



Ministry of Housing and Urban Affairs
Government of India

Outcome of

Right to Walk - Creating Safe, Walkable and Well-Connected Cities

Reporting Back Session

Speakers and Session Format

Panel 1: Planning & Policies: Reclaiming the Right-of-Way through Human-Centric Design

Panel 2: Executing the Right-to-Walk: Tech-Enabled Governance and Sustainable Financing

SESSION 1

Right to Walk—Creating Safe, Walkable and Well Connected Cities

CHAIR



**Shri Praveer Kumar,
Joint Secretary**
National Urban Digital Mission, MoHUA

CO-CHAIR



**Shri Raghavendra Pal
Singh, Director**
National Urban Digital Mission,
MoHUA

PANELISTS



Shri N. Saravana Kumar, IAS
Vice Chairman,
Delhi Development Authority



**Dr. Vijay Namdev
Suryawanshi, IAS**
Municipal Commissioner & Administrator
Pimpri Chinchwad Municipal Corporation



**Shri Smit Santosh
Lodha, IAS**
Deputy Municipal Commissioner,
Surat Municipal Corporation



**Prof. Deepty Jain,
Associate Professor,**
Transportation Research &
Injury Prevention Centre,
Indian Institute of Technology, Delhi

MODERATORS



Prof. (Dr.) Virendra Kumar Paul
Director, SPA Delhi



Dr. PP Anil Kumar, Professor
Architecture & Planning Chairman,
NIT, Calicut



Shri Ashutosh Gautam
Director (Projects)
NBCC (India) Limited



Ms. Mandeep Kaur, IAS
Commissioner/ Secretary to
Government, Housing & Urban
Development Department, UT of
Jammu & Kashmir



Shri. Aojasvi Raj, IAS
Commissioner Mathura-Vrindavan
Municipal Corporation



Shri Chanchal Rana, IAS
Vice Chairman, Bhubaneswar
Development Authority & Managing
Director, Bhubaneswar Smart City
Limited

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Director, MoHUA

Challenges Identified



Fragmented pedestrian space: Discontinuous or obstructed footpaths, unsafe crossings, parking encroachment and traffic conflicts compromise everyday walking.



Weak planning integration: Walking receives insufficient priority in land-use planning, redevelopment, transit-oriented development and first- and last-mile connections.



Poor accessibility and comfort: Existing footpaths can lack universal access, adequate shade and lighting.



Unclear institutional responsibility: Multiple agencies, uncoordinated utility works and weak enforcement undermine implementation.



Constrained street widths: Older neighbourhoods leave limited room for pedestrian space alongside traffic, utilities, trees and other street functions.



Funding and lifecycle gaps: Limited dedicated funding, technical capacity constraints and initial-cost cutting can lead to repeated repairs and poor asset performance.

Key Areas of Deliberation



Make walking integral to urban planning



Reclaim and allocate street space for all users



Connect walking with public transport



Design for universal accessibility and safety

Strengthen delivery institutions and technology-enabled governance



Secure sustainable financing and lifecycle management



Build community ownership and protect the urban environment



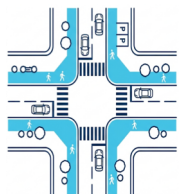
Key Recommendations



Institutionalise the Right to Walk: Embed pedestrian priority in statutory plans, urban development projects, complete-street standards and public-transport planning.



Prioritise quality and lifecycle costs: Avoid lowest-initial-cost procurement where it compromises durability. Include quality assurance, maintenance planning and long-term asset performance.



Protect right-of-way: Secure land at the planning stage wherever possible. Retrofit existing streets through traffic calming and road-space reallocation.



Adopt inclusive, community-led design: Apply universal design, safeguard trees and green spaces, engage school communities and local stakeholders, and address parking and encroachment through consistent enforcement.



Empower ULBs and assign accountability: Strengthen dedicated mobility functions and technical capacity. Clarify inter-agency coordination, enforcement and responsibility for operation and maintenance.



Integrate pedestrian infrastructure into all street projects with continuous footpaths, safe crossings and coordinated utilities, drainage, lighting and landscaping.



Provide predictable, diversified financing: Dedicate resources to walking and cycling. Assess performance-linked grants, municipal green bonds, the Urban Challenge Fund, land-value capture and partnerships.

Way Forward



Assess and prioritise: Audit pedestrian accessibility and identify missing links, unsafe junctions, school zones and transit-access gaps.



Coordinate delivery: Assign implementation responsibilities, align utility and road works, and build capacity for design and enforcement.



Prepare implementable projects: Carry pedestrian requirements into road designs, redevelopment proposals, detailed project reports and tender documents.



Prepare funded project proposals: Assess financing options and include dedicated budgets, operation and maintenance costs during project preparation.



Pilot local solutions: Test complete streets, safe school zones, traffic calming and neighbourhood walking networks within available right-of-way.



Monitor performance: Use GIS inventories, digital audits, traffic-management systems and citizen grievance mechanisms for periodic reviews.



Engage communities during implementation: Involve residents, schools and market traders. Integrate tree protection, shade and climate-responsive design into local projects.



Thank You