

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
LOK SABHA
UNSTARRED QUESTION NO. 3035
TO BE ANSWERED ON AUGUST 06, 2026**

PEDESTRIAN INFRASTRUCTURE

NO. 3035 THIRU DR. S JAGATHRATCHAKAN:

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

- (a) whether the Government is aware of the concerns relating to inadequate pedestrian infrastructure, unsafe footpaths, traffic congestion and rising dependence on private vehicles affecting urban mobility and equitable access across cities in the country and if so, the details thereof;**
- (b) the steps taken by the Government to promote walkable cities through pedestrian-friendly roads, cycling infrastructure, integrated public transport systems and improved last-mile connectivity under urban development programmes;**
- (c) the progress made by the Government in expanding non-motorized transport facilities, accessible footpaths, street safety measures and inclusive mobility infrastructure for women, elderly citizens and differently able persons in urban areas; and**
- (d) whether the Government has assessed the implications of continued prioritisation of motor vehicle infrastructure over pedestrian and public transport systems in densely populated cities and if so, the details thereof?**

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

(a): As per the Twelfth Schedule of the Constitution of India, urban planning, including planning and provision of roads, footpaths and urban transport infrastructure, is a function of Urban Local Bodies (ULBs)/Urban Development Authorities. The respective State Governments/Union Territories and ULBs are, therefore, responsible for assessing local mobility conditions and for planning, developing, maintaining and enforcing provisions relating to pedestrian pathways, cycling infrastructure, street safety, public transport and last-mile connectivity. The Government of India supplements their efforts through policies, advisories, technical guidelines, schematic interventions and financial assistance.

(b) to (d): The Ministry of Housing and Urban Affairs has published the Urban and Regional Development Plans Formulation and Implementation (URDPFI) Guidelines, 2014, the National Urban Transport Policy, 2006 and the Metro Rail Policy, 2017, which encourage integrated land-use and transport planning, pedestrian- and cycle-friendly development, prioritisation of public transport and provision of adequate non-motorised transport infrastructure. The URDPFI Guidelines specifically recognise last-mile connectivity as an integral element of the Chapter 4 Regional Planning Approach under Section 4.5.1 and address non-motorised transport and accessibility to public transport as part of Chapter – 6 Sustainability Guidelines, sustainable urban transport planning under Section 6.1.3.

Chapter -7 Simplified Planning Techniques - Section 7.3.5 and Table 7.4 of the URDPFI Guidelines provide for surveys of pedestrian facilities, non-motorised vehicle infrastructure, public transport and overall mobility patterns as part of the plan-preparation process. Chapter -8 Infrastructure Planning, Sections 8.2.3 and 8.2.4 prescribe planning and design standards for footpaths and cycle/non-motorised vehicle tracks. Further, under the Atal Mission for Rejuvenation and Urban Transformation (AMRUT), non-motorised urban transport was one of the thrust areas. So far, 431 km of pedestrian pathways/walkways and 43 km of dedicated cycle tracks have been created under the Mission. 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 reduce dependence on private vehicles.

Chapter -8 Infrastructure Planning, Section 8.2.15 of the URDPFI Guidelines, relating to Transit-Oriented Development and mass transit, advocates an integrated public transport system combining different modes and services through interchanges and feeder services, rationalisation of existing services and improved passenger dispersal at transport terminals. The Ministry also supports States and cities through the Scheme for Special Assistance to States for Capital Investment for strengthening the urban planning ecosystem. Under its Transit-Oriented Development component, capital incentives have been provided for notification and implementation of TOD corridors. So far, 39 TOD corridors have been draft/final notified in eight States, enabling higher Floor Area Ratio/floors, increased density within TOD zones and improved last-mile connectivity.