

Headlines

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Active Mobility – Text and Context

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**“Remember that
the airplane takes
off against
the wind,
not with it.”**

HENRY FORD



NHRC notice on hardship faced by prisoners

The Hindu Bureau

NEW DELHI

Taking *suo motu* cognisance of various difficulties being faced by prisoners, including women inmates and their children in jails across the country, the National Human Rights Commission (NHRC) on Tuesday issued notice to the Chief Secretaries of all the States and Union Territories seeking replies on the issue.

The commission says it is concerned over the lack of basic amenities and healthcare facilities in jails along with overcrowding in prisons.

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Content.

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Fact

- The National Human Rights Commission (NHRC) is an independent statutory body established to protect and promote human rights in India.
- It is responsible for reviewing and addressing human rights violations and making recommendations for the protection and promotion of human rights.
- NHRC was established under the Protection of Human Rights Act (PHRA), 1993.
- It is an embodiment of India's concern for the promotion and protection of human rights.
- It is established in conformity with the Paris Principles (1991), adopted at the first international workshop on national institutions for the protection of human rights.

Chairman

A person who has been Chief Justice of India or a Judge of the Supreme Court

5 Members

- One Member who is or has been a Judge of the Supreme Court.
- One Member who is or has been the Chief Justice of a High Court
- Three Members to be appointed from amongst persons having knowledge of, or practical experience in, matters relating to human rights.
- **Note: Of the three members, at least one will be a woman.**

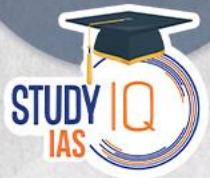
7 Deemed
Members

Chairpersons/Chief Commissioner of the

- National Commission for Backward Classes
- National Commission for Minorities
- National Commission for Scheduled Castes
- National Commission for Scheduled Tribes
- National Commission for Protection of Child Rights
- National Commission for Women
- Chief Commissioner for Persons with Disabilities

Fact

- **Appointment:** The chairperson and members of the NHRC are appointed by the President of India, based on the recommendations of a committee consisting of
 - Prime Minister
 - Speaker of the Lok Sabha
 - Minister of Home Affairs
 - Leader of the Opposition (Lok Sabha)
 - Leader of the Opposition (Rajya Sabha)
 - Deputy Chairman (Rajya Sabha)
- **Term:** Three years or till the age of seventy years for both the Chairperson and Members.
- **Removal:** The Chairperson or any other Member of the Commission shall be removed from his office by order of the President on the ground of proved misbehavior or incapacity after the inquiry of the Supreme Court.



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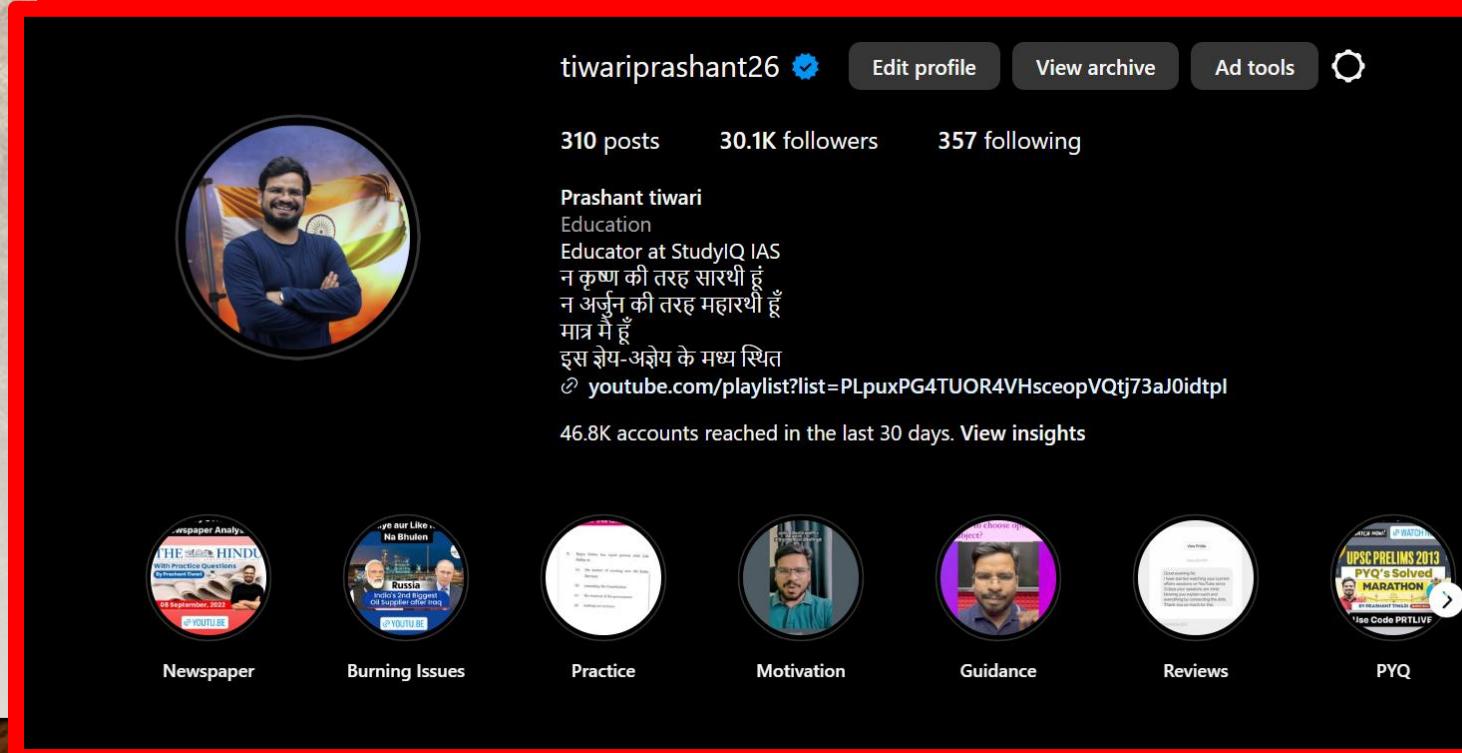
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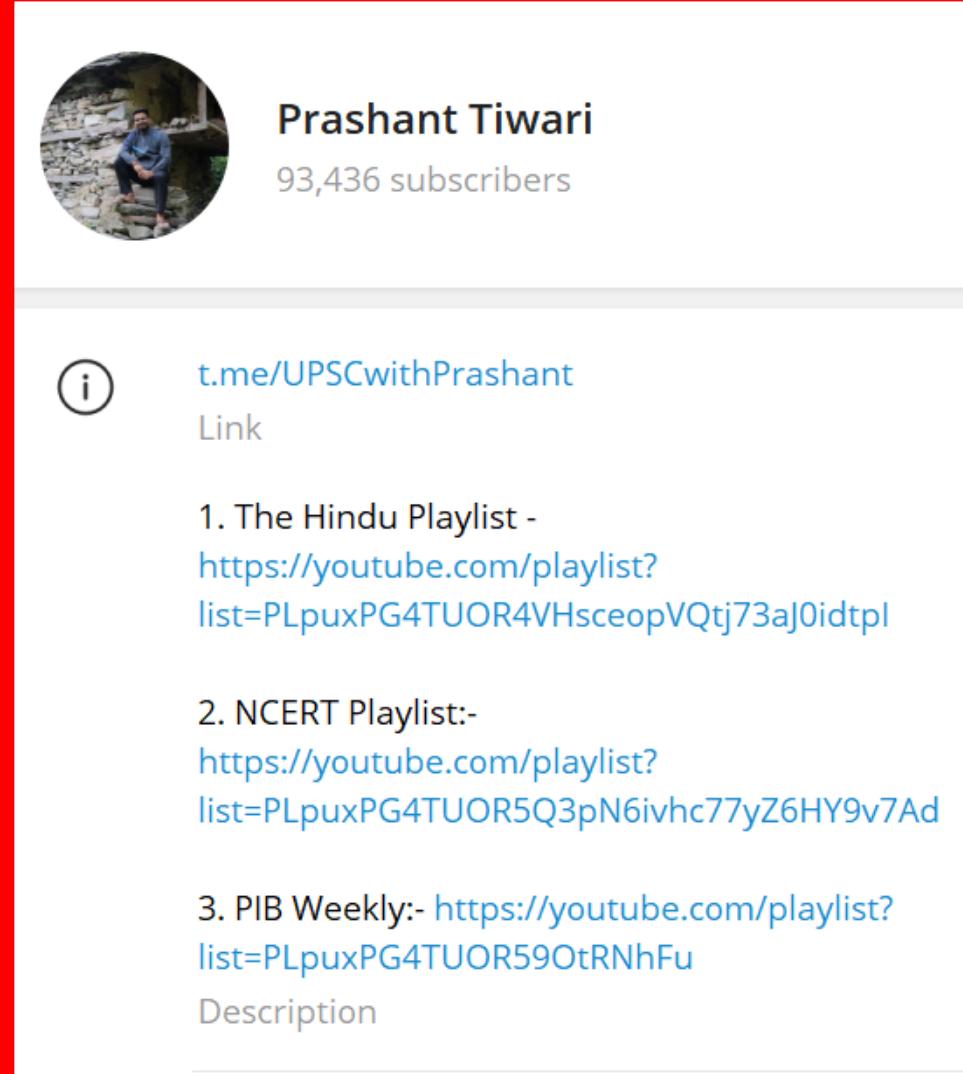
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Description

SC pulls up T.N. Governor, sets deadline to clear Bills

Top court slams R.N. Ravi's inaction on 10 re-passed Bills, deems them to have received assent; it cites sense of expediency in Article 200, says Governor should be a 'guide' and not a 'hindrance'

Krishnadas Rajagopal

NEW DELHI

The Supreme Court on Tuesday slammed Tamil Nadu Governor R.N. Ravi's conduct as "unconstitutional", criticising his prolonged inaction on 10 key Bills. The court noted that he failed to act for months before swiftly referring the Bills to the President, only after they were re-passed by the State Legislature and came under judicial scrutiny.

The top court deemed the 10 Bills to have received assent, declaring President Droupadi Murmu's actions – assenting to only one, rejecting seven, and not considering two – to be void.

It also fixed time limits, of one to three months, for Governors to take action

On the clock

SC sets time frame for Governors, saying the phrase 'as soon as possible' permeates Article 200 with a sense of expediency

- A Governor has a maximum of **one month** to withhold assent on the aid and advice of the State Cabinet
- A maximum of **three months** is given to return the Bill with a message specifying reasons if the Governor withholds assent contrary to the Cabinet's advice
- The Governor has **three months** to reserve a Bill for the President's consideration against the advice of the Cabinet
- The Governor 'must' grant assent to a Bill re-passed by the State Legislature under Article 200 within a **maximum of one month**



on future Bills.

The court said that a Governor must be a "friend, guide and philosopher" to the State, not a hindrance. "A Governor is envisaged as a sagacious counsellor... What unfolded in the current litigation was quite the

opposite," a Bench of Justices J.B. Pardiwala and R. Mahadevan observed.

Justice Pardiwala, who authored the judgment, said that Mr. Ravi had acted as a "roadblock" by delaying action on the Bills sent to him for consent by

the Assembly under Article 200 of the Constitution.

The Article gives a Governor three choices: to assent, withhold assent, or reserve the Bills for consideration by the President. A Governor cannot indefinitely delay exercising his or her choice, the court said. "Once a Bill is presented to the Governor, he is under a Constitutional obligation to opt for one of the three choices... The phrase 'as soon as possible' permeates Article 200 with a sense of expediency and does not allow Governors to sit on Bills and exercise pocket veto over them," Justice Pardiwala explained.

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On the clock

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China's military expansion is 'staggering', says NATO chief

Agence France-Presse

TOKYO

China's expansion of its armed forces is "staggering", NATO's chief said on a visit to Japan beginning Tuesday aimed at "projecting" the alliance's power in the Asia-Pacific region.

"Let us not be naive about China," Secretary General Mark Rutte told the *Japan Times*.

"The build-up of their armed forces and investments in their defence industry, and in their defence capabilities, is staggering," Mr. Rutte said in the interview published on Monday.

The comment came as he visited the Yokosuka naval base and a Japanese defence contractor on Tuesday before meeting Defence Minister Gen Nakatani to call for further



Outreach activity: Mark Rutte takes questions from the media at the Yokosuka Base in Kanagawa in Japan on Tuesday. AFP

cooperation.

"NATO and Japan share the same values and we face many of the same challenges," Mr. Rutte told Mr. Nakatani. "China, North Korea and Russia are stepping up their military exercises and their cooperation, undermining global stability, and that means what happens in the Euro-Atlantic matters for the In-

do-Pacific and vice versa."

"A stronger Japan-NATO cooperation is necessary in an increasingly dangerous world," he said.

Mr. Nakatani echoed the sentiment as Japan goes through a multi-year project to double its military spending to meet changing threats. Rutte was due to meet Prime Minister Shigeru Ishiba on Wednesday.

Content.

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Content.

- **Genesis:** Founded in 1949, with the signing of the North Atlantic Treaty or Washington Treaty, with the aim of acting as a deterrent to the threat of Soviet expansion in Europe after World War II.
- **Headquarters:** Brussels (Belgium)
- **Nature:** NATO is a political and military alliance of 32 countries from Europe and North America.
- **It is founded on the principle of collective defence (Article 5 of the Treaty),** meaning that if one NATO Ally is attacked, then all NATO Allies are attacked.
- **So far, Article 5 has been invoked once – in response to the 9/11 terrorist attacks.**

Content.

- **Founding members (12): Belgium, Canada, Denmark, France, Iceland, Italy, Luxembourg, Netherlands, Norway, Portugal, the United Kingdom and the United States.**
- **Finland joined NATO in 2023.**
- **Sweden has joined NATO as its 32nd member.**
- **Ukraine formally submitted application to join NATO, in 2022 and it received assurances at Vilnius Summit in 2023.**
- **EU members that are not a part of NATO are: Austria, Cyprus, Ireland and Malta.**

NATO Member Countries



Content.

- **Purpose:** NATO provides a unique link between the Europe and North America (the transatlantic link), enabling them to consult and cooperate in the field of defence and security, and conduct multinational crisis-management operations together.
- **Funding:** Every NATO country contributes to the costs of running the Alliance, based on a cost-share formula derived from Gross National Income.
- **NATO plus five:** The arrangement currently exists between the U.S, its NATO partners and five countries: Australia, New Zealand, South Korea, Japan and Israel.

Modi says 52-cr. loans given under MUDRA

The Hindu Bureau
NEW DELHI

Prime Minister Narendra Modi, interacting with beneficiaries here on Tuesday on the 10th anniversary of the Pradhan Mantri MUDRA Yojana, said the scheme has turned several dreams into reality, empowering people who were previously overlooked with financial support to shine. “It illustrates that for the people of India, nothing is impossible,” he said.

Mr. Modi said 52-crore loans had been disbursed under the scheme so far. He said ₹33 lakh crore has been disbursed to the citizens of India under the scheme without the need for guarantees.

“This amount is unprecedented and surpasses any financial support extended to wealthy individuals collectively,” the PM said, adding that job creation through the scheme has significantly contributed to economic growth. “The earnings of common citizens have increased, enabling them to improve their living standards and invest in education for their children,” he said.

He said half of the beneficiaries belonged to SC, ST and OBC communities, and over 70% of them are women.

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PM Mudra Yojana (PMMY)

- The PMMY is a flagship scheme of the Government of India announced in 2015 during Union Budget FY-2016 to extend affordable credit to micro and small enterprises (MSMEs).
- Objective: To fund the unfunded by bringing MSMEs to the formal financial system and extending affordable credit to them.
- Type: Central Sector Scheme.
- Loans through Member Lending Institution (MLIs): Public Sector Banks, Private Sector Bank, State operated cooperative banks, Regional Rural banks, Micro Finance Institution (MFI), Non-Banking Finance Company (NBFC), Small Finance Banks (SFBs) etc.
- MUDRA (Micro Units Development & Refinance Agency Ltd.) is responsible for refinancing MLIs.
- MUDRA does not lend directly to the micro entrepreneurs/individuals.
- Loans are provided to meet both term loan and working capital components of financing.

Content.

- **Eligible borrowers: Non-Corporate Small Business Segment (NCSB) consisting of Individuals, Proprietary concern, Partnership Firm, Private Ltd. Company, Public Company and Any other legal forms.**



Shishu

Loans up to Rs. 50,000



Kishore

Loans from Rs. 50,001
up to Rs.5 Lakhs



Tarun

Loans above INR 5 lakhs
and up to INR 20 lakhs
**(Increased from 10 lakhs
to 20 lakhs in Budget 2024).**

A regional revival

The BIMSTEC summit provided a platform for bilateral meetings

Last week's Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC) summit – the sixth – which brought the leaders of seven neighbouring countries to Bangkok at a time of global turbulence, was an opportunity to reignite the regional grouping after years of stasis. Originally cast as a "bridging" mechanism between South Asia's SAARC and South East Asia's ASEAN countries, the grouping has languished due to a lack of purpose or due to political underpinnings. After the collapse of India-Pakistan ties, post-2014, SAARC has made little movement, whereas the micro-grouping of Bangladesh-Bhutan-India-Nepal ran aground after the Bhutanese Parliament rejected the Motor Vehicles Agreement between them, as a result of which New Delhi has invested in BIMSTEC. While the objective of having a summit every two years was derailed by the COVID-19 pandemic, what is important is that the summit was held in spite of a possible derailment after the earthquake in Myanmar and Thailand. But the summit proved useful, given the number of agreements and areas of cooperation. These include a BIMSTEC chamber of commerce and work on the India-Myanmar-Thailand Trilateral Highway that will connect India's North-East region, billed a BIMSTEC "hub", all the way to the Pacific ocean. The BIMSTEC region is prone to natural disasters and building a joint mechanism for disaster management is critical. Negotiating a free trade agreement (FTA) and Customs agreements are among other plans outlined in a 'Vision 2030' document that was adopted.

Apart from the multilateral outcomes, the summit provided the leaders a rare opportunity for bilateral meetings. Prime Minister Narendra Modi and Bangladesh Chief Adviser Muhammad Yunus put aside months of acrimony and aired their grievances over the treatment of minorities, border killings and former Prime Minister Sheikh Hasina's stay in India. Mr. Modi's advice that "rhetoric" must be avoided between neighbours is important, but must be followed in Dhaka and Delhi. Mr. Modi's meeting with Nepal leader K.P. Sharma Oli came after months of tensions over India's refusal to issue Mr. Oli an invite, and it is hoped that these exchanges will lead to an early visit and the resolution of issues. The inclusion of Myanmar's Prime Minister General Min Aung Hlaing was a special gesture by the BIMSTEC grouping, and it is hoped that Mr. Modi's counsel to Gen. Min and Mr. Yunus on restoring democratic processes in Myanmar and Bangladesh will be heeded. While the summit was productive, many of its initiatives are replicas of agreements once adopted by SAARC, and it is important that member-states focus on the group's cohesion and sustainability so that BIMSTEC is not allowed to atrophy the same way as SAARC did.

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Fact

- **BIMSTEC (Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation)** is a regional organization comprising 7 member states as Bangladesh, Bhutan, India, Myanmar, Nepal, Sri Lanka, and Thailand.
- **Objective:** It aims to foster multifaceted technical and economic cooperation among countries in the Bay of Bengal region.
- **Origin:** It was founded in 1997 with the adoption of the Bangkok Declaration.
- Initially comprising 4 members, it was known as **BIST-EC (Bangladesh, India, Sri Lanka, and Thailand Economic Cooperation)**. In 1997, Myanmar joined, and the grouping was renamed **BIMST-EC**.
- With the inclusion of Nepal and Bhutan in 2004, the name was further changed to **BIMSTEC**.



BIMSTEC

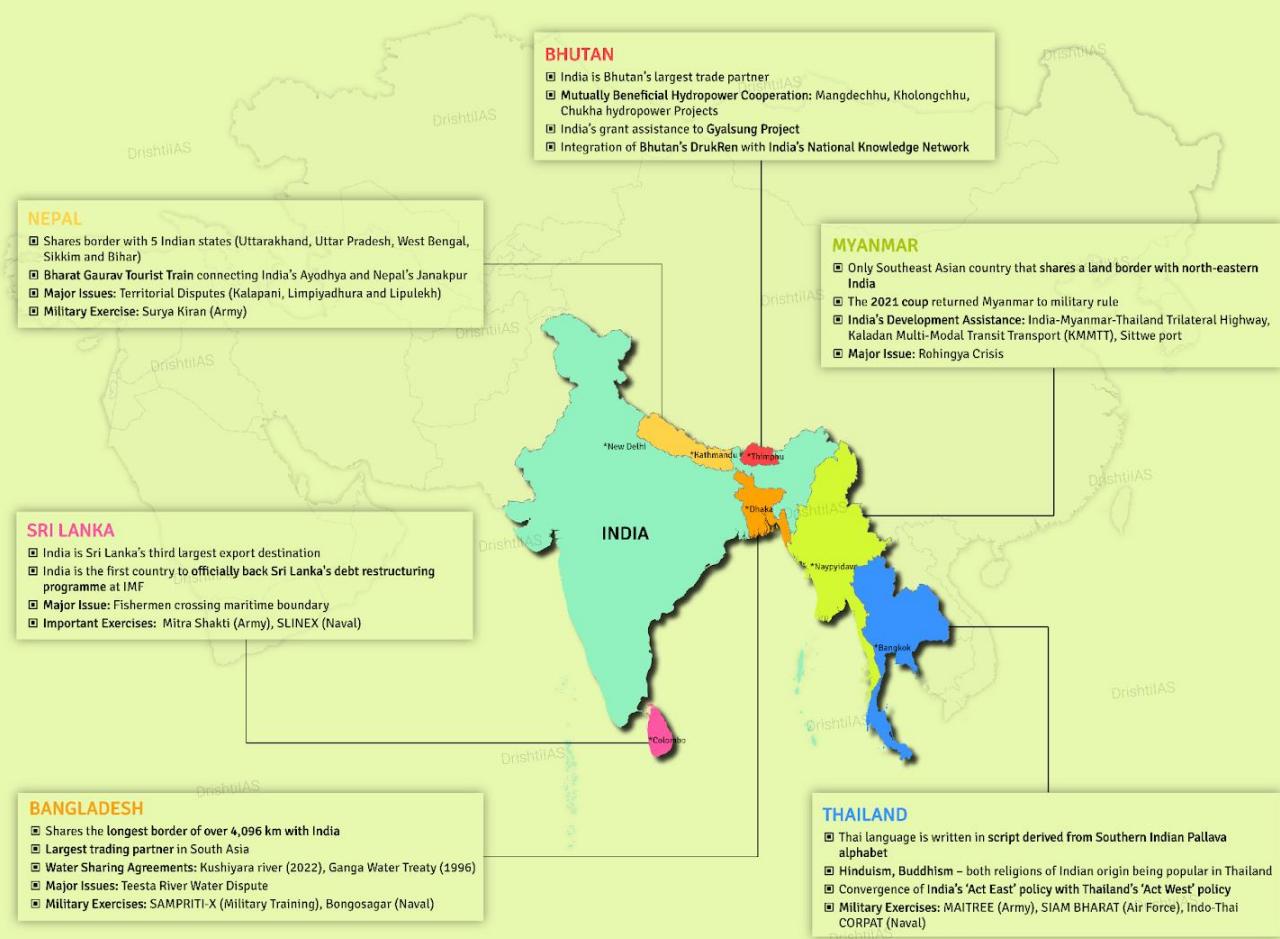
Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation

Members: 7

Significance: Hosts 22% of the world population, accounts for 3.8 trillion of GDP

Formation: 6th June 1997 (Bangkok Declaration)

Secretariat: Dhaka, Bangladesh



South Asian Association for Regional Cooperation

- **Origins of SAARC:** Regional cooperation in South Asia was first discussed at the Asian Relations Conference (1947), the Baguio Conference (1950), and the Colombo Powers Conference (1954).
- **The SAARC concept took shape in 1980** when Bangladesh's President Ziaur Rahman proposed regional cooperation to promote peace and stability.
- **SAARC was officially established on 8th December 1985**, in Dhaka, Bangladesh, with 7 founding members: Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan, and Sri Lanka.
- **Afghanistan joined as the 8th member in 2007.**
- **Significance of SAARC:** SAARC comprises 3% of the world's land area, 21% of the world's population

SAARC

South Asian Association for Regional Cooperation



- Members: 8

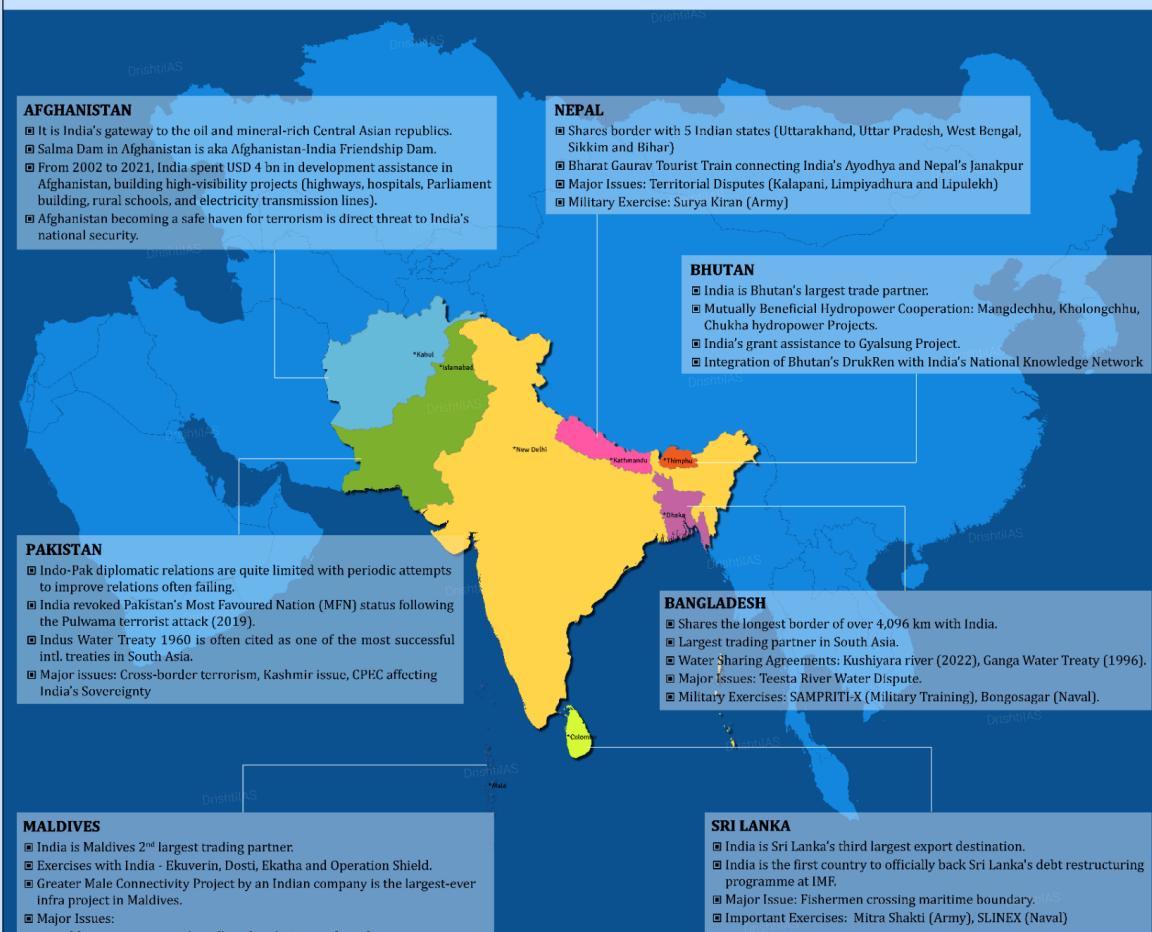
- Estd. by signing SAARC Charter in Dhaka (Dec 1985)

- 9 Permanent Observers to SAARC: Australia, China, EU, Iran, Japan, S. Korea, Mauritius, Myanmar and US

- Comprises 3% of the world's area, 21% of the world's population and 3.8% of the global economy

- Agreements under SAARC: SAPTA, SAFTA, SATIS, SAARC University

- HQ: Kathmandu, Nepal



Strengthening enforcement of judicial orders

Residents of central Jaipur face persistent disturbances from air horn usage by buses and trucks even during late hours. Despite existing noise pollution regulations, enforcement has been inadequate. The National Green Tribunal (NGT) issued an order limiting air horn usage on major roads between 10 p.m. and 6 a.m. However, enforcement agencies, including the traffic police, transport department, and pollution control board, have still not implemented the order. What the NGT should have done is to evaluate the possibility of its order being implemented or taken action which would be implementable. This would mean complete ban of air horns, which it did not consider. Consequently, the issue remains unresolved after more than two years.

Judicial orders that incorporate strategies to overcome enforcement challenges have the potential to optimise resource utilisation and foster public satisfaction. By focusing on practical and actionable enforcement strategies, meaningful and lasting outcomes can be achieved. Inspiration can also be drawn from Kathmandu in Nepal, where strict enforcement of noise control measures, combined with public awareness campaigns, has led to remarkable change. It demonstrates how proactive enforcement, supported by public education and cooperation, can drive change. Enforcement is not merely a procedural task – it is integral to justice itself. The consequences of weak enforcement of judicial decisions are profound, undermining both governance and public trust in the judiciary.

Anticipating hurdles

The challenges in enforcing judicial decisions are emblematic of systemic issues. Enforcement agencies are often reluctant to act on violations they deem “minor”, creating a significant disconnect between judicial intent and



Pradeep S. Mehta
Secretary General of
CUTS International

ground reality. This gap highlights the need for judicial foresight during decision-making to anticipate enforcement hurdles and ensure the implementation framework is robust and realistic.

Consider the *State of Tamil Nadu v. K. Balu* (2017) case, popularly known as the liquor ban case. The Supreme Court aimed to curb road accidents caused by drink driving and prohibited liquor sales within 500 metres of the highways. However, enforcement challenges soon emerged. The decision led to widespread circumvention, including the reclassification of highways as urban roads and the relocation of liquor outlets just beyond 500 meters of highways. This revealed a lack of foresight in anticipating implementation hurdles and delays in execution procedures which can even render judgments ineffective.

There may be certain exceptions where it may be prudent for the court to consider certain aspects for effective enforcement. Section 38 of the Code of Civil Procedure (CPC) in India gives the power to execute a decree to both the court that passed it and the court to which it is sent for execution. Order 21 of the CPC addresses the formal process of executing decrees issued by courts at all levels, from the grassroots level to the highest authority. Despite these provisions, the actual execution of judgments often falls short as there are concerns regarding the validity of a decree and judicial misconduct.

India has witnessed several instances where judicial enforcement has been effective. In *Common Cause v. Union of India* (2018), the Supreme Court legalised passive euthanasia and the success of this judgment stemmed from its clarity: specific guidelines for healthcare institutions, stringent monitoring mechanisms, and systematic oversight ensured that the decision translated into action. The Taj Trapezium Zone directives

highlighted the significance of inter-agency collaboration. Based on the Varadarajan Committee's recommendation, a green belt was established around the Mathura oil refinery, and regular air quality monitoring was mandated. These examples show that effective enforcement requires actionable directives and concurrent monitoring frameworks.

How to ensure enforcement
To achieve the aim of effective enforcement, there is a pressing need to establish a system where an officer could be appointed in every government department and agency to review and remedy the situation. The officer would be responsible for executing orders, ensuring compliance through regular audits and reporting, and would face the threat of consequences for failing to execute such orders.

It is essential to leverage technologies to identify government departments and agencies whose jurisdictions align with specific judicial directives enabling the entities to report back to the court within designated time frames. Enforcement mechanisms play a critical role in encouraging compliance, particularly through the use of positive measures. Transparency, as a key mechanism, fosters compliance by ensuring robust policy formation and the effective dissemination of information.

In conclusion, the effectiveness of judicial reform in India is undermined by weak enforcement mechanisms. To bridge these systemic gaps, it is imperative to establish a structured system with officers accountable to the judiciary while maintaining transparency. Tech-driven monitoring, clear accountability frameworks, and fostering public engagement can significantly improve compliance. Furthermore, inter-agency coordination is essential to translate judicial rulings into tangible real-world outcomes.

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- Judicial orders that incorporate strategies to overcome enforcement challenges have the potential to optimise resource utilisation and foster public satisfaction. By focusing on practical and actionable enforcement strategies, meaningful and lasting outcomes can be achieved.
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Fact

- The National Green Tribunal (NGT) is a specialized judicial body in India established to handle cases related to environmental protection and the conservation of forests and other natural resources.
- It has been envisaged as a dedicated forum for the effective and expeditious resolution of environmental disputes, thus reducing the burden on regular courts.
- National Green Tribunal Act, 2010 – Building on the previous initiatives, the National Green Tribunal Act was finally enacted in 2010, which led to the establishment of the National Green Tribunal as a specialized judicial body for environmental matters.
- India is only the third country in the world after Australia and New Zealand to set up a dedicated body (NGT) for the redressal of environmental issues and disputes.

- According to the National Green Tribunal Act, 2010, the National Green Tribunal (NGT) comprises the following members:
- Chairperson – heads the organization.
- Judicial Members – at least 10, and not more than 20 Judicial Members.
- The exact number of Judicial Members in the NGT is decided and notified by the Central Government from time to time.
- Expert Members – at least 10, and not more than 20 Expert Members.
- The exact number of Judicial Members in the NGT is decided and notified by the Central Government from time to time.
- Chairman: A judge of the Supreme Court of India or Chief Justice of a High Court is eligible to become Chairperson of the NGT.
- Judicial Members: A judge of the Supreme Court of India, Chief Justice of a High Court, an existing judge of a High Court, or a retired judge of a High Court is eligible to be appointed as a Judicial Member of the tribunal.

Appointment of Members of NGT

- **The Chairperson is appointed by the Central Government in consultation with the Chief Justice of India (CJI).**
- **Judicial Members and Expert Members are appointed by a Selection Committee shall be formed by the Central Government for this purpose.**

Tenure of Members of NGT

- **The Chairperson and the Judicial and Expert members shall hold office for a term of five years or till the age of sixty-five years, whichever is earlier.**
- **The Chairperson and the Judicial and Expert members are not eligible for reappointment.**

Benches of National Green Tribunal (NGT)

- **The National Green Tribunal Act of 2010 provides for a principal bench as well as regional benches of the National Green Tribunal (NGT).**

Principal Bench of NGT

- The Principal Bench of National Green Tribunal (NGT) is established in New Delhi.
- The Principal Bench of NGT caters to the Northern Zone of the country.
- Regional Benches of NGT

There are 4 Regional Benches of the National Green Tribunal as follows:

- Bhopal (Central Zone Bench),
- Pune (Western Zone Bench),
- Chennai (Southern Bench) and
- Kolkata (Eastern Bench).

Why is active mobility necessary in India?

What is active mobility and how is it a sustainable mode of transportation? What is the Karnataka Active Mobility Bill, 2022? How will non-motorised modes of transport increase health benefits? How have other countries integrated active mobility in their infrastructures?

EXPLAINER

Dev Nath Pathak
Ruth Anna. A

The story so far:

Sporadic reports of accidental deaths and injuries of pedestrians, cyclists, street-hawkers, and others in the metro cities of India are on the rise. While urban development in various metro cities include patches of dedicated service lanes for pedestrians and cyclists, motor vehicles tend to ply on them as well. As a result, the risk of accidents are as high on these pathways as on the main roads with vehicular traffic. In such a grim situation, active mobility is the need of the hour.

What is active mobility?

Active mobility refers to modes of transportation that use human power instead of a motorised form of mobility. Active modes of transport include walking, cycling, skateboarding, and other non-motorised modes that are used for travel and not recreational activities.

Active mobility in India has gained attention due to increasing traffic congestion, pollution, health concerns, and rising pedestrian deaths. This is accompanied by the growing importance of sustainable transport in national policies like the National Transit Oriented Development (NTOD) policy and the Smart Cities Mission (SCM), along with international efforts such as the Paris Agreement which emphasises reducing carbon emissions and promoting eco-friendly mobility.

Bengaluru's first Bicycle Mayor, Sathyam Sankaran, has been a key advocate for cycling and pedestrian-friendly infrastructure since 2018. His efforts contributed to the drafting of the Karnataka Active Mobility Bill, 2022. In 2020, Karnataka recorded the highest number of pedestrian deaths in the country at 13%. Therefore, the Bill aims to promote urban mobility through the



Towards a healthy city: Cycling lanes in Bengaluru. SPECIAL ARRANGEMENT

protection of the rights of pedestrians and cyclists. The inherent goal of this bill is to provide a legal structure protecting and promoting active mobility, and ensuring equal access to public space. Several other States are also giving attention to active mobility. Delhi is expanding cycling tracks and pedestrian-friendly streets under its Delhi EV policy. Pune has implemented a Comprehensive Bicycle Plan and developed over 300 km of cycling lanes. Chennai is redesigning roads under the SCM to improve pedestrian safety, while Kochi has introduced a Public Bicycle Sharing (PBS) system to enhance last-mile connectivity.

What is its significance?

As stated by the World Health Organization (WHO), active mobility in all its forms has economic, social, environmental, and health benefits. The

economic benefits include reduced household expenditure on fuel and transportation and lower healthcare costs due to enhanced public health. It also boosts local businesses since pedestrian-friendly infrastructure attracts higher foot traffic.

Walking and cycling are sustainable modes of transport as compared to motorised vehicles due to their marginal carbon emissions. They enhance energy security and significantly reduce India's 12% carbon emissions from road transportation. Cities with well-developed infrastructure for active transport report cleaner air and reduced traffic congestion. Moreover, active modes of transport are known to reduce the risk of chronic diseases, improve cardiovascular health, promote mental well-being, and enhance public health among citizens. It is a mode of transportation that makes

cities more vibrant and climate-conscious.

THE GIST

What are the barriers?

Active mobility remains severely underutilised because urban infrastructure actively discourages it. The lack of adequate pedestrian and cyclist-friendly infrastructure hinders active mobility as a primary mode of transport. As of 2021, more than 85% of roads do not meet the minimum safety requirements for walking and cycling. This is also accompanied by the availability of low-cost, alternative modes of motorised transport. Additionally, extreme weather conditions and long distances of travel discourage people from adopting active modes of transport.

Moreover, social perceptions act as significant barriers. In many regions, cars and bikes are associated with a higher social status. India has a burgeoning number of privately owned motor vehicles plying on the road. According to the Society of Indian Automobile Manufacturers, over 12,000 cars are sold every day in India. High traffic congestion, along with weak enforcement of traffic regulations, makes walking and cycling unsafe.

How have other countries fared?

With more than 35,000 km of dedicated cycling lanes, The Netherlands is a global leader in promoting active mobility through cycling. The European Union's Mobility and Transport department prioritises promoting walking and cycling as a means of transport to enable more sustainable mobility. This is accompanied by Vision Zero, which aims to mitigate the number of incidents between pedestrians, cyclists, and motor vehicles. Germany's Berlin Mobility Act mandates wider sidewalks and dedicated cycling lanes, reduced speed limits for motorised vehicles within city limits, and prioritises pedestrians/cyclists in urban planning.

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University. Ruth Anna A is a Research
Scholar, Christ University.

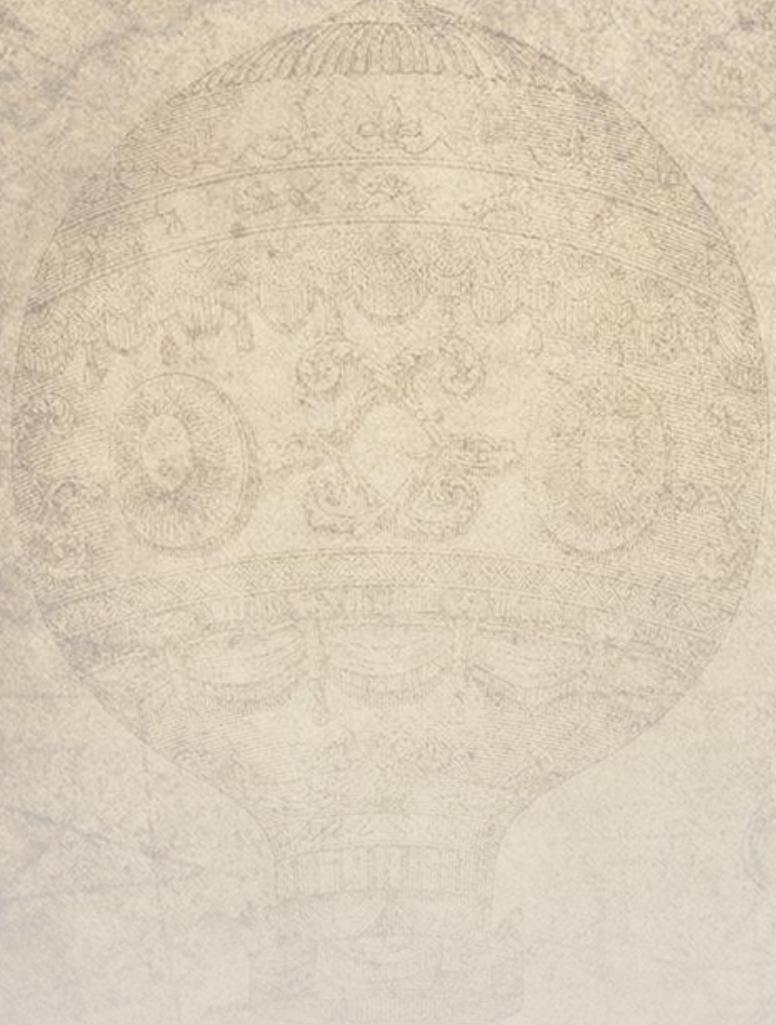
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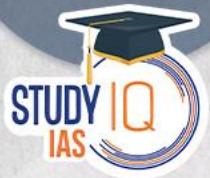
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- Sporadic reports of accidental deaths and injuries of pedestrians, cyclists, street-hawkers, and others in the metro cities of India are on the rise.
- While urban development in various metro cities include patches of dedicated service lanes for pedestrians and cyclists, motor vehicles tend to ply on them as well.
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- The economic benefits include reduced household expenditure on fuel and transportation and lower healthcare costs due to enhanced public health.
- It also boosts local businesses since pedestrian-friendly infrastructure attracts higher foot traffic.

Fact

- Walking and cycling are sustainable modes of transport as compared to motorised vehicles due to their marginal carbon emissions.
- They enhance energy security and significantly reduce India's 12% carbon emissions from road transportation. Cities with well-developed infrastructure for active transport report cleaner air and reduced traffic congestion.
- Moreover, active modes of transport are known to reduce the risk of chronic diseases, improve cardiovascular health, promote mental well-being, and enhance public health among citizens.
- It is a mode of transportation that makes cities more vibrant and climate-conscious.





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to monthly top
performer



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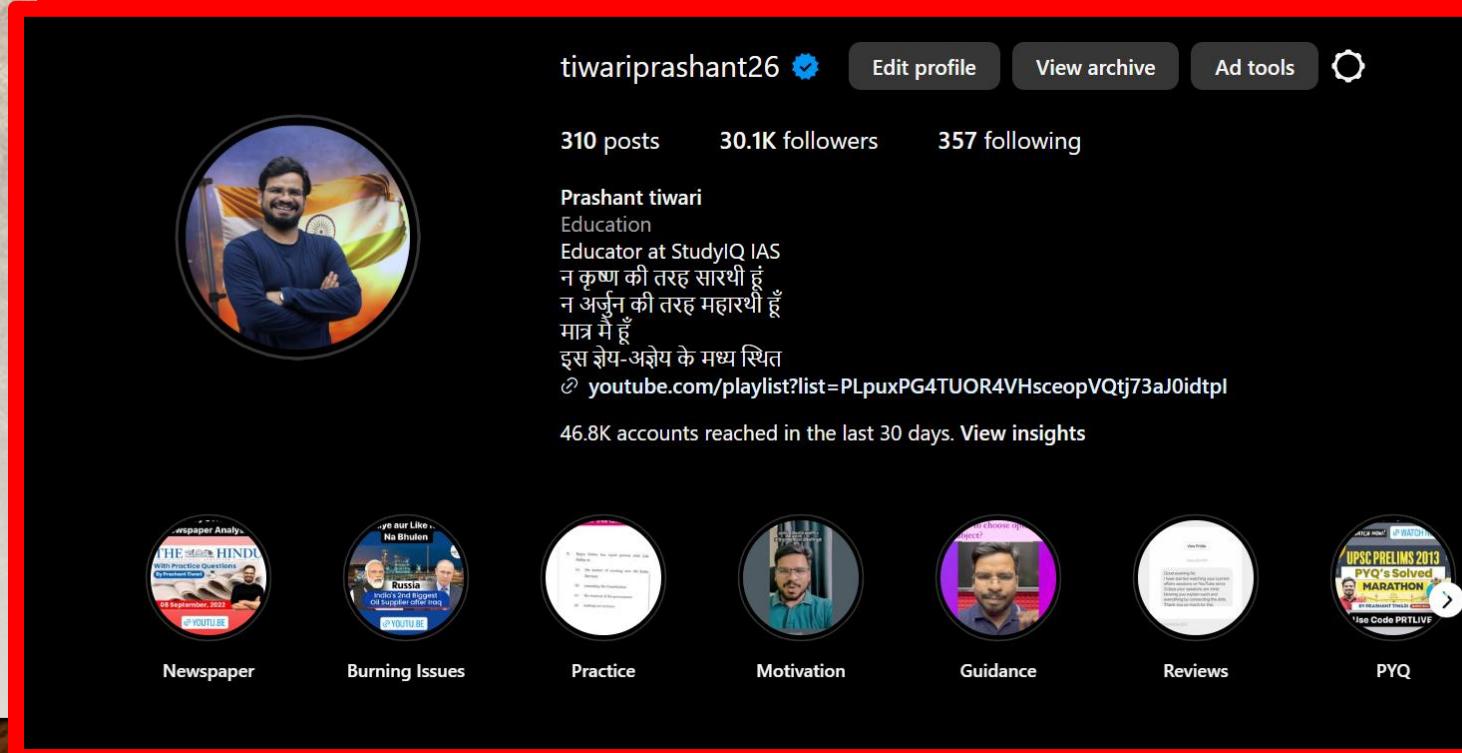
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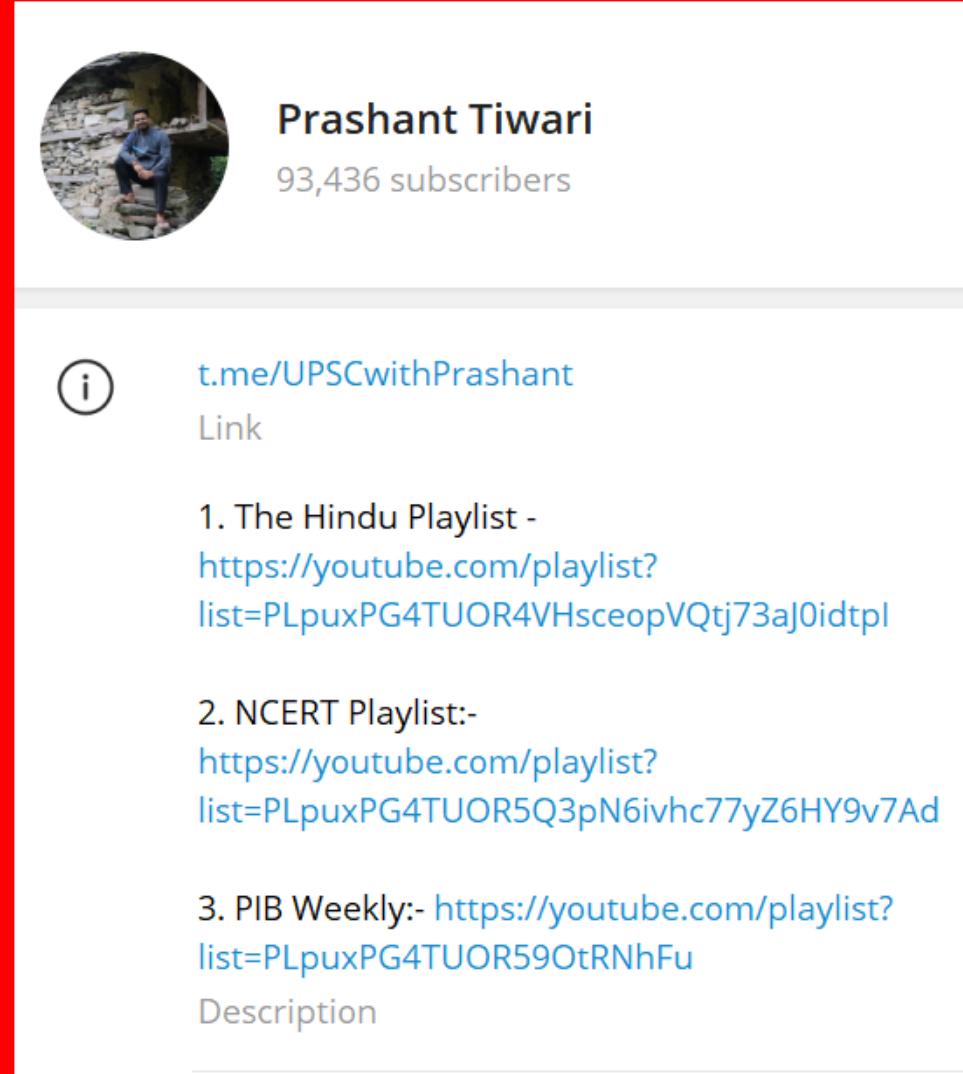
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