

एम० रामाचन्द्रन
M. RAMACHANDRAN

शहरी विकास मंत्रालय
निर्माण भवन, नई दिल्ली-110011
MINISTRY OF URBAN DEVELOPMENT
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सचिव, भारत सरकार
Secretary to the Government of India

D.O.No. K-14011/07/2007-UT
02nd January, 2008.

Dear Chief Secretary,

Sub: Promoting pedestrianisation and non motorised transport.

With the rapidly increasing number of personalised vehicles, pedestrians and cycle users are being edged out. The unfortunate part is that whatever pedestrians and non motorised transport (NMT) facilities are existing, they are being greatly diminished while doing widening of roads to facilitate movement of personalised vehicles. As such, the roads are increasingly becoming unsafe for the pedestrians and non motorised transport because these modes have to share the same right of way with the motorised modes. This is leading to drastic reduction in the share of pedestrians and NMT trips in the city. Even the flyovers which are being constructed quite often have no concern for the needs of pedestrians, cyclists and public transport but rather focus only on movement of personalised vehicles.

2. As you are aware the pedestrians and the cyclists use the least space on the road and these modes are most environment friendly modes of transport. Every public transport user is also a pedestrian, as no public transport trip can be completed without a pedestrian trip. The National Urban Transport Policy, 2006 emphasises the greater use of public transport, pedestrianisation and non motorised modes. In the present scenario of global warming, the need of the hour is to reduce carbon emissions and promote environment friendly modes of transport.

3. As such, whatever roads are being built, new or widened, enough provision should be made for dedicated paths for pedestrians and cycle users with properly designed pedestrian and cycle paths. Such provision should be made available while planning road length in the city, where it is not possible to provide dedicated paths for pedestrians and cyclist, traffic calming measures need to be adopted to limit the maximum speed of motorised vehicles to 30 kmph or so. Even the flyovers which are being constructed should have proper design for taking care of movement needs of pedestrians and cyclists.

4. While preparing Master Plans, which comprise of both proposed land uses and major transportation corridors, it would be desirable to incorporate complete network of bicycle tracks to promote safe cycling practice between homes and schools and work centres in particular. Further, when State Governments develop IT/BPO Towns, Satellite Towns, SEZs, etc. these proposals must make provision for both cycle tracks and pedestrian movement as viable alternatives to use of personalised motorised modes. State Governments also need to adhere to UDPFI Guidelines, 1996 (MOUD) which prescribe norms and standards for urban roads design considerations including sidewalks (footpaths) and cycle tracks.

5. You are, therefore, requested to issue necessary instructions to the concerned officials and agencies in this regard so that we can address the safety and environment concerns of urban transport.

With regards,

All Chief Seceratry

Yours Sincerely,

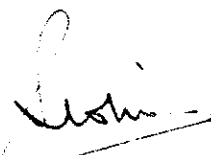
Sd/-

(M. Ramachandran)

Copy to:

Secretary, Ministry of Road Transport & Highway, Transport Bhawan, Parliament Street, New Delhi.

✓ Principal Secretary/ Secretary (Urban Development)/ Transport/ PWD of all States/UTs



(S.K.Lohia)
Director (UT)