,000 for grievous hurt and from Rs. 25,000 to Rs.2,00,000 for death).

iii. The National Highways Authority of India has made provisions for ambulances with paramedical staff/Emergency Medical Technician/Nurse at toll plazas on the completed corridors of National Highways.

iv. Government in Ministry of Road Transport and Highways has notified the Cashless Treatment of Road Accident Victims Scheme, 2025 on 5th May, 2025. The detailed guidelines including process flow, stakeholder wise standard operating procedures and clearly delineated roles and responsibilities have also been notified on 4th June, 2025.
