

16-12-2022

The Karnataka Active Mobility Bill, 2022

Preamble/Statement of Objects and Reasons

A Bill to provide for the rights of pedestrians and cyclists of all ages, abilities and genders to safe, accessible, and connected pedestrian and cycling networks in urban areas of the State, with a view to promote sustainable urban mobility and build healthy communities;

Whereas walking and cycling not only contribute to better health of an individual but also help in improving societal well-being, and improvements to pedestrian and cycling infrastructure ensure equity and inclusive development, it is expedient to provide for the design and development of streets and public places keeping in view the needs and requirements of all road users and transition to sustainable urban areas where every road user is conscious and respectful of the rights of other road users, and for the matters connected therewith or incidental thereto for the purposes hereinafter appearing;

Be it enacted by the Karnataka State Legislature in the seventy third year of the Republic of India, as follows: -

Chapter I - Preliminary

1. Short title, extent and commencement. -

- (1) This Act may be called the Karnataka Active Mobility Act, 2022.
- (2) It shall come into force on such a date as the State Government may, by notification in the Official Gazette, appoint.

2. Definitions. – (1) In this Act, unless the context otherwise requires-

- (a) “**Active Micro-mobility Mode**” means usage of public bicycle sharing system or pedal assisted electric bicycles by individuals;
- (b) “**Active Mobility**” means movement of people, which predominantly relies on human physical activity or effort, such as movement by foot, or by cycle including pedal-assisted electric bicycle, or by any other form of movement falling within the definition of “pedestrian” in sub-clause (cc), and would also include people carrying goods by such modes of movement;
- (c) “**Active Mobility Mode**” means all modes of transport facilitating active mobility;
- (d) “**Active Mobility Officer**” means an official designated as such by the Urban Local Authority;
- (e) “**Adequate Width**” means the width earmarked for a purpose as per Standards and Guidelines referred to in Section 26 of this Act;
- (f) “**Central Government**” means the Government of India;
- (g) “**Code of Conduct**” means the principles or guidelines issued as Code of conduct under Section 41 of this Act;
- (h) “**Complete and Connected Streets**” means streets that are planned, designed, operated and maintained to enable safe, convenient, accessible and comfortable mobility for all, including pedestrians, cyclists, public transport users, of all ages, abilities

and gender, in accordance with the specified standards;

- (i) **“Comprehensive Mobility Plan”** means the document outlining the policies, strategies and related actions for the provision of safe, clean and efficient urban transport and enhancement of mobility of people and goods in the local planning area, covering all the elements of mobility under an integrated land use and transport planning process;
- (j) **“Cycle”** means traditional standard bicycle with two wheels, steered by a handlebar attached to the front wheel, and solely propelled by human power delivered through the pedals;
- (k) **“Cycle Crossing”** means a street crossing provided exclusively for cyclists. Cycle crossing can be either signalized or non-signalized;
- (l) **“Cycle Lane”** means a portion of the carriageway that has been designated by lane-markings and/or signages or any other pavement marking for the exclusive use of cyclists and is conforming to the standards and guidelines. In exceptional cases for short stretches not exceeding 500 m, other vehicles may be allowed on cycle lanes by placement of appropriate signages. However, cyclists will have priority and other vehicles shall allow cyclists to pass first before entering the shared portion of the cycle lane;
- (m) **“Cycle Path”** means a path demarcated in a park, on a lake bund or along the waterway for preferential or exclusive use of cyclists, and is conforming to the standards and guidelines;
- (n) **“Cycle Track”** means a cycle lane that is physically separated from the motorized traffic and is distinct from the footpath, designated for the exclusive use of cyclists and is conforming to the standards and guidelines. Cycle track may be one-way or two-way, and may be at carriageway level, at footpath level, or at an

- intermediate level;
- (o) **“Cyclist”** means a person riding a cycle or a pedal-assisted electric bicycle;
- (p) **“Driver”** means driver as defined under the clause (9) of Section (2) in The Motor Vehicles Act,1988 (Central Act No. 59 of 1988);
- (q) **“First and Last Mile Connectivity”** means the beginning and end of an individual trip, primarily made by walk or cycle, to travel from and to a transit station;
- (r) **“Footpath”** means a part of a street which is a dedicated space for the use of pedestrians, users of motorised or non-motorised wheel chairs;
- (s) **“Grievance Redressal Mechanism”** means the physical and digital processes adopted by Urban Local Authorities to receive and resolve complaints from the general public pertaining to pedestrian and cycling infrastructure and services;
- (t) **“Indian Road Congress”** means the apex body of the Highway Engineers in India;
- (u) **“Infrastructure Development Agency”** means agency involved in development of city infrastructure such as roads, bridges, water supply, drainage system, electricity supply, telecommunication cables, gas pipelines and any other utility agencies, whether public or private;
- (v) **“Kerb”** also referred to as **“Curb”** means a structure constructed of either cut stones or concrete, and is installed along the edge of a footpath, cycle lane/cycle track or at road median and islands to delineate the boundary between these elements and the carriageway;
- (w) **“Kerb Ramp”** also referred to as **“Curb Ramp”** means a sloping of

the kerb from the top surface of a footpath, cycle lane/ cycle track and the median to the surface of an adjoining part of a carriage way, primarily to facilitate the entry and exit of pedestrians and wheelchair users to junctions, crossings and property entrances, or the driveway to a property entrance;

- (x) **“Local Planning Area”** means an area notified as such under Section 4A of the Karnataka Town and Country Planning Act, 1961;
- (y) **“Master Plan”** means a plan defined under clause (3-b) of Section 2 of the Karnataka Town and Country Planning Act, 1961 (Karnataka Act No. 11 of 1963);
- (z) **“Micro-mobility Vehicle”** means an electric vehicle with a maximum speed of 25 kilometres per hour (kmph) and its equipped motor shall have a thirty-minute power less than 250 watt. These vehicles are approved by any authorized testing agency specified in the rule 126 of the Central Motor Vehicles Rules, 1989 as being compliant with the requirements specified in Notification no. G.S.R. 291(E) (2) dated 24.04.2014 of the Government of India or subsequent notifications, if any;
- (aa) **“Motor Vehicle”** or **“Vehicle”** means motor vehicle or vehicle as defined under the clause (28) of Section (2) in The Motor Vehicles Act, 1988 (Central Act No. 59 of 1988);
- (bb) **“Pedal-Assisted Electric Bicycle”** means a cycle with pedals assisted by electric traction without a throttle, and with a maximum thirty-minute power of the motor which is less than 250 watt and the motor’s output shall progressively reduce and finally cut off as the vehicle reaches a speed of 25 kilometres per hour (kmph), or sooner, if the cyclist stops pedalling;

(cc) **“Pedestrian”** means:

- (1) a person sitting, standing, walking, running, or jogging, or using a walking stick, crutches, or any other mobility aid, with or without pet/companion animals; or
- (2) a person in a non-motorised wheelchair or a conveyance propelled by human power other than a bicycle; or
- (3) a person driving a motorised wheelchair that cannot travel at over 10 kilometres per hour (kmph) (on level ground); or
- (4) a person pushing a pram, stroller, or trolley, or a motorised or non-motorised wheelchair or a bicycle; or
- (5) a child using a tricycle;

Explanatory Note: The authority managing a public space may restrict the movement of pet or companion animals to part(s) of public space, if needed, by an appropriate order.

(dd) **“Pedestrian Crossing”** means a safe passage earmarked for movement of pedestrians at intersections and mid-blocks;

(ee) **“Person With Disability”** shall have the same meaning as defined in the Rights of Persons with Disabilities Act, 2016 (Central Act No. 49 of 2016);

(ff) **“Planning Authority”** means the planning authority as defined under clause (7) of section 2 of the Karnataka Town and Country Planning Act, 1961 (Karnataka Act No. 11 of 1963) or where planning authorities are not constituted an officer designated as under sub-section (10) of section 4-k of the said Act;

(gg) **“Public Bicycle Sharing Hub”** means dedicated parking/docking spaces reserved for the fleet of public bicycle sharing system;

(hh) **“Public Bicycle Sharing System”** means the shared mobility service in which cycles and/or pedal-assisted electric bicycles are made available for shared use, at a closely spaced network of

public bicycle sharing hubs, to individuals on a short-term basis for a price or free, and is permitted, setup and operated under the guidelines issued by the State level Agency. Typically, in such a system, individuals can pick up a cycle from one hub and return it at any another hub;

- (ii) **“Public Transport”** means buses, trains, and other forms of transport services permitted by the government that typically run on a scheduled timetable, operate on established routes by virtue of valid permits, and charge a set fare for each trip and are available for use by the general public;
- (jj) **“Right of Way”** means the legal right of a pedestrian or cyclist or vehicle to proceed with precedence over others in a particular situation or place;
- (kk) **“Shared Micro-Mobility System”** means a shared mobility system other than a public bicycle sharing system in which micro-mobility vehicles are made available for shared use, at a closely spaced network of shared micro-mobility hubs, to individuals on a short-term basis for a price or free, and is permitted, setup and operated under the guidelines issued by the State level Agency. Typically, in such a system, individuals can pick up a micro-mobility vehicle from one hub and return it at any another hub;
- (ll) **“Shared Micro-Mobility System Hub”** means dedicated parking/docking spaces reserved for the fleet of shared micro-mobility system;
- (mm) **“Shared Path”** means a part of a dedicated space on the street designated for the exclusive use of both pedestrians and cyclists;
- (nn) **“Slow Street”** means a street with a speed limit of not more than 15 kmph for all vehicles, both motorised and non-motorised. Vehicular speeds may be controlled using traffic signs and/or

traffic calming measures;

- (oo) "**Standards and Guidelines**" means technical specifications, guidelines or other precise criteria established, published and/or recognised in relation to planning, designing, developing, constructing and/or maintaining the urban streets, and these specifications include any standards or guidelines or criteria established, published and/or recognised by the State under Section 26 of this Act;
- (pp) "**State**" also referred to as "**State Government**" means State Government of Karnataka;
- (qq) "**State Level Agency**" means the Directorate of Urban Land Transport functioning under the Urban Development Department of Government of Karnataka;
- (rr) "**State Transport Authority**" means the Authority constituted under Section 68 of the Motor Vehicles Act, 1988 (Central Act 59 of 1988);
- (ss) "**Street**" shall have the same meaning as defined under the Karnataka Municipalities Act, 1964, the Karnataka Municipal Corporations Act, 1976 and the Bruhat Bengaluru Mahanagara Palike Act, 2020;
- (tt) "**Traffic Calming**" means the implementation, at streets and intersections, of civil engineering measures such as speed humps, diverters, table top crossings, chicanes, kerb extensions, traffic circles and medians etc., design strategies and tactical interventions and any other measures or strategies aimed at lowering the speed of vehicles, reducing traffic volumes and the number and severity of road accidents, modifying driver behaviour and may also include restricting access to specific types of vehicles into an area, etc., thereby improving the safety, mobility, and

- comfort for active mobility modes;
- (uu) “**Traffic Management Agency**” means and include agencies involved in the day-to-day management of traffic such as traffic police, parking management agencies, or any other agency or agencies assigned with the task of traffic management;
- (vv) “**Traffic Phase for Pedestrians and/or Cyclists**” means the time exclusively allocated to enable pedestrians and/or cyclists, to traverse/cross a signalized intersection or street by providing them right of way in each cycle of the traffic signal;
- (ww) “**Traffic-Control Device**” means road markings, markers, signs and signal devices used to regulate, warn, or guide traffic, including pedestrians, cyclists, and motor vehicle drivers, placed on, over, or adjacent to a street, highway, pedestrian facility, or cycle lane/cycle track by authority of a public agency having jurisdiction;
- (xx) “**Transit oriented development**” means a framework for planning, designing and transforming urban areas to make the best use of public transport network and active mobility modes, by orienting appropriate land uses in the urban area.
- (yy) “**Transit Oriented Development Zone Plan**” means a development plan notified by the Planning Authority for a given Transit Oriented Development zone in accordance with Section 26 of the Karnataka Town and Country Planning Act 1961 or in the manner specified;
- (zz) “**Transit Station**” means a bus terminal, metro station, railway station, multi-modal hub or any other large transportation hub that provides access to public transport services;
- (aaa) “**Urban Local Authority**” means and includes town panchayat and town, or city municipal council as defined in the Karnataka

Municipalities Act, 1964 (Karnataka Act 22 of 1964) and Corporation as defined in the Karnataka Municipal Corporations Act, 1976 (Karnataka Act 14 of 1977) and the Bruhat Bengaluru Mahanagara Palike as defined in the Bruhat Bengaluru Mahanagara Palike Act, 2020 (Karnataka Act 53 of 2020);

- (bbb) "**Urban Mobility**" means with all its grammatical variations all aspects of transport systems, infrastructure, facilities, vehicles and services available to the general public, including public and private transport vehicles and services and all modes and means of transportation;
- (ccc) "**Urban Transport Agency**" means a public or a private agency authorized to facilitate urban mobility;
- (ddd) "**Vending Zone**" means an area or a place or a location designated as such by the Urban Local Authority, on the recommendations of the Town Vending Committee, as per the Karnataka Street Vendors (Protection of Livelihood and Regulation of Street Vending) Rules, 2016, for the specific use by street vendors for street vending and includes footpath, pavement, embankment, portions of a street, waiting area for public or any such place considered suitable for vending activities and providing services to the general public;
- (eee) "**Voluntary Active Mobility Warden**" or "**Active Mobility Warden**" means an individual who is appointed or selected under Section 44 of this Act;
- (fff) "**Ward**" means such areas within the Urban Local Authority determined by the State Government under the provisions of The Karnataka Municipalities Act, 1964 (Karnataka Act 22 of 1964), Karnataka Municipal Corporations Act, 1976 (Karnataka Act 14 of 1977) and the Bruhat Bengaluru Mahanagara Palike Act, 2020 (Karnataka Act 53 of 2020);

(ggg) “**Ward Committee**” means a committee constituted by Urban Local Authority for each ward in its jurisdiction.

(2) The words and expressions used in this Act but not defined shall have the same meaning as under the Karnataka General Clauses Act, 1899 (Karnataka Act III of 1899).

CHAPTER II – Comprehensive Mobility Plans

3. Preparation of Comprehensive Mobility Plans. –

(1) A Comprehensive Mobility Plan shall be prepared or revised by the State Level Agency in such manner and within such period as may be prescribed for areas coming under an Urban Local Authority or a Local Planning Area as notified by the State Government.

(2) The Comprehensive Mobility Plan shall include strategies and plans for ensuring integration of land use and transportation, with specific focus on enhancing the use of walking and cycling as preferred modes of mobility, and also as first and last mile connectivity to public transport. Projects that lead to redevelopment of existing streets and/or lead to expansion or improvements to pedestrian and cycling infrastructure shall be prioritized for implementation in the Comprehensive Mobility Plan.

(3) As and when a Master Plan is taken up for revision, the Planning Authority concerned shall intimate the State Level Agency to update the Comprehensive Mobility Plan where applicable. The Comprehensive Mobility Plan shall be incorporated into the master plan prepared for the local planning area.

The Planning Authority concerned shall ensure integration of land use and transport during the preparation or revision of a Master Plan even where the preparation of the Comprehensive Master Plan has not been mandated.

The Revised Master Plan shall be vetted and concurred to by the State Level Agency before it is sent to the State Government for approval at various stages.

4. Preparation of Annual Active Mobility Action Plans. - Urban Local Authorities shall prepare an Annual Active Mobility Action Plan for improving the pedestrian and cycling infrastructure in their jurisdiction. The Annual Active Mobility Action Plan shall be prepared in line with the Comprehensive Mobility Plan, wherever the latter is in vogue.

CHAPTER III- Complete and connected urban streets with pedestrian and cycling network.

- 5. Development of complete and connected streets.** – (1) Every Urban Local Authority shall design, construct, integrate and maintain a network of complete and connected streets, with footpaths, cycle lanes or cycle tracks or shared paths of adequate width, within its jurisdiction. (2) Urban streets shall be designed, as per the Standards and Guidelines, to prioritize mobility of people of all ages and abilities over mobility of vehicles. The width of lanes for movement of private vehicles shall be fixed after provision of footpaths, cycle tracks or shared paths of adequate width for the movement of people by walk or by cycles, and provision of designated lanes for public transport on streets with high frequency of bus services.
- 6. Inventory of streets.** - Every Urban Local Authority shall maintain an updated list of streets in its jurisdiction with information including but not limited to street hierarchy; street and carriage-way centerlines; street parameters including widths of carriageway, drain, footpath, cycle lane/cycle track etc. and current geometry; alignment and grades; intersections; parking spaces; bus stops; safety barriers; flyovers; pedestrian crossings including grade separated pedestrian crossings; stormwater drains; culverts; medians and channelizers; traffic controls; road markings; signals; signs; pavement structure; footpaths; cycle lanes/cycle tracks; shared paths and authorized vending zones etc.

7. Identification and completion of missing links. - Missing links or lack of direct connectivity, if any, due to existing properties, large land parcels and physical barriers, etc. in the pedestrian and cycling network shall be identified by the Urban Local Authority and informed to the concerned Local Planning Authority. The latter shall ensure that land of required width is demarcated, acquired and transferred to the respective Urban Local Authority, in such manner as may be prescribed.

8. Safe linkages across natural and man-made barriers. -

- (1) Walking and cycling paths shall be created and maintained along lake bunds, with prior approval of the Karnataka Tank Conservation and Development Authority and through parks which shall be accessible for movement of pedestrians and cyclists during operational hours, to provide short and direct connectivity.
- (2) Safe linkages should be provided across railway right of way at strategic locations to create a connected street grid for public transport, cycling and pedestrian connections. The Urban Transport Agencies concerned should facilitate people, who may not necessarily be public transport users, to freely traverse across the transit stations to access land uses on either side of the station.

CHAPTER IV - Redevelopment and new development of streets

9. New streets to be complete and connected to the existing network.

- Urban Local Authorities and Local Planning Authorities shall ensure that footpaths and cycle tracks of width conforming to Standards and Guidelines are mandatorily provided in the development plans for all new streets in new or existing layouts and areas and are built accordingly. Such footpaths and cycle tracks shall be connected to the wider pedestrian and cycling network in the area to form a complete and connected network.

10. Re-development of existing streets. - Whenever existing streets are taken up for redevelopment i.e., asphalting, white-topping, cement

concrete work, construction of grade separators or any reconfiguration etc. with or without road-widening, Urban Local Authorities shall redesign and develop the streets with footpaths and cycle lanes/cycle tracks or shared paths of width conforming to Standards and Guidelines.

- 11. Regulation of public realm.** - No development of new street or existing street under Section 9 and 10 of this Act shall be taken up unless and until the Urban Local Authority or the developer of such street, whether public or private, submits plans and designs for the vetting and approval of the Authority specified by the State Government. Such Authority shall satisfy itself that the new development gives primacy to pedestrians and cyclists and is designed with footpaths and cycle lanes/cycle tracks of adequate width and conform to the requirements specified under this Act.
- 12. Enabling Active mobility network through Transit Oriented Development.** - Urban Local Authorities shall develop and/or augment the pedestrian and cycling network around transit stations in accordance with the Transit Oriented Development Zone plans, if any, prepared in conformity with the provisions of this Act and approved by the Planning Authority.

Chapter V – Pedestrianised streets and Slow streets

- 13. Pedestrianised streets or zones.** - The urban local authorities may designate streets with predominantly pedestrian use, as pedestrianised streets or zones. Only pedestrians, cyclists and emergency vehicles shall be allowed in such streets or zones. Residents of the streets or zones with no alternative access to their properties shall be authorized to access, by the urban local authorities. Delivery vehicles shall be permitted to access during specified hours.

14. Slow streets. - Urban streets in predominantly residential areas, school zones, hospital zones, and neighbourhood market streets should be designed and notified as 'Slow Streets'.

CHAPTER VI - Elements of complete and connected streets.

15. Development of footpaths. - Urban Local Authorities shall ensure that footpaths are designed and constructed on all urban streets to form a network that is:

- a) continuous, connected, free from obstructions, and provides short and direct routes for walking within the neighbourhood;
- b) safe, accessible and convenient to use for all users, especially women, children, elderly, and persons with disabilities;
- c) preferably shaded, well- drained, well-lit and regularly cleaned;
- d) well-connected to the transit stations, bus stops, public bicycle sharing hubs, cycle stands, etc. to facilitate first and last mile connectivity; and
- e) safe to use through implementation of measures like segregation from motorized traffic, kerb ramps at crossings, pedestrian refuges, pedestrian signal phases, and traffic calming measures.

Provided where vending zones are identified and duly notified by the Urban Local Authorities, such zones shall be demarcated, developed and maintained to ensure no obstruction whatsoever to the unimpeded and safe movement of pedestrians and cyclists.

16. Development of cycle lanes/cycle paths/ cycle tracks and shared paths. -

- (1) Urban Local Authorities shall provide cycle tracks with safe segregation from the main carriageway or cycle lanes for the use of cyclists.
- (2) Cycle lanes/cycle paths/cycle tracks/shared paths shall be:
 - (a) continuous and connected to form a complete cycling network;

- (b) of adequate width to facilitate safe movement of cyclists either one way or two-way as the case may be;
- (c) fully segregated and of adequate width if designed for contraflow movement on one-way streets;
- (d) safe, accessible and convenient to use for all users, especially women, children, elderly, and persons with disabilities;
- (e) well-lit with adequate drainage facilities and regularly cleaned; and
- (f) accessible from cycle stands, public bicycle sharing hubs, bus stops and transit stations.

Provided that, where the existing street widths do not permit provision of cycle lanes/cycle tracks, shared paths shall be developed for use of both pedestrians and cyclists, with surface treatment conducive for both walking and cycling or traffic calming measures shall be implemented on the streets to regulate vehicle speeds below 25 kmph, to ensure safety of all cyclists including children and elderly.

17. Location of utilities on footpaths, cycle lanes/cycle tracks and shared paths. – Urban Local Authorities, along with the Infrastructure Development Agencies, shall coordinate, plan, and ensure that utilities are installed in utility ducts or trenches below the surface to the extent possible for ease of future repair and maintenance whenever new streets are created or existing streets are taken up for re-development. The above-ground utilities and amenities shall be located at the extreme edge of the footpath or between the footpath and carriageway in zones demarcated for the purpose to ensure unobstructed and safe passage of pedestrians and cyclists.

18. Safe crossings at intersections and street mid-blocks. -

- (1) Pedestrians and cyclists shall be able to safely cross the streets, preferably at-grade. The pedestrian and cycle crossings shall be provided as close to the bus stops and transit stations as feasible, clearly demarcated and well-lit, with refuge space for waiting. The markings of pedestrian and cycle crossings shall be regularly

monitored to ensure visibility at all times of the day. Where the intersections are signalised, adequate duration shall be allocated to pedestrians and cyclists to enable people of all ages and abilities, especially children, elderly, and people with disabilities to safely cross the street.

- (2) Pedestrian over-bridges and pedestrian underpasses may be planned and provided at intersections and mid-blocks only after a thorough evaluation of various factors including carriageway width, public convenience, safety, integration with transit stations, etc.

The footprint of the grade-separated structure located on footpath shall be located such that pedestrian movements are not impeded and adequate width of unobstructed footpath is available. Pedestrian over-bridges and underpasses shall be well lit and shall be made universally accessible either through provisions of gentle ramps, escalators, or elevators.

19. Provision for parking cycles. -

- (1) Parking facilities for cycles shall be provided in and around bus stops, transit stations, major activity centers like markets, shopping centers (malls), multiplexes, parks, playgrounds, stadiums, places of tourist attraction, streets with dense commercial activities, large employment areas (Government offices, IT parks, Industrial clusters, etc.), residential colonies, apartment complexes, etc.
- (2) Cycle parking shall also be provided on-street at reasonable intervals where on-street parking is permitted. In urban areas where public bicycle sharing system (PBS) is in operation, a network of public bicycle sharing hubs shall be created, with hubs preferably at every 250-300 metres distance.
- (3) The cycle parking/public bicycle sharing hubs should accommodate a minimum of 10 cycles. At locations with high demand like transit stations (Metro, BRTS stations, TTMCs), railway stations, bus stands, stadiums, large employment clusters etc., the parking facilities/hubs

should have enough capacity to accommodate larger number of cycles.

- (4) The cycle parking/public bicycle sharing hubs should have a rack (or stand) to allow for cycles to be chained and locked to the rack, should be well lit for safe use of the facility at night hours, and should have visible signage to inform the users of its presence. Surveillance cameras may be utilized in large or secluded parking facilities/hubs to discourage theft and vandalism of cycles.
- (5) Zonal Regulations and building byelaws shall include provisions to stipulate cycle parking in large developments/buildings including but not limited to transit and activity centres.

20. Access to properties. - Properties abutting the footpaths, cycle lanes/cycle tracks/or shared paths shall be provided access from the adjoining street, without obstructing the movement of pedestrians and cyclists. Kerb ramps shall be provided on footpaths, cycle lanes/cycle tracks and shared paths at property entrances to provide access to properties. It must be ensured that footpaths, cycle lanes/cycle tracks and shared paths are continuous and at a uniform level to facilitate safe and unimpeded movement of pedestrians and cyclists.

21. Signages. - Wayfinding aids like maps, signages etc. indicating walk and cycle routes shall be provided and maintained by the Urban Local Authorities at key locations like transit stations, intersections, bus stops, lakes, parks, etc. and shall also be made available online. Wayfinding aids shall be periodically updated by the Urban Local Authorities and shall be universally accessible.

22. Road markings. - Road markings shall be provided and maintained as per the Standard and Guidelines at intersections, carriageway, pedestrian and cycle crossings, footpaths, cycle lanes/cycle tracks etc.

Chapter VII - Public Transport infrastructure, first and last mile connectivity

- 23. Bus stop infrastructure.** - Urban Local Authorities, along with Urban Transport Agencies, shall ensure that bus stops located on or adjacent to the footpaths, cycle lanes, cycle paths, cycle tracks or shared paths shall meet the following criteria:
- (a) adequate width is available for safe and unhindered movement of pedestrians and cyclists.
 - (b) Bus stops shall have display boards prominently indicating the walking and cycling routes to key destinations in the vicinity and location of PBS hubs, cycle parking etc.
- 24. First and last mile connectivity.** - The urban local authorities shall ensure first and last mile connectivity from bus stops, transit stations and airports through active mobility modes and public bicycle sharing systems.
- 25. Cycles on public transport.** - Urban Transport Agencies may facilitate and permit cyclists to carry their cycles either through provision of designated areas/coaches in rail-based public transport systems or fixing cycle racks to buses.

Chapter VIII - Development of Standards and Guidelines

- 26. Development of Standards and Guidelines.** - The State Level Agency may develop, update and disseminate standards and guidelines pertaining to planning, designing, construction, operation, and maintenance of footpaths, cycle lanes/cycle tracks, and shared paths including all associated pedestrian and cycling infrastructure for compliance by all stakeholders including Urban Local Authorities, Traffic Management Agencies etc.

Provided that until such standards and guidelines are developed and circulated, extant standards and guidelines of the State Government, Central Government or an expert organization like Indian Road Congress

shall be followed for pedestrian and cycling infrastructure and facilities mandated under this Act. Where no standards are available, convenience and comfort of pedestrians and cyclists shall guide planning, design, implementation and maintenance of street infrastructure and facilities.

Chapter IX - Obligation to remove obstructions

27. Obligation to remove obstructions. – No permanent or temporary structure shall be erected; debris, construction materials or any other material dumped and/or parking or movement of motor vehicles permitted on the footpaths, cycle lanes/cycle tracks, or shared paths. Any such act will be considered as an infringement on the rights of pedestrians/cyclists and will be liable to fine as specified in the Act.

Provided where such obstructions exist on the footpaths, cycle lanes/cycle tracks or shared paths before the commencement of this Act, the Urban Local Authorities shall specify a reasonable time for removal of obstructions by the individuals or agencies concerned.

28. Construction activities not to obstruct footpaths, cycle lanes/cycle tracks and shared paths. –

(1) Footpaths, cycle lanes/cycle lanes and shared paths may not be barricaded and used during construction of any infrastructure. Safe mobility of pedestrians and cyclists shall be ensured without long detours during construction activities.

(2) Signages should be installed at site to inform pedestrians and cyclists of the construction activity, and the detour to be taken. Information on such detours to walk and cycle routes and details of the construction activities should be published at the site and on various media for information of the public.

Chapter X - Inspections and Audits

29. Assessing pedestrian and cycling network availability and condition of infrastructure.

- Urban Local Authorities shall audit and map the pedestrian and cycling network availability and condition of the infrastructure in their jurisdiction within a year from the date of commencement of this Act and shall repeat the audit mandatorily every year in the manner specified by the State Level Agency. Such audits shall also focus on identifying safety related issues and challenges that women, children, elderly and persons with disabilities may face while using the urban streets and the pedestrian and cycling network. The outcomes of the audit shall be considered while finalizing the Annual Active Mobility Action Plan by the Urban Local Authorities.

30. Inspections of pedestrian and cycling infrastructure.

- Urban Local Authorities shall undertake periodic inspections of the footpaths, cycle lanes/cycle tracks, and shared paths, preferably by walking or cycling, in the manner specified by the State Level Agency, to identify maintenance issues, if any, and shall take timely action to rectify defects. A record of such inspections shall be kept in physical and/or digital formats in the offices of the Urban Local Authorities and published on their websites.

Chapter XI – Regulation of Shared Micro-mobility and Public Bicycle Sharing systems, and facilitation of Public Bicycle Sharing systems

31. Regulation of Shared Micro-mobility systems and Public Bicycle Sharing systems.

- The Urban Local Authorities shall regulate shared micro-mobility modes and public bicycle sharing systems through the process specified by the State Level Agency to ensure level-playing field to all operators, uniform branding, seamless use across various apps and operators, data sharing, and safe and convenient access to users. Only the active micro-mobility modes shall be permitted to use cycle lanes, cycle tracks or shared paths.

32. Licensing requirements. - The procedure for assessment of rider competency of users of micro-mobility vehicles and grant of license shall be as may be prescribed.

33. Facilitating Public Bicycle Sharing. - Public Bicycle Sharing shall be facilitated by the Urban Local Authorities and the Urban Transport Agencies by providing space for location of parking hubs or cycle stands at all transit stations and at suitable locations along the street network to encourage cycling for first and last mile access.

Chapter XII – Institutional responsibilities

34. Institutional responsibilities. -

(1) Role and responsibility of the State Level Agency. -

- (a) To prepare or revise, or cause to prepare or revise the Comprehensive Mobility Plans (CMP) in accordance with the provisions of this Act.
- (b) To review Master Plans and to provide inputs to the Planning authorities concerned on integration of land use and transportation.
- (c) To develop and publish Standards and Guidelines for design of complete and connected streets including safe, inclusive, and universally accessible pedestrian and cycling infrastructure or prescribe existing Standards and Guidelines, if any, to be followed.
- (d) To ensure that periodic audits and inspections of the pedestrian and cycling infrastructure and facilities are conducted in accordance with the provisions of this Act, and corrective measures are initiated by the Urban Local Authorities.
- (e) To put in place a mechanism for regulation of shared micro-mobility modes, and to monitor its implementation.
- (f) To formulate appropriate rules, policies and regulations for facilitating the implementation of the provisions of this Act and implement the same with the approval of the State Government.
- (g) To develop and disseminate code of conduct for all users of the urban streets.

- (h) To design and implement communication and outreach programs at the State level for promoting active mobility.
- (i) To promote research and innovation in active mobility and to develop and implement capacity building programs for augmenting the knowledge and skills of individuals and institutions responsible for implementation of the provisions of this Act.
- (j) To initiate such actions and measures as needed to implement the provisions of this Act.

(2) Role and responsibility of the Urban Local Authorities. -

- (a) To prepare Annual Active Mobility Action Plan for implementation as per the provisions of this Act.
- (b) To earmark funds as per the provisions of this Act for development and maintenance of the pedestrian and cycling infrastructure and facilities.
- (c) To design, develop and maintain complete and connected streets and pedestrian and cycling infrastructure and facilities as per the provisions of this Act.
- (d) To conduct periodic audits and inspections of the pedestrian and cycling infrastructure to ensure they are being developed and maintained in accordance with the provisions of this Act.
- (e) To augment the pedestrian and cycling infrastructure and to notify pedestrianized and slow streets.
- (f) To regulate shared micro-mobility as per the modalities prescribed by the State Level Agency.
- (g) To remove obstructions to the safe and seamless movement of pedestrians and cyclists and to strictly enforce the provisions of this Act.
- (h) To constitute an Active Mobility Cell and to appoint Active Mobility Wardens, Supervisors and Officer to ensure effective monitoring and enforcement.
- (i) To levy and collect appropriate fines and penalties.

- (j) To design and implement communication and outreach programs for promoting the use of active mobility modes.
- (k) To initiate such actions and measures as needed to implement the provisions of this Act.

(3) Role and responsibility of the Planning Authorities. -

- (a) To ensure integration of land use and transport during the preparation or revision of the Master Plan as per Section 3 of this Act.
- (b) To sanction permission for development of private layouts and properties keeping in view the requirements for augmentation of the pedestrian and cycling infrastructure and connections to the larger network.
- (c) To regulate developments in public realm as mandated in Section 11 of this Act.
- (d) To initiate such actions and measures as needed to implement the provisions of this Act.

(4) Role and responsibility of the Traffic Management Agencies. -

- (a) To manage traffic flows in the intersections, whether signalized or unsignalized, with focus on ensuring safe crossings for pedestrians and cyclists in consonance with the provisions of this Act.
- (b) To proactively monitor and initiate deterrent action in cases of driving or parking of vehicles on footpaths, cycle lanes/cycle tracks and shared paths.
- (c) To levy and collect appropriate fines and penalties if notified as a competent authority under Section 55 of this Act.
- (d) To effectively enforce pedestrianization of streets notified as such by the Urban Local Authorities and to implement traffic calming measures on streets designated as slow streets by the Urban Local Authorities.
- (e) To initiate such actions and measures as needed to implement the provisions of this Act.

(5) Role and responsibility of Central or State Government Departments or agencies or private developers responsible for construction and maintenance of urban streets. -

- (a) To construct, redevelop and maintain such parts or portions of the urban streets under their control in consonance with the provisions of this Act.
- (b) To conduct periodic audits and inspections of the pedestrian and cycling infrastructure on such parts or portions of Urban Streets and ensure that these are being developed and maintained in accordance with the provisions of this Act and are free from obstructions.
- (c) To implement pedestrianized and slow streets if the parts of the urban streets under their control are notified as such by the Urban Local Authorities.
- (d) To initiate such actions and measures as needed to implement the provisions of this Act.

(6) Role and responsibilities of Urban Transport Agencies. -

- (a) To coordinate with the Urban Local Authorities and ensure implementation of provisions contained in Section 23, 24 and 25 of this Act.
- (b) To provide facilities for parking of cycles in the transit stations.
- (c) To initiate such actions and measures as needed to implement the provisions of this Act.

(7) Role and responsibilities of Education Department of the State. -

- (a) To include Code of Conduct mentioned in Section 41 of this Act in the school and college curriculum.
- (b) To promote the use of active mobility modes by school and college staff and students in association with the Urban Local Authorities.
- (c) To initiate such actions and measures as needed to implement the provisions of this Act.

Chapter XIII - Rights and responsibilities of pedestrians and cyclists

35. Right to safe passage. - Individuals shall have the right to safe passage through complete and connected streets as described in the preceding sections, and right to access any public place in an urban area by walk or by cycle. Pedestrians and cyclists shall use the designated paths/tracks for their movement wherever such paths/tracks are available and are maintained as per the provisions of this Act.

36. Pedestrian's and cyclist's right of way. -

- (1) The driver of a motor vehicle emerging from or entering a crossroad, building, private street or driveway shall yield the right of way to any pedestrian and/or cyclist approaching on any footpath, cycle lane/cycle track and/or shared path extending across such crossroad, building entrance, street or driveway. When traffic-control signals are not in place or not in operation, the driver of a vehicle shall always yield the right of way, by slowing down or stopping, to a pedestrian crossing the street within an intersection.
- (2) On shared paths, cyclists shall take due care while passing pedestrians. Cyclists must yield the right of way to pedestrians on a shared path and must give an audible signal like ringing of the cycle bell to alert the latter.
- (3) Cyclists shall safely cross junctions and streets at locations designated for cycle crossings. In absence of designated crossing for cycles, a cyclist may cross beside the designated pedestrian crossing or use the carriageway with other traffic. At signalized junctions, in absence of specific signal indications (or phase) for cyclists, a cyclist should cross the junction or arm of a junction in accordance with the permitted directional vehicular movement during that signal phase. In such cases, the driver of a vehicle shall yield the right of way to cyclists by slowing down or stopping, as need be, so as to not cause any danger to the cyclists. When traffic-control signals are not in place or not in operation, the driver of a vehicle shall yield the right of way, by slowing down or stopping, as need be, to so yield to a cyclist crossing the street

within an intersection when the cyclist is seen intending to enter from either side of a street or is upon the street on which the vehicle is traveling.

37. Crossing a street. -

- (1) Ordinarily, pedestrians and cyclists must not cross a street except through the designated crossings, either at grade or grade separated. Where such crossings have not been provided, it is incumbent upon the Urban Local Authority to designate and clearly mark the crossings as soon as feasible, in consultation with the Traffic Management Agency, so as to provide safe crossing facilities to pedestrians and cyclists.
- (2) Pedestrians shall obey the instructions of any traffic-control devices specifically applicable to them, unless otherwise directed by a personnel from the traffic management agency.

**Chapter XIV – Responsibilities of motor vehicle drivers towards
pedestrians and cyclists**

38. Responsibilities of the motor vehicle driver. – Drivers shall:

- (a) Reduce their speed when a pedestrian and/or cyclist is crossing the street.
- (b) Stop their vehicles behind the marked or painted crossing or traffic signal, when the traffic phase for pedestrians and/or cyclist is green.
- (c) Yield the right of way to a pedestrian and/or cyclist crossing the street within a crossing, when traffic control signals are not in place or not in operation.
- (d) Exercise due care to avoid colliding with any pedestrian and/or cyclist upon any street and give warning by sounding the horn when necessary.
- (e) Exercise proper precautions including slowing down the vehicle upon observing a child, an elderly person, or a person or persons with disabilities upon a street.

- (f) Not overtake a vehicle which has stopped or slowed down at a marked or at an unmarked crossing to yield the right of way to pedestrian and/or cyclist crossing the street.
- (g) Not open the vehicle door in a way that it interferes or is potentially unsafe for pedestrians, cyclists, and other traffic.
- (h) Comply with the speed limits where such limits are specified. The above provisions will apply in addition to the provisions of the Motor Vehicles Act and accompanying rules regulating the driving of motor vehicles.

39. Overtaking cyclists. - Motorists shall ensure that they allow for a minimum distance of 1.5 metres while overtaking a cyclist riding in mixed traffic. The distance should be wide enough to avoid contact with cyclist in the event of the cyclist losing balance and falling on the street.

40. Drivers prohibited from using footpaths and cycle lanes/cycle tracks. – Drivers shall not drive or ride on footpaths, cycle tracks/cycle lanes, and shared paths. Drivers shall cross the cycle tracks/cycle lanes only when undertaking a permitted turning movement at an intersection or a crossroad. Drivers shall not park their vehicles on footpaths, cycle lanes/cycle tracks and shared paths.

Chapter XV – Education, Awareness generation, Monitoring and Enforcement

41. Encouraging right behaviour. – (1) The State Level Agency shall prepare and publish a Code of Conduct to provide guidance on expected behaviour of pedestrians, cyclists, and drivers regarding the right use of pedestrian and cycling infrastructure. Familiarity with the Code of Conduct shall be tested before grant of driving license under Section 31 of The Central Motor Vehicles Rules, 1989.
(2) The State Level Agency shall coordinate with the Education Department of the State to ensure that the Code of Conduct is included in school and

college curriculum to instill right behaviour and practices from an early age. The State Level Agency shall also work in tandem with the Department of Education to promote the use of active mobility modes by the students and the staff of educational institutions.

42. Communication and outreach. - Urban Local Authority shall design and implement a continuous communication and outreach program to drive home the benefits of active mobility to the public from the perspective of individual health and fitness, environmental sustainability, and societal well-being.

43. Obligation on organizations and employers. - Public and private organizations, businesses, institutions, tech-parks etc. shall encourage employees to commute by walking, cycling or public transport by offering suitable facilities/incentives to employees. Organizations shall put in place a sustainable mobility policy for their workplaces to support active mobility including investment on appropriate end-of-journey facilities, training, appropriate tie-ups for facilitating purchase of cycles, providing space for public bicycle sharing hubs, provision of cycles on hire etc. to ensure that the working population has access to a range of sustainable travel options and associated facilities.

44. Voluntary Active Mobility Wardens. - Urban Local Authorities shall encourage interested members of public to work as Voluntary Active Mobility Wardens at ward level to promote community participation in enforcing the Code of Conduct, audit of pedestrian and cycling infrastructure and encouraging walking and cycling. The Voluntary Active Mobility Wardens may conduct routine audits suo moto or along with the local Ward Committee or team of the Urban Local Authority and report any issues pertaining to pedestrian and cycling infrastructure and the enforcement of Code of Conduct to the Urban Local Authority for appropriate action.

45. Active Mobility Cell. - (1) An Active Mobility Cell shall be constituted in all Urban Local Authorities with a population of fifty-thousand and above or as may be specified by the State Government. The Cell shall be headed by an Officer not below the rank of an Assistant Executive Engineer who shall be designated as the Active Mobility Officer. The Cell shall have representation from the respective Planning Authorities and the Police Department. The Active Mobility Cell shall develop partnerships with academia, civil society, and private sector to create awareness, build capacities, enforce right conduct, and build consensus and momentum for creating walkable and cyclable urban areas.

46. Appointment of Active Mobility Supervisor. - Urban Local Authorities shall designate an official not below the rank of a Junior Engineer as an Active Mobility Supervisor for one or more wards, to work in close coordination with the Active Mobility Wardens, and with powers to inspect and investigate any infringement of the provisions of this Act and take necessary action for removal of vehicles and other obstructions on pedestrian and cycling infrastructure.

47. Grievance redressal. - Urban Local Authorities shall institute a grievance redressal mechanism to enable members of the public to report issues pertaining to pedestrian and cycling infrastructure. Urban Local Authorities shall notify timelines in which various categories of issues will be resolved for the information of the public.

48. Monitoring of compliance. - The State Level Agency shall develop and publish a framework for service level benchmarking to monitor the implementation of the provisions of this Act. The State Level Agency shall also collect data from Urban Local Authorities and Planning Authorities to measure the service levels.

49. Enforcement of the Act. - It is incumbent upon the Urban Local Authorities and Traffic Management Agencies to ensure proper enforcement of the provisions of this Act through deployment of special

squads, regular inspections by officials, utilization of the services of the Voluntary Active Mobility Wardens, use of technology etc.

50. Capacity building. – The State Level Agency shall develop and implement capacity building programs, in association with the State Institute of Urban Development (SIUD) and similar institutions, to enhance the knowledge and skills of the officials of the Urban Local Authorities and Planning Authorities in planning, designing, implementing, and monitoring active mobility infrastructure and facilities. Training programs shall also be planned and implemented for officials of Traffic Management Agencies and Active Mobility Wardens.

Chapter XVI - Funding

51. First charge on the Urban Local Authority fund. –

- (1) Funding for the construction, and maintenance including removal of obstructions if any, of the footpaths, cycle lanes/cycle paths/cycle tracks, shared paths, pedestrian crossings, and parking for cycles shall have first charge on the fund of the Urban Local Authority along with other obligatory functions. Urban Local Authority shall earmark an annual allocation as necessary for the development and maintenance of pedestrian and cycling infrastructure. Charges/fees collected from paid parking shall also be apportioned to develop or improve pedestrian and cycling infrastructure.
- (2) The amount collected under Section 55 shall be utilized for the purpose specified under sub-section (1) above.

Chapter XVII – Promoting Research and Innovation

52. Promotion of research and innovation in the field of active mobility. – The State Level Agency shall earmark funds and undertake necessary actions to promote and encourage research and innovation with respect to construction techniques, materials, product design, technologies, etc. relating to active mobility infrastructure and facilities.

Chapter XVIII - Offences and Penalties

53. Penalty for failure to comply with provisions of this Act and/or the rules, regulations, orders and directions issued under this Act. -

- (1) If any person fails to comply with the provisions of the Act, such person shall be punishable with fine which may extend up to rupees fifty thousand and for a second or subsequent violation, with fine which may extend up to rupees one lakh and in the case of continuing violation with additional fine which may extend up to rupees one thousand for every day during which the violation continues.
- (2) If any person fails to comply with the provisions of the Rules, such person shall be punishable with fine which may extend up to rupees twenty-five thousand and for a second or subsequent violation, with fine which may extend up to rupees fifty thousand and in the case of continuing violation with additional fine which may extend up to rupees one thousand for every day during which the violation continues.

54. Offences by companies. -

- (1) If the person committing a default or contravention under this Act is a company, every person, who, at the time such default or contravention occurred, was in-charge of and was responsible for the conduct of the business of the company, as well as the company, shall be deemed liable for the default or contravention and shall be liable to be proceeded against and punished accordingly as per Section 53 of this Act.

Provided that, nothing contained in this sub-section shall render any such person liable to any punishment provided under this Act, if the person proves that the default or contravention was committed without the person's knowledge or that the person exercised all due diligence to prevent the commission of such default or contravention.

(2) Notwithstanding anything contained in sub-section (1), where an offence under this Act has been committed by a company and it is proved that the offence has been committed with the consent or connivance of or it is attributable to any neglect on the part of any director, manager, secretary, such director, manager, secretary, or other officer shall be deemed to be guilty of that offence and shall be liable to be proceeded against and punished accordingly.

55. Collection of fine. - The concerned Urban Local Authority or any other authority notified by the State Government shall levy and collect the fine as applicable in such manner as may be prescribed.

Chapter XIX - Miscellaneous

56. Removal of difficulties. -

- (1) If any difficulty arises in giving effect to the provisions of this Act, the State Government may by notification make such provisions not inconsistent with the provisions of this Act, as appear to it to be necessary or expedient for removing the difficulties:
Provided that, no such notification shall be issued after the expiry of the two years from the date of commencement of this Act.
- (2) If any notifications are issued under sub section (1), such notifications shall lay before each house of the State Legislature.

57. Act to have over riding effect. - The provisions of this Act shall have effect notwithstanding anything inconsistent therewith contained in any other law for the time being in force.

58. Power to make rules. -

- (1) The State Government may make rules by previous notification, to carry out the purposes of this Act.
- (2) In particular and without prejudice to the generality of the foregoing provisions such rules may provide for all or any of the following namely:-

- (a) the manner and period for preparation of Comprehensive Mobility Plan;
- (b) the manner for demarcation, acquisition and transfer of required width of land to the Urban Local Authority;
- (c) the manner for annual inspection by the State Level Agency;
- (d) the manner for regulating shared micro mobility modes and public bicycle sharing system;
- (e) the manner for levy and collection of fine; and
- (f) all matters expressly required or allowed by this Act to be prescribed or in respect of which this Act makes no provision or makes insufficient provision and a provision is, in the opinion of the State Government, necessary for the proper implementation of the Act.

(3) Every rule made under this Act shall be laid as soon, as may be after it is made before each House of the State Legislature while it is in session for a total period of thirty days, which may be comprised in one session or in two or more successive sessions, and if, before the expiry of the session immediately following the session or the successive sessions aforesaid, both Houses agree in making any modification in the rule or both Houses agree that the rule should not be made, the rule shall thereafter have effect only in such modified form or be of no effect, as the case may be, so however, that any such modification or annulment shall be without prejudice to the validity of anything previously done under that rule.
