

**GOVERNMENT OF INDIA**  
**MINISTRY OF HOUSING AND URBAN AFFAIRS**  
**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 3412**  
**ANSWERED ON 23/03/2026**

**IMPLEMENTATION OF TOD POLICY IN INDIAN CITIES**

**3412. SHRI S NIRANJAN REDDY:**

**Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:**

- (a) whether Government has reviewed the implementation of the Transit Oriented Development (TOD) Advisory issued in September, 2023 and the National TOD Policy, 2017;
- (b) whether several States and cities are yet to formulate or operationalise TOD policies despite the potential of TOD to increase ridership of metro and mass transit systems;
- (c) whether any city in the country has successfully implemented TOD along metro corridors so far, if so, the details thereof; and
- (d) whether Government proposes to promote TOD-based urban planning, taking lessons from international models such as Copenhagen, to create walkable and transit-oriented cities?

**ANSWER**

**THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS  
(SHRI TOKHAN SAHU)**

(a) to (d): As per 12th Schedule of the Constitution of India, urban planning including urban transport planning is the function of Urban Local Bodies (ULBs)/ Urban Development Authorities. Government of India supplements the efforts of the States through schematic interventions/ advisories.

The National Transit Oriented Development (TOD) Policy issued by Ministry of Housing and Urban Affairs (MoHUA) in 2017, promotes sustainable compact urban growth by aligning land use planning with mass transit systems like Metro and Bus Rapid Transit System (BRTS). It encourages higher density, mixed-use development within 500–800 m of transit stations, supported by enhanced Floor Area Ratio (FAR), improved non-motorized transport, and multimodal connectivity, aiming to reduce reliance on private vehicles.

The policy's key goals are to increase public transport usage, reduce travel demand, ensure inclusive housing for Economically Weaker Section (EWS), improve walkability and safety, and enable climate-friendly mobility. It is guided by principles, including compact development, affordable housing integration, mixed-land use, and private sector engagement through tools like Public-Private Partnership (PPP) and land value capture.

Further, as per Metro Policy 2017, there is a provision that Metro project proposal should mandatorily contain a chapter on the Transit Oriented Development with proposed intermodal integration, universal accessibility, adequate walkways for Non-Motorised Urban Transport, stations for public bike sharing, commensurate parking lots for cycles and personal vehicles as well as adequate arrangement for receiving and dispatch of feeder buses at all metro stations.

The URDPFI Guidelines, 2014 Chapter 5- Urban Planning Approach provide for planning norms that promote compact, mixed-use development and Transit Oriented Development (TOD), including provision of adequate pedestrian pathways, integration of land use with transport systems, and enhanced connectivity to enable safe, accessible and walkable urban environments.

Atal Mission for Rejuvenation and Urban Transformation (AMRUT) was launched on 25 June 2015 in selected 500 cities (485 cities including 15 merged cities) and towns across the country. Under AMRUT, Non-motorised Urban Transport is one of the thrust areas of the AMRUT Mission that includes provision of pedestrian, non-motorized and public transport facilities, cycle tracks, parking spaces etc promoting environment friendly developments with low-carbon objectives. So far, 348 projects worth ₹1,022.27 crore have been grounded of which works worth ₹986.06 crore have been physically completed. 430 km length of pedestrian/walkways and 43 km length of dedicated cycle track has been created.

The Ministry also supports States/UTs in strengthening the urban planning ecosystem through Scheme for Special Assistance to States for Capital Investment (SSASCI). Under the TOD component of SSASCI, the Government provides capital funding incentives to states and cities for notifying TOD corridors. Under SSASCI 2023-26 (Urban Planning Reforms), 39 TOD corridors were notified (Draft/Final) in eight States.

These initiatives demonstrate the Government's continued efforts to promote TOD-based, walkable and transit-oriented urban development in the country in line with global best practices.

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