

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
LOK SABHA
UNSTARRED QUESTION NO. 3001
TO BE ANSWERED ON AUGUST 04, 2022**

TRANSIT-ORIENTED DEVELOPMENT POLICY

**NO. 3001. SHRI PRATAP CHANDRA SARANGI:
SHRI BRIJBHUSHAN SHARAN SINGH:
SHRI P.P. CHAUDHARY:
DR. RAMAPATI RAM TRIPATHI:
SHRI C.R. PATIL:
SHRI SANGAM LAL GUPTA:
SHRI RAJBAHADUR SINGH:**

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

- (a) whether the Government proposes to formulate or has formulated a national policy on Transit-Oriented Development (TOD) and if so, the details thereof;**
- (b) the salient features of the TOD policy;**
- (c) whether the Government has records of TOD policy being implemented in the country; and**
- (d) if so, the details thereof and the status of such policy in the country, State-wise particularly in Odisha, Uttar Pradesh, Rajasthan, Gujarat and Madhya Pradesh?**

ANSWER

**THE MINISTER OF STATE IN THE
MINISTRY OF HOUSING AND URBAN AFFAIRS
(SHRI KAUSHAL KISHORE)**

(a) to (d): Urban Transport is integral part of Urban Development which is a State subject. As such, initiatives for policy, planning, management and implementation of urban transport system including notification/adoption of the principles of Transit Oriented Development Policy as a Master Plan/Development Plan of the city, are taken by the respective ULBs/States/UTs. However, national policy on Transit Oriented Development (TOD) was notified on 1-5-2017 which is a guidance document for Indian cities/States to develop, notify

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and formulate State/UT/city specific TOD policies for implementation of projects. TOD Policy aims to promote planned and sustainable urban centers with high density, mixed land-use within an influence zone of 500-800 meters of mass transit stations. The objective is to enable transformation of cities from private vehicle dependent development to public transport oriented development, promote the use of public transport by making it accessible, and at the same time curb pollution and other negative externalities of motorization. The silent features of the policy are to as under:-

- **Compact and Dense Development**
- **Mix of land uses**
- **Mandatory Housing and Housing Diversity**
- **Multimodal Integration**
- **Focus on pedestrians, cyclists and NMT users**
- **Street Oriented Buildings and Vibrant Public Spaces**
- **Managed Parking**
