

**(MASTER PLAN SECTION)****PUBLIC NOTICE**

Delhi Development Authority / Central Government has proposed '**Draft Policy for Enhancing Walkability in Delhi**'. It has been decided to put these regulations in the public domain to get the views/ Suggestions of the general public / stakeholders with respect to the proposal. Accordingly, these regulations are hereby put up in public domain on DDA's website i.e. **www.dda.org.in** (under '**HOT LINKS**' and '**PUBLIC NOTICES**').

Any person having any views/ suggestions with respect to these regulations may send the views/ suggestions in writing to the Commissioner-cum-Secretary, Delhi Development Authority, 'B' Block, Vikas Sadan, New Delhi-110023 within a period of **Twenty One (21)** days from the date of issue of this Notice. The person making the observations/ views/ suggestions should also give his/her name, address, telephone / contact number and e-mail ID which should be legible.

The text of 'Draft Policy for Enhancing Walkability in Delhi' shall also be available for reference at the Office of the Dy. Director, Master Plan Section, 6th Floor, Vikas Minar, IP Estate, New Delhi-110002, on all working days within the period referred above.

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Place: New Delhi

Sd/-

(D. Sarkar)

Commissioner-cum-Secretary,
Delhi Development Authority

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DRAFT POLICY FOR ENHANCING WALKABILITY IN DELHI

1. NEED FOR THE POLICY

- 1.1. Delhi has high volumes of pedestrian movement throughout the city. As many as 34% of all daily person trips are 'walk-only', with 58% of all education trips and 31% of all business and service trips being walking trips. Almost 50% of metro users travel to/from the stations on foot. Walking is also the dominant mode of travel for 77% of the urban poor who commute on foot. Additionally, almost 60% of all trips are less than 4km and 80% below 6km - an ideal distance for using non-motorized modes like walking and cycling. Despite such high walking numbers, Delhi's walking potential has not been fully realised. The aspect of 'walkability' needs to be given adequate policy and administrative focus to address the issues of patchy and poor pedestrian infrastructure and a general lack of good quality walking environment.
- 1.2. Following are the major bottlenecks for walking in Delhi:
 - i. Weak enforcement of traffic rules concerning pedestrian space and movement. This leads to general lack of respect and recognition of pedestrian priority on streets. This results in accidents due to unruly motorist behaviour and acute modal conflicts – use of footpaths for driving by motorcycles, cars and paratransit to avoid road congestion, non-compliance with traffic rules at intersections and pedestrian crossings, parking of vehicles on footpaths and other pedestrian-only areas, etc.
 - ii. Absence of adequate pedestrian infrastructure - almost 40% of road length has no footpaths (basic walking infrastructure). In several stretches the existing footpaths are not designed as per standard widths and other norms. This is compounded by the almost complete lack of supporting infrastructure like seating, street furniture, shade-giving trees, public utilities like toilets and drinking water fountains, etc. that can help improve the pedestrian experience.
 - iii. Inadequate maintenance of available pedestrian infrastructure – leading to broken and unsafe footpath surfaces and kerbs and unusable street furniture.
 - iv. Presence of barriers to walking – existing pedestrian space is blocked by various utilities, unregulated hawking and encroachment by home owners and local businesses.
 - v. Pedestrian infrastructure does not follow principles of universal accessibility – the existing infrastructure and facilities are not designed to reflect the needs of the elderly, children, women or those with disabilities.
 - vi. Lack of safety and security – People are discouraged from walking due to inadequate illumination, long block lengths of buildings, inactive public spaces, negligence such as open manholes and unutilized construction material lying on footpaths etc. The threat of exposure to air pollution is also a major deterrent.
- 1.3. Delhi has largely experienced an automobile-centric planning characterised by mono-functional land use distribution resulting in long trip distances, gated areas and streets, long block lengths, low density of pedestrian-only networks or low-speed streets, etc. This has led to negative externalities such as air pollution and road congestion due to overt dependence on private vehicles, loss of productivity associated with long travel distances, reduced social interaction due to inadequate availability of active and walkable public spaces and streets, etc. Moving to a more pedestrian-centric planning approach is

widely recognised as a critical strategy for ensuring sustainable development, leading to direct benefits for citizens in the long term. These include:

- i. improved physical health and reduced risk of lifestyle diseases; reduced healthcare costs
- ii. reduced congestion and improved traffic safety
- iii. reduced carbon emissions and air pollution
- iv. increased social interaction, enhanced opportunities to attract businesses, and increased tourism in areas that are walkable and active
- v. increased transportation equity through prioritization of affordable mobility options
- vi. overall improvement in the urban environment, safety on streets and better quality of life

- 1.4. Improving overall walkability is therefore an important policy imperative for Delhi, which aspires to become a healthy, safe, vibrant and ecologically sustainable city; a policy that acknowledges walking as an essential every-day freedom of an individual and promotes a 'pedestrian-first' approach by adoption of a comprehensive framework for planning and development of barrier-free pedestrian infrastructure, seamless intermodal connectivity and active public realm, offering safe and healthy mobility options for all residents, irrespective of age or ability, and enriching the overall urban experience in the city.

2. APPROACH

- 2.1. This Policy provides a guiding framework for transformation of Delhi into a pedestrian-friendly city by creating a quality urban environment that facilitates social interaction on streets, and where more people are encouraged to walk as the first choice to undertake short journeys. It dovetails with the larger strategies for urban transport and sustainable mobility in the city, complemented by a number of policies for parking management, transit oriented development, cycling, e-vehicles, multi-modal integration, traffic management, public transport, etc.
- 2.2. The Policy aims to prioritize pedestrians and improve conditions both for 'destination walking' - walking to work, school, place of worship, stores, theatres, or to access transit etc., as well as 'recreation walking' - walking for leisure or exercise. In the long For this purpose, a multi-pronged strategy shall be adopted to enhance walkability across the city:
 - 2.2.1. Need-based area level interventions to create/improve pedestrian infrastructure. This will include development of specific 'Walk Plans' for neighbourhoods as well as for identified walkable districts and implementation/ improvement of pedestrian infrastructure.
 - 2.2.2. Policy level interventions to ensure walkability as a planning outcome across all greenfield and brownfield developments in the city. To achieve this, 'Walkability' will be embedded as a core objective in all relevant policies covering aspects such as land development, public transport, environment, health, education, tourism, economy and culture, recreation and open spaces, etc. This will ensure that projects and interventions emanating from such policies facilitate creation of a pedestrian-friendly Delhi.

- 2.2.3. Use of technology to enhance user experience and ensure pedestrian safety by bringing efficiency to enforcement of traffic rules.
- 2.2.4. Generating public awareness regarding walking and improving stakeholder participation for implementing local projects and initiatives, as well as by ensuring improved maintenance and upkeep of pedestrian facilities created as a common public facility. This will encourage walking and active lifestyle amongst residents of all ages.
- 2.2.5. Adopting a 'pedestrian-first' approach in the development through legal provisions and enforcement of the same to ensure rights of pedestrians.

3. AREA-LEVEL IMPROVEMENT/PROVISION OF PEDESTRIAN INFRASTRUCTURE

- 3.1. This will include strengthening of existing pedestrian infrastructure in areas where it is inadequate or ill-maintained and development of new pedestrian infrastructure in areas where it is not presently available. This will be done through area-level improvement projects allowing the interventions to be customised to local needs, adopting a neighbourhood/district approach.
- 3.2. The concept of 'Complete Streets' shall be applied that will accommodate multiple modes of transport, optimize space utilization for multiple activities round-the clock, provide barrier free movement using utility trenches, and enhance the experience of walking by providing street furniture, landscaping, safety features and public amenities.
- 3.3. The following key components will be included as part of improvement of pedestrian infrastructure:
 - i. Provision of barrier-free footpaths and creation of a continuous pedestrian network as per principles of universal design, including integration with existing public places, parks, green areas and open spaces.
 - ii. Provision of safe at-grade crossings, foot-over bridges and subways, as per design principles of origin/destination designed and universal design principles; pedestrian crossings shall be at-grade as far as possible. Where subways are being provided, the same should be cross-programmed through commercial activity, public art, street performances etc. to ensure these remain safe and vibrant at all times.
 - iii. Provision of pelican crossings near schools and other major pedestrian crossings which cater to children, elderly and infirm. Pedestrian crossings shall be at grade as far as possible.
 - iv. Identification of no-vehicle zones for creating public plazas.
 - v. Provision of street furniture such as benches and other seating, garbage receptacles, signage giving information regarding directions, location of various public utilities, etc.
 - vi. Provision of public utilities such as restrooms and drinking water spouts at regular intervals.
 - vii. Provision of appropriate seasonal trees of native species and other landscaping elements, as well as green features such as pervious surface, bio-swales etc.
 - viii. Provision of adequate street lighting and illumination to ensure safety and security.
 - ix. Earmarking of multi-utility zones (MUZs) to accommodate street vendors and kiosks, spaces for public art, and other public activities.

- x. Provision for bus shelters and NMT parking, space for on-street parking with e-charging infrastructure, bays for pick-up and drop-off, dedicated NMT lanes as required
 - xi. Special attention shall be given to the aspect of place-making using principles of urban design, to design street sections, seating areas, MUZs and public plazas so as to create active and aesthetically attractive spaces for street life and activity.
- 3.4. All infrastructure and street improvements will be based on design standards and guidelines prescribed in the latest IRC Code and UTTIPEC Street Design Guidelines. All improvements shall mandatorily comply with the Harmonised Guidelines and Space Standards for Barrier Free Built Environment for Persons with Disability and Elderly Persons 2016 of the MoHUA to ensure accessibility to the elderly, children and those with disabilities.
- 3.5. Dedicated Walk Plans for improving walking infrastructure shall be included in all sub-zonal plans such as local area plans, all layout plans, heritage zone/precinct management plans, influence zone plans for TOD Nodes, sector-level layout plans in the land pooling zones, redevelopment projects, etc. Such Walk Plans will be customized to the needs of the specific areas and shall be prepared in consultation with local stakeholders after a thorough assessment of local needs. Preparation of Walk Plans shall be a mandatory condition for approval of any layout plans.
- 3.6. DDA/UTTIPEC in consultation with the concerned local body and agencies shall identify and delineate special areas to be developed as Walkable Districts to be taken up on a priority basis from time to time:
- 3.6.1. These shall include areas around critical destination nodes such as metro stations and interchanges, multi-modal hubs, market areas, heritage precincts and cultural hubs of city-level significance.
 - 3.6.2. Dedicated Walk Plans shall be prepared and implemented in a time bound manner for such Walkable Districts by the concerned authority.
 - 3.6.3. The Walk Plan must cover an influence zone of at least 400-500m (5-10 minutes walking distance) around the specific destination node. Actual delineation of improvement area shall be based on ped-sheds and/or desire lines.
- 3.7. DDA/UTTIPEC in consultation with the concerned local body and agencies shall identify and prepare Walk Plans for a select number of identified Walkable Districts as sites of strategic city-level importance. The concerned local body and all other agencies responsible for provision/ O&M of infrastructure in that area shall implement Walk Plans on a priority basis, on the principle that each will improve their part of the infrastructure. The following sites shall be taken up on a pilot basis (the list may be expanded by DDA in the future based on identified needs):
- ITO junction
 - Delhi University (North and South Campus)
 - Uttam Nagar crossing
 - Chandni Chowk
 - All ISBTs
 - INA market and metro station

- HauzKhas – IIT Delhi
- Nehru Place
- Bhikaji Cama Place
- Karol Bagh
- Saket – Malviya Nagar
- Kamla Nagar
- Lajpat Nagar
- Lakshmi Nagar
- Sector-21 metro station, Dwarka
- Adhchini area on Aurobindo Marg
- Old Delhi Railway Station
- New Delhi Railway Station

3.8. A Walk Plan shall include the following:

- 3.8.1. A walkability audit of the selected area covering status of existing pedestrian infrastructure with reference to the components detailed in Clause 3.3, volume of walk trips, identification of desire lines and conducting a ped-shed to assess influence area, etc.
- 3.8.2. Detailed plans for improvement of pedestrian infrastructure as per components detailed in Clause 3.3. This will include retrofitting of existing streets to redistribute pedestrian space with clearly defined Dead Zone, Walking Zone and Multi-Utility Zone (MUZ). The MUZ shall incorporate amenities for pedestrian comfort and convenience such as seating, tree pits, drinking water, signage, easy-to read maps showing shortest walking routes to near-by destinations and transport modes as well as space for vendors/ kiosks to support an active street life.
- 3.8.3. Delineated pedestrianized districts if any.
- 3.8.4. Traffic Management Plan – including identification of walk-only streets and public areas, on-street parking areas, restrictions on traffic directionality (one-way/ two way), options for last-mile connectivity etc.

3.9. Walk Plans shall also be prepared for improving walkability near specific locations in the city such as schools and hospitals. The influence area for such plans may be considered as a radius of 500m around such facilities. Such plans may be integrated with respective Local Area Plans or taken up on a stand-alone basis as per priority accorded by the concerned local body.

4. INTEGRATION OF WALKABILITY INTO VARIOUS POLICIES AND PLANS

4.1. Walkability will be embedded as a core objective in all policies for the city. This will include policies developed under the Master Plan for Delhi as well as any other policies implemented by the local bodies and GNCTD, particularly the Department of Transport, Public Works Department, and Department of Tourism; the Delhi Police, Delhi Traffic Police, and any other concerned agencies in the areas of land development, public transport, environment, health, education, tourism, economy and culture, recreation and open spaces, etc.

- 4.2. All future policies for Delhi shall specifically include aspects of walkability through specific guidelines and development controls (if required in addition to existing UTTIPEC Street Design Guidelines) that promote walkability.
- 4.3. In addition to provision of specific pedestrian infrastructure, the following city-level outcomes will be targeted collectively through the various policies:
 - i. Mix of uses – This will facilitate the placement of multiple complementary destinations within walking distance of a home or office to allow pedestrians to perform many errands at once.
 - ii. Walkable block lengths – Implementing ideal block size of approximately 500m leading to more walkable neighbourhoods and increasing the network density.
 - iii. Multi-modal integration - Improving efficient multi-modal integration and interchange (including e-vehicles for paratransit and feeder services for last mile connectivity)
 - iv. Accessible city transit service – Frequent and reliable city transit service with well-placed stops and shelters providing a reliable alternative to use of private vehicles.
 - v. Pedestrian-friendly urban form - Controls and norms for building placement, build-to-lines, active frontage, street connectivity, and aesthetics.
 - vi. Connected public realm – establishing and fostering pedestrian-friendly linkages between streets, open spaces, cultural spaces and sites of historic/ecological interest
 - vii. Accordance of highest priority to pedestrians in traffic/transport policies – in terms of share of street space, prioritization at signals, parking management, enforcement of traffic rules concerning safety and convenience of pedestrians, etc.

5. USE OF TECHNOLOGY TO IMPROVE WALKABILITY

- 5.1. Smart technology shall be implemented at various scales to improve overall traffic management in the city and enhance pedestrian experience and safety, as well as encourage use of public transport. This will be implemented as part of various Walk Plans developed for different areas and integrated at the city level through smart solutions developed by the GNCTD and local bodies.
- 5.2. The following elements shall be implemented both at the city level as well as through local level improvements targeted as part of Walk Plans prepared for various areas:
 - i. Improved traffic management and reduction in traffic congestion and air pollution through implementation of city-wide intelligent traffic management systems (ITMS);
 - ii. Implementation of public information systems for public transport (at stops, within transit, and through apps) and provision of common mobility cards, encouraging people to walk to the nearest transit nodes and use public transport;
 - iii. Implementation of walk audit apps allowing scoring on walkability of neighbourhoods and ranking across the city, providing a mechanism for citizens to report issues regarding infrastructure and facilities;
 - iv. Such apps can also provide information on various walking tours (heritage walks, nature trails, food walks, etc.), information on location of transit services, popular destinations, eateries, cultural events as well as locations of utilities like public toilets, drinking water fountains, etc.;
 - v. Use of smart sensors for measurement of air quality at traffic signals, street lights, etc. providing vital air quality information to citizens;

- vi. Use of energy generating tiles for pavements. The energy (coupled with solar energy) can be used to power street lights as well as provide charging points for mobiles and other electronic gadgets near seating or resting spots along streets;
- vii. Use of state-of-the-art surveillance technology to ensure safety of pedestrians, adherence to traffic rules and prevention of vandalism of street furniture.

6. FACILITATING PUBLIC PARTICIPATION

- 6.1. The Delhi Traffic Police, the Transport Department, GNCTD, urban local bodies and DDA shall undertake dedicated city level programmes of awareness generation for various citizen groups to inform them about the benefits of walking. Specific area-based awareness programmes for school children, elderly and people with disability shall be undertaken to provide information on shortest routes, safety measures adopted and improvements in pedestrian infrastructure.
- 6.2. Such awareness programmes will also encourage people's participation by providing information about local level strategies that can be implemented collectively by residents of a neighbourhood such as creation of home zones (walk-only street sections), play streets, converting streets into cultural spaces on weekends through initiatives such as Raahgiri or Happy Streets, etc. Such public initiatives will be facilitated by the local body and Delhi Traffic Police so as to prevent any major disruptions in traffic flow and movement. RWAs and other local stakeholders should be involved in identifying black spots, locations needed improvement in accessibility, etc.
- 6.3. Concerned local bodies shall endeavour to create local institutional frameworks for watch and ward as well as upkeep of public facilities and pedestrian infrastructure through tie-ups with local Residents' Associations and Traders' Associations and other local stakeholders.
- 6.4. The Transport Department of GNCTD shall develop and maintain a 'Walk Delhi' website and mobile application dedicated to providing walking information including annual calendar of city-wide walking events and activities. Such interfaces can also be used for citizen-based audit of streets, identification and reporting of issues, and promotion of various local events/initiatives taken by citizens to improve local level walkability.
- 6.5. Delhi Traffic Police shall organise focused campaigns regarding strict enforcement of traffic rules and regulations especially in support of rights of pedestrians. These campaigns shall educate people to respect pedestrian spaces, follow traffic rules and understand the related penalties and action that may be taken against vandalism, etc.

7. DEVELOPMENT OF SPECIAL PROJECTS

- 7.1. DDA/UTTIPEC in consultation with the concerned local body and agencies shall identify city level trails connecting key heritage/cultural assets and/or ecological assets such as nallahs, forests, bio-diversity parks, with the potential to be developed as continuous walking trails. Such 'cultural' or 'green' corridors will be developed as priority projects of strategic importance and value to the city.

- 7.2. DDA/UTTIPEC in consultation with the concerned local body and agencies shall identify and delineate project areas for development of such corridors, and make detailed Walk Plans for the project areas.
- 7.3. The concerned local body and agencies shall implement such projects in a time bound manner in collaboration with other concerned department/agency through public private partnerships, CSR initiatives, identification of remunerative real estate projects, etc.

8. IMPLEMENTATION AND MONITORING

- 8.1. Walkability is a critical outcome that must be targeted in a comprehensive manner by all departments and agencies working in Delhi. All such agencies responsible for policy making and implementation of public works in the city shall prepare annual plans for improving walkability, including identification of projects proposed to be executed during the year.
- 8.2. All such agencies like local bodies, Transport Department, Delhi Traffic Police, Tourism Department, etc. will implement the public works in a time bound manner by allocating adequate own resources for the purpose. In case of Special Projects or any works that cannot be specifically attributed to any agency, the funds can be obtained under the Urban Development Fund or other grants.
- 8.3. Public agencies shall also identify potential commercial sources of revenue such as advertisement rights, leasing of commercial spaces in sub-ways and parking fees and explore innovative arrangements such as street adoption schemes by private partners, pooling of CSR funds, etc. to fund the improvement works.
- 8.4. Implementation of various Walk Plans can be undertaken through creation of Special Purpose Vehicles (SPVs) for fast-tracking the process.
- 8.5. All departments/agencies shall integrate their awareness campaigns and public engagement strategies with the proposed interventions/plans.
- 8.6. Delhi Traffic Police shall set up a city-wide digital surveillance and monitoring system integrated through a centralised control room (command and control centre) and ensure strict enforcement of all pedestrian-centric traffic rules.
- 8.7. All such departmental plans shall be submitted to a city-level 'Walk Delhi' Coordination and Monitoring Committee which will be set up under the aegis of UTTIPEC to coordinate and monitor the efforts of various agencies. The Committee shall be constituted of representatives from all concerned departments, citizens' groups and other stakeholder groups, with the Lieutenant Governor of Delhi as the Chairperson. It shall also facilitate coordination between multiple agencies executing the various projects and those responsible for maintenance. The Committee shall regularly measure the overall progress of outcomes in the city.
