

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
UNSTARRED QUESTION NO. 873
ANSWERED ON 27/07/2026**

ENSURING ADEQUATE PEDESTRIAN INFRASTRUCTURE

873. SHRI S.R. SIVALINGAM:

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

- (a) the concerns relating to inadequate pedestrian infrastructure, unsafe footpaths and rising dependence on private vehicles affecting urban mobility across the country;
- (b) the steps undertaken by Government to promote walkable cities through pedestrian-friendly roads, cycling infrastructure and integrated public-transport systems;
- (c) the progress achieved by Government in improving last-mile connectivity, accessible footpaths and non-motorised transport facilities in major urban centres; and
- (d) the priorities identified by Government for reducing traffic congestion, pollution and mobility inequality through sustainable urban-planning measures?

ANSWER

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

(a) to (d): As per 12th Schedule of the Constitution of India, construction and maintenance of municipal roads, bridges, and associated pedestrian footpaths falls within the domain of State Governments, Urban Local Bodies (ULBs) and Urban Development Authorities (UDAs). The Government of India supplements these efforts through model regulations, technical standards, guidelines and advisories, and has undertaken several policy and programmatic initiatives to ensure adequate pedestrian infrastructure, enhance public transport mobility, improve last-mile connectivity, reduce traffic congestion, and promote integrated, sustainable and efficient urban transport systems across the country.

The Government has issued the National Urban Transport Policy (2006), Metro Rail Policy (2017), Transit Oriented Development (ToD) Policy (2017), and other policy guidelines to assist States/UTs/ULBs in the planning, developing, and managing urban transport systems. The advisory URDPFI Guidelines specifically provide for footpaths along all roads under Section 8.2.3. These frameworks promote an integrated, multimodal and people-centric approach to urban mobility, with emphasis on seamless connectivity, public transport and non-motorized transport.

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In addition, national missions and schemes such as the Atal Mission for Rejuvenation and Urban Transformation (AMRUT), the Scheme for Special Assistance to States for Capital Investment (SSASCI) and the Urban and Regional Development Plans Formulation and Implementation (URDPFI) Guidelines, 2014, support States/UTs/ULBs in developing adequate and safe pedestrian infrastructure.

Under the AMRUT scheme, launched in 2015, 500 cities (now 485, including 15 merged cities) were selected with a focus on developing basic urban infrastructure, with non-motorised urban transport identified as one of the components.

Implementation of 346 Green Mobility projects under AMRUT has promoted environment friendly modes of transport and infrastructure, resulting in the creation of about 474.34 km of walkways and cycle tracks.

Under AMRUT 2.0, launched in 2021, AMRUT Mitra initiative in convergence with the National Urban Livelihoods Mission (NULM), Women Self-Help Groups have been involved in tree plantation and maintenance. Under this initiative 2,958 projects for tree plantations and maintenance have been approved. As per status updated by the States/ UTs on AMRUT 2.0 portal, around 7.74 lakh trees have been planted which will help in reducing pollution in cities/towns.

Under Special Assistance to States for Capital Investment (SSASCI) scheme, Cities and ULBs have been encouraged to undertake climate sustainability initiatives under urban planning to develop walkable safe streets and footpaths.

During SSASCI 2023–26, several cities have undertaken street pedestrianization reforms, and 39 Transit Oriented Development (TOD) corridors have been notified (Draft/Final) in eight States, enabling higher FAR/floors, increasing density within TOD zones and supporting improved last-mile connectivity. As an outcome of these reforms, 22 streets with a total length of about 63.73 km have been pedestrianized in 10 States, contributing to safer, more climate-resilient and people-centric urban mobility.

Urban transport is primarily a State subject. The Central Government continues to provide policy guidance and financial assistance through various schemes and initiatives to support States/UTs in developing integrated and efficient public transport systems.

Under the PM-eBus Sewa Scheme, the Government has sanctioned 10,000 electric buses across more than 100 cities to augment city bus services, improve public transport accessibility, strengthen first- and last-mile connectivity, encourage greater use of public transport, and promote sustainable, clean, energy-efficient urban mobility and contributes to reducing dependence on private vehicles.
