

GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
LOK SABHA
UNSTARRED QUESTION NO. 2180
TO BE ANSWERED ON FEBRUARY 12, 2026
TRANSIT-ORIENTED DEVELOPMENT POLICIES

NO. 2180. SHRI YADUVEER WADIYAR:
SHRI CHANDAN CHAUHAN:

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

- (a) the status of Transit-Oriented Development policies adopted by cities during the last five years;**
- (b) the manner in which urban transport planning is being aligned with climate-resilient and low-carbon objectives;**
- (c) whether funding has been provided for pedestrian-friendly and cycling infrastructure and if so, the details thereof;**
- (d) the progress made under national programmes for urban climate adaptation; and**
- (e) the measures undertaken to incentivise cities to adopt integrated land-use and mobility planning?**

ANSWER

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

(a) to (e): 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 for 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.

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 environmental friendly developments with low-carbon objectives, so far, 348 projects worth ₹1,020.7 crore have been grounded of which works worth ₹983.16 crore have been physically completed. 430 km length of pedestrian/walkways and 43 km length of dedicated cycle track created.

Urban climate adaptation is being supported under national programmes such as AMRUT and AMRUT 2.0. Development of green spaces and parks is another thrust area of AMRUT Mission, through 2,497 green spaces & parks projects completed under AMRUT, around 5,277 acre of permeable green space have been developed. Also, under AMRUT, 09 water body rejuvenation projects worth ₹71.29 crore taken up.

AMRUT 2.0 is launched in the year 2021 in all Urban Local Bodies (ULBs)/ cities. Under the Mission, States/ Union Territories (UTs) are empowered to select appraise, propose and implement projects. Under AMRUT 2.0, rejuvenation of water bodies and wells is one of the main components. The admissible elements under this include harvesting the rainwater through storm water drains into water body (which is not receiving sewage/ effluent). Under AMRUT 2.0, so far, 3,016 water body rejuvenation projects worth ₹6,223.48 crore have been approved. Under AMRUT 2.0, so far 1,665 green spaces & park projects worth ₹1,117.48 crore have been approved. Further, Central Government has launched PM-eBus Sewa Scheme which aims to deploy 10000 electric buses with a Central Assistance (CA) of ₹20,000 crore. As on date, 9642 electric buses have been sanctioned for development in 110 cities across 18 States and 5 UTs under PM eBus Sewa.

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. Also, States/UTs are incentivised for Creation of Sponge Cities, creation of Urban Forests, conservation and rejuvenation of water bodies, rejuvenation of existing wells. Under SSASCI 2023-24 & 2024-25 (Urban Planning Reforms), twenty-eight TOD corridors were notified in six States.

To further encourage States/Union Territories to adopt and implement TOD, the Government has extended the TOD components under Urban Planning Reforms in SSASCI scheme 2025–26 which also covers incentives for Creation of Urban Infrastructure Development Fund (UIDF) with a dedicated escrow account and provisions for betterment levies and cess charges.
