

**No. SKG/RS/038**

**11-Jul-2021**

**The councils of State,  
Rajya Sabha,  
New Delhi-110001.**

The petition of S K Goyal, D-103 Shivam Apartments, Sector-12/14, Dwarka, New Delhi-110078.

**Sheweth:** Brief... : Reg: Compliance with 'Street Design Guidelines' in Delhi.

Sir,

Unified Traffic & Transportation Infrastructure (Planning & Engineering) Centre was formed way back in 2008 to address the void in planning and improve co-ordination between numerous parallel authorities operating in the national capital. This body is formally headed by LG and has on its Governing Board Chief Executive Officers of all the civic authorities in Delhi.

The centre came up with Street Design Guidelines in 2009 as well as Pedestrians Design Guidelines in 2009. Among other things, the design essentially lays down the measurable parameters how footpaths need to be maintained, where zebra crossing is to be painted, etc. so that pedestrians can use it safely & conveniently. But unfortunately, none of the civic bodies has paid requisite attention to these guidelines as far as these relate to maintenance of footpaths.

As a result, most of the footpaths in Delhi still do not conform to these guidelines issued by UTTIPEC. Even the areas managed by DDA, which is entrusted with managing the affairs of UTTIPEC awfully falls short in meeting the defined criteria. In Dwarka, an area planned & developed by DDA itself, it will be difficult to find even one single length of footpath which conforms to the criteria wholly, not only this most of the zebra crossings painted also have technical fault. My experience of dealing with several civic bodies, on this issue, has indicated that this aspect is not on the radar of anyone. Even the area under New Delhi Municipality Corporation, which handles all VIP areas has several anomalies. The position in rest of the Delhi can be very well understood.

The most unfortunate part is, civic bodies are spending crores on the construction of footpaths but are not able to ensure that these are obstruction-free. The bodies themselves are creating so many impediments like fixing dustbins, sign-boards, poles etc. in a way to defeat the very basic purpose of having a footpath and whole public money is wasted. The only parameter civic bodies follow is the construction of footpath – whether it is fulfilling the purpose and can be utilized by pedestrians is not something for which anyone is concerned. On one side, in the city we are preparing model roads on foreign pattern, utilising precious resources on creating cycle tracks, but when it comes to footpaths the eyes are totally shut and the situation is pathetic.

One of the reason for such non-compliance is the absence of any compliance review mechanism. The UTTIPEC does not undertake any road inspection to examine the compliance status of street design guidelines and to point out the deficiencies to the relevant civic body for

rectification. It, in fact, is a matter of bringing culture change and even if one road is inspected every week a tone would be set for change.

**And accordingly, your petitioner prays that –**

**(A)** UTTIPEC may be directed to set in a 'Street Design Guidelines' compliance tracking mechanism to undertake periodic road inspection on a random basis. The inspection report so prepared should be shared with the concerned civic body for taking corrective measures in a time-bound manner.

**(B)** All the civic bodies in city may be directed to submit the compliance check list available in the Street Design Guidelines to UTTIPEC for review and

**(C)** As UTTIPEC is a toothless body, the same may be empowered with some authority to enforce the Steet Design Guidelines in city to make it a model city of country.

Appropriate legislation may please be passed for implementation of above.

Name of Petitioner	Address	Signature
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Counter signature of Member presenting

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