



**GOVERNMENT OF ODISHA
COMMERCE & TRANSPORT DEPARTMENT**

RESOLUTION

No. TRN-POL-RT-0002-2026 12101/T, dated the 24th day of September, 2026

The following draft which the State Government proposes to make in exercise of the powers conferred by sub-section (1A) of section 138 and section 210D of the Motor Vehicles Act, 1988 (Act 59 of 1988), read with section 212 of the said Act, is hereby published for information of all persons likely to be affected thereby; and notice is hereby given that the said draft shall be taken into consideration on or after expiry of thirty days from the date of publication of this notification in the Odisha Gazette.

Objections or suggestions, if any, may be addressed to the Principal Secretary to Government, Commerce & Transport Department, Government of Odisha, Bhubaneswar, within the said period. The objections and suggestions received within the said period shall be considered by the State Government before finalization of the rules.

DRAFT RULES

1. Short title and commencement.

- (1) These rules may be called the “**Odisha Pedestrian Safety Rules, 2026**”.
- (2) They shall come into force on the date of their final publication in the Odisha Gazette.

2. Definition:

- (n) "Arterial Road" means a high-capacity road corridor designed primarily for through movement, providing high mobility and continuity of travel over longer distances and generally connecting major land-use centers;
- (o) "Sub-Arterial Road" means a road primarily meant for through traffic on a continuous route but offering a lower level of mobility than an arterial road and connecting neighborhoods to arterial roads;
- (p) "Collector Street" means a street for collecting and distributing traffic from and to local streets and for providing access to arterial or sub-arterial roads, with appropriate pedestrian facilities and speed management;
- (q) "Local Street" means a street primarily meant for access to residences, businesses or abutting properties and not primarily for through movement of traffic, and may be designed as shared space giving priority to pedestrians and non-motorized transport users;
- (r) "At-grade pedestrian crossing" means a pedestrian crossing at street level and includes a raised table-top crossing, zebra crossing or any other crossing marked and designed as per applicable standards;

- (s) "Grade-separated pedestrian facility" means a foot overbridge, pedestrian subway, underpass or any other facility where pedestrian movement is separated from vehicular traffic by level difference;
- (t) "Footpath" or "footway" means the portion of a road or right of way reserved primarily for the movement of pedestrians, including persons with disabilities, senior citizens and children;
- (u) "Non-motorized transport" or "NMT" means any mode of transport propelled or powered by muscular power of human beings or animals, including pedestrians, bicycles, cycle-rickshaws, hand-pulled carts and animal-drawn vehicles;
- (v) "Pedestrian" means a person travelling on foot and includes a child, senior citizen, caregiver, person with disability, person using a wheelchair or assistive device, and any person walking with a pram, luggage trolley or similar mobility support;
- (w) "Pedestrian crossing" includes a zebra crossing, raised crossing, signalized crossing, pedestrian-actuated crossing, refuge island, median refuge, pedestrian underpass, foot overbridge or any other facility provided for safe crossing of pedestrians;
- (x) "Refuge Island" means a protected space provided on a pedestrian crossing route, median, traffic island or splitter island to enable pedestrians to cross traffic in stages;
- (y) "Right of Way" or "ROW" means the full width of land legally acquired or designated for road development, operation and maintenance, including carriageway, shoulder, median, footpath, cycle track, utilities, drains, signage, lighting, roadside furniture, landscaping and space reserved for future widening;
- (z) "Road Owning Agency" means any Government department, authority, urban local body, development authority, industrial development authority, public works agency, rural roads agency, statutory body, concessionaire or other entity responsible for planning, design, construction, operation or maintenance of public roads or associated right-of-way infrastructure in the State;
- (za) "School Zone" means a road segment adjoining or influencing access to an educational institution where children frequently walk, cycle, embark or disembark and where enhanced safety measures are required;
- (zb) "Transit access area" means a road segment or public space around a bus stop, bus terminal, railway station, metro station, public transport interchange or intermediate public transport stand where pedestrian movement is concentrated;
- (zc) "Vulnerable Road Users" or "VRUs" means road users who lack external protection or have reduced mobility and are at higher risk of serious injury, including pedestrians, cyclists, motorcyclists, children, senior citizens and persons with disabilities;

(zd) "Vision Obstruction" means any obstruction to a road user's line of sight due to vegetation, utilities, advertising, structures, gradient, road geometry, parked vehicles or any other object affecting safe sight distance;

(ze) "Tactile paving" means guiding or warning tactile surface indicators provided to assist persons with visual impairment in accordance with IRC:103, IRC: SP:117, Guidelines and other applicable standards;

(zf) "Road marking" means lines, patterns, words or symbols installed on the carriageway or crossing area for warning, guidance, information or regulation of road users;

(zg) "Lux" means the standard unit of illumination used as a quantitative measure of intensity of light on an object as perceived by the human eye;

(zh) "Encroachment" means any unauthorised occupation, obstruction or use of footpaths, pedestrian zones, crossings, kerb ramps, refuge islands, cycle tracks or other pedestrian/NMT infrastructure, including by vehicles, vending, goods, materials, temporary or permanent structures, utilities, debris, signage or construction activity.

3. NON-MOTORISED TRANSPORT AND PEDESTRIAN INFRASTRUCTURE STANDARDS

A. Implementing and Monitoring Agencies.

(1) The concerned Road Owning Agency shall be the Implementing Agency for the purposes of this Chapter and shall be responsible for planning, design, construction, upgradation, operation, maintenance and compliance of pedestrian and non-motorized transport infrastructure within its jurisdiction.

Explanation.- Road Owning Agencies shall include, but shall not be limited to, Works Department and its agencies, Rural Development Department and rural roads agencies, Housing & Urban Development Department, Urban Local Bodies, Development Authorities, Industrial Infrastructure Development Corporation and other industrial development authorities, National Highways Authority of India, National Highway divisions, concessionaires, Panchayati Raj institutions wherever responsible for roads, and any other agency notified by the State Government.

(2) The Commerce & Transport Department, through the Transport Commissioner-cum-Chairperson, State Transport Authority, Odisha or such other State-level body as may be notified by the State Government, shall be the State Monitoring Agency for implementation.

(3) The District Road Safety Committee of the concerned district shall be the District Monitoring Agency and shall review pedestrian and NMT safety issues in its monthly meetings, monitor compliance by all Implementing Agencies and submit periodic reports to the State Monitoring Agency.

(4) In municipal corporation areas, the concerned Municipal Corporation, Development Authority and Traffic Police shall coordinate with the District Road Safety Committee for implementation, enforcement and grievance redressal under this Chapter./

(5) In respect of National Highways, the State Government shall consult and coordinate with the National Highways Authority of India or the concerned National Highway, as applicable, for framing, implementation and monitoring of these rules.

B. Design principles and minimum standards.

(1) Every Implementing Agency shall adhere to standards and guidelines notified by the State Government or Central Government for design, development and maintenance of pedestrian and NMT infrastructure. In the absence of such standards, the latest IRC, MoRTH and MoHUA guidelines and any other applicable national standards shall be followed.

(2) The convenience, safety, universal accessibility and comfort of pedestrians and NMT users shall guide planning, design, construction, maintenance and enforcement under this Chapter.

(3) Planning Authorities shall assess pedestrian and NMT facilities at the stage of preparation or revision of Master Plans, Development Plans, Mobility Plans, Town Planning Schemes, Area Development Plans and road improvement projects.

(4) All new road construction, widening, improvement, maintenance and upgradation works shall include pedestrian and NMT facilities at the design and DPR stage. Such facilities shall not be omitted or diluted unless reasons are recorded in writing and approved by the competent authority.

(5) Where ROW constraints exist, the Implementing Agency shall first examine removal or management of on-street parking, rationalization of carriageway width, relocation of utilities and traffic-calming measures. Reduction of pedestrian space shall be permitted only as a last resort with recorded.

(6) The minimum technical requirements indicated in Schedule I shall be followed, subject to any higher standard prescribed by IRC, MoRTH, MoHUA, BIS, State Government or any competent authority.

(7) Circular Economy.- All Urban Local Bodies, Road Owning Agencies and other relevant departments shall, wherever feasible and subject to applicable quality, safety and accessibility standards, utilize materials derived from processed Construction and Demolition (C&D) waste for non-structural pedestrian infrastructure components. Specifically, pavement tiles, kerbs, seating installations, bollards and street furniture may be manufactured from certified recycled C&D materials. The concerned Implementing

Agencies may also institute suitable incentives for manufacturers and contractors who incorporate such certified recycled materials into public works projects.

C. Footpaths and pedestrian movement.

(1) Continuous footpaths shall be provided on both sides of urban arterial and sub-arterial roads, along high-footfall corridors, and on highways or major roads passing through inhabited or built-up areas, subject to site conditions and applicable standards.

(2) Priority shall be given to school zones, hospital zones, markets, bus stops, transit terminals, government offices, pilgrimage/tourist areas, industrial areas, high-crash locations and areas where pedestrian injuries or deaths have occurred during the preceding two to three years.

(3) Footpaths shall form a continuous, connected and direct walking network and shall be integrated with safe pedestrian crossings, bus stops, waiting areas, public transport facilities and adjoining land uses.

(4) Footpaths shall be even, firm, non-slippery, well-drained, adequately lit, accessible in all weather conditions and free from abrupt level differences, open drains, broken slabs, exposed utilities and obstructions.

(5) A minimum temporary clear pedestrian passage of 1.5 meters shall be maintained during construction, maintenance or utility works, with barricading, reflective devices, signage, lighting and protection from debris, dust and traffic conflict.

(6) Appropriate physical measures including bollards, kerbs, guardrails or similar devices may be provided to prevent unauthorised vehicular access to footpaths, without obstructing wheelchair movement or universal accessibility.

(7) Kerb ramps, tactile paving, warning blocks, guiding blocks, accessible gradients, handrails wherever required, and Braille markings on ramps or stair handrails where provided, shall be incorporated in accordance with applicable standards.

(8) No utilities, landscaping, street furniture, signboards, advertisement structures or temporary installations shall be placed in the clear walking zone or in front of bus stops in a manner that impedes pedestrian movement or safe boarding and alighting.

(9) Where permanent footpaths are not immediately feasible, the Implementing Agency may deploy temporary or tactical measures such as delineated walking zones, cones, bollards, removable kerbs, painted buffers or traffic calming, until permanent works are completed.

D. Pedestrian crossings and intersections.

(1) Pedestrian crossing facilities shall be provided as at-grade or grade-separated facilities having regard to pedestrian demand, vehicular traffic volume, operating speed, road hierarchy, crash history and local land use.

(2) At-grade crossings, including zebra crossings, raised crossings and table-top crossings, shall ordinarily be preferred in urban areas and in low to moderate speed environments where safe crossing can be ensured through traffic calming, markings, signage and lighting.

(3) Grade-separated pedestrian facilities may be considered on high-speed corridors, urban expressways and highways or at locations where carriageway width, vehicular speed and volume make at-grade crossings unsafe or impracticable, provided universal accessibility is ensured through ramps, lifts, escalators or other appropriate measures.

(4) Pedestrian crossings shall be provided at all signalized intersections and at mid-block locations having established pedestrian desire lines. In high pedestrian activity urban areas, crossings should generally be spaced at intervals not exceeding 150 meters, unless site conditions justify otherwise.

(5) On rural roads and highways, pedestrian crossings shall be provided near habitations, schools, hospitals, markets, bus stops, religious places, public institutions and other locations of observed or anticipated pedestrian movement.

(6) Every pedestrian crossing shall be conspicuous, adequately marked, signposted, illuminated and maintained. Zebra markings, stop lines, pedestrian signs, signals and road markings shall be renewed before they become faded or ineffective.

(7) Refuge islands or median waiting areas shall be provided where crossing length or traffic exposure warrants staged crossing, particularly for children, elderly persons and persons with disabilities.

(8) Pedestrian signals shall include adequate green time, exclusive pedestrian phase wherever required, and accessible features such as audible signals or push-button activation at suitable locations.

(9) Drivers shall yield right of way to pedestrians at uncontrolled zebra crossings and shall comply with the Road Regulations, 1989, the Motor Vehicles Act, 1988 and rules made thereunder.

(10) Raised zebra crossings, table-top crossings, gateway treatments, speed tables and other traffic calming measures shall be provided in school zones, hospital zones, market areas, transit access areas and other VRU high-risk locations identified through crash data or audits.

E. Bus stops, transit access areas and public transport integration.

(1) Bus stops, bus shelters, bus bays, passenger waiting areas and transit access areas shall be planned, designed, located and maintained to ensure safe, convenient and accessible boarding and alighting without obstructing pedestrian movement.

(2) Safe pedestrian approaches and crossings shall be provided near bus stops and public transport nodes. The location of bus stops near intersections shall be decided as per applicable IRC guidelines and site-specific safety requirements.

(3) Bus stops shall provide adequate waiting space, seating, shelter, lighting, signage and barrier-free access, including kerb ramps and accessible boarding areas wherever feasible.

(4) Intermediate public transport stands, auto-rickshaw stands and parking of feeder services shall be organized so that they do not encroach upon footpaths, crossings, bus stops or carriageways in a manner that compromises pedestrian safety.

(5) Footpaths shall be connected to bus stops, railway stations, transit hubs, public bicycle sharing stations, cycle stands and other transport facilities to facilitate safe first-mile and last-mile connectivity.

F. School zones, hospital zones and vulnerable-user priority areas.

(1) Every school zone and hospital zone shall be planned, designed and managed to ensure safe access for children, patients, attendants, elderly persons, persons with disabilities and other vulnerable road users.

(2) School zones shall include advance warning signs, school zone markings, speed limit signs, traffic calming measures, pedestrian crossings, footpaths, safe waiting areas, pick-up/drop-off management and, where required, traffic wardens or marshals.

(3) The maximum permissible speed within school zones on urban roads and on rural built-up roads shall ordinarily not exceed 25 kilometers per hour. On highways or major rural roads abutting school access, the speed limit may be specified up to 40 kilometers per hour subject to traffic calming, warning signs and safe crossings.

(4) Footpaths and walking routes adjoining schools, hospitals and transit access areas shall provide adequate clear walking width, preferably not less than 2.5 meters in high pedestrian-volume areas, subject to applicable standards and site conditions.

(5) District Road Safety Committees shall prioritise pedestrian safety interventions around schools, hospitals, markets and public transport nodes and review progress in their monthly meetings.

G. Pedestrian-only and Non-Motorized Transport zones.

(1) The Implementing Agency may, with approval of the competent authority, designate any street, road segment or area as a pedestrian-only zone, NMT-only zone, NMT and public transport priority street, greenway or shared street, either permanently or during specified hours.

(2) Such zones may be notified in markets, commercial streets, heritage precincts, temple or pilgrimage areas, transit-oriented corridors, public spaces, school streets and other areas with high pedestrian activity.

(3) Motorized vehicles shall be prohibited or regulated in such zones except emergency vehicles, authorized public transport, utility maintenance vehicles and service/delivery vehicles during regulated hours as may be permitted by the competent authority.

(4) Such zones shall include appropriate physical measures, markings, signs, universal accessibility features, lighting, seating, shading, organized vending spaces where permitted, and enforcement arrangements.

H. Visibility, illumination and maintenance of safety facilities.

(1) All pedestrian and NMT infrastructure shall be designed, marked, illuminated and maintained so as to ensure clear visibility and recognizability by all road users during day and night.

(2) Pedestrian crossings shall be marked with high-visibility zebra markings and supplemented with signage, reflectors, delineators, blinkers or other measures wherever warranted.

(3) Adequate lighting shall be provided at footpaths, crossings, bus stops, school zones, hospital zones, transit access areas, foot overbridges, underpasses and other pedestrian facilities. Illumination levels indicated in Schedule I shall be followed subject to applicable standards.

(4) Vegetation, utilities, advertisements, parked vehicles, construction material, temporary stalls and other roadside elements shall not obstruct sight lines at crossings, curves, intersections or pedestrian routes.

(5) The Implementing Agency shall inspect and maintain road markings, signs, lighting, tactile paving, kerb ramps, refuge islands, guardrails, bollards and other pedestrian safety facilities in a functional and serviceable condition.

I. Prohibition of encroachment and vehicular use of footpaths and pedestrian infrastructure.

(1) No person, institution, commercial establishment, vendor, contractor, utility agency or other entity shall place, deposit or cause to be placed any goods, articles, debris, construction material, structures, signage, advertisement, utility chamber, cable, equipment or any other obstruction on footpaths, pedestrian zones, crossings, kerb ramps, refuge islands, cycle tracks, shared paths or any other pedestrian/NMT infrastructure so as to hinder free and safe movement.

(2) No motor vehicle shall be driven, parked, stopped, stood, repaired, washed or otherwise permitted to obstruct or move upon any footpath, pedestrian zone, pedestrian crossing, kerb ramp, pedestrian refuge, cycle track or shared path, except in areas specifically designated by competent authority through markings or signage.

(3) Emergency vehicles, authorized road maintenance vehicles, utility vehicles and vehicles engaged in disaster response may access such facilities only to the minimum extent necessary and subject to safety safeguards for pedestrians.

(4) Street vending shall be regulated in accordance with the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014 and other applicable laws. Vending shall be permitted only in designated vending zones and only after maintaining an obstruction-free clear walking zone and safe access for persons with disabilities.

(5) The Implementing Agency, Urban Local Body, Police, Traffic Police or any other competent authority may remove encroachments or obstructions, seize offending goods or vehicles, recover removal and restoration charges, and impose fines or take action in accordance with the Motor Vehicles Act, 1988 and other applicable laws.

(6) Utility agencies and contractors shall restore footpaths, crossings, tactile paving, kerb ramps and associated infrastructure to full compliance immediately after completion of work. No completion certificate, no-objection certificate, utility clearance or payment closure shall be issued unless pedestrian facilities affected by the work are restored.

J. Responsibilities of drivers and riders.

(1) Every driver or rider shall reduce speed when approaching a pedestrian crossing, school zone, hospital zone, market area, bus stop, intersection or any location where pedestrians or cyclists are crossing or are likely to cross.

(2) Every driver or rider shall stop behind the stop line, zebra crossing or signal line when the traffic signal or pedestrian phase so requires and shall not obstruct the pedestrian crossing or refuge area.

(3) Where traffic control signals are absent or not in operation, every driver or rider shall yield right of way to a pedestrian or cyclist crossing the road at a marked pedestrian crossing or intersection.

(4) No driver or rider shall overtake a vehicle which has stopped or slowed down at a pedestrian crossing for yielding right of way to pedestrians or cyclists.

(5) Every driver or rider shall exercise special caution upon observing a child, senior citizen, person with disability, school student, pedestrian group or cyclist on or near the road.

(6) No driver or passenger shall open a vehicle door in a manner that endangers or obstructs pedestrians, cyclists or other road users.

(7) Every motor vehicle shall maintain safe lateral clearance while overtaking cyclists or NMT users in mixed traffic. A minimum distance of 1.5 meters should ordinarily be maintained wherever carriageway conditions permit.

(8) No driver or rider shall drive or ride on footpaths, cycle tracks, cycle lanes or shared paths, except while undertaking a permitted turning movement across such facility at an

intersection, access or driveway with due caution and after yielding to pedestrians and cyclists.

(9) The duties under this rule shall be in addition to, and not in derogation of, the provisions of the Motor Vehicles Act, 1988, Central Motor Vehicles Rules, 1989, Road Regulations, 1989 and any other law for the time being in force.

K. Operational responsibilities of Implementing Agencies.

(1) Every Implementing Agency shall prepare and maintain an inventory of pedestrian and NMT infrastructure under its jurisdiction, including footpaths, crossings, school zones, bus stops, traffic calming measures, lighting, signs, markings and accessibility features.

(2) Every Implementing Agency shall identify high-risk and high-footfall locations based on crash data, pedestrian injury/death data, enforcement data, public complaints, school/hospital/market locations and road safety audits, and shall prioritise remedial measures at such locations.

(3) Periodic inspections shall be undertaken to identify broken footpaths, open drains, missing kerb ramps, faded markings, inadequate lighting, encroachments, unsafe bus stop access, missing signs, poor visibility and other deficiencies.

(4) Deficiencies shall be rectified within timelines indicated in Schedule III or within such timelines as may be prescribed by the State Monitoring Agency.

(5) The Implementing Agency shall ensure that pedestrian infrastructure remains accessible and navigable for persons with disabilities. Encroachments or defects affecting kerb ramps, tactile paving, accessible crossings or pedestrian signals shall be removed or rectified on priority.

(6) The Chief Engineer, Municipal Commissioner, Executive Officer, Project Director, Executive Engineer or equivalent head of the concerned Implementing Agency shall be responsible for compliance within jurisdiction, subject to administrative control of the concerned Department or Authority.

L. Pedestrian Infrastructure Audit.

(1) Every Implementing Agency shall conduct pedestrian infrastructure audits of roads under its jurisdiction in the format prescribed in Schedule II and such other format as may be issued by the State Monitoring Agency.

(2) The first phase of audits shall prioritise locations where pedestrian injuries or deaths have occurred during the preceding two to three years, school zones, hospital zones, market areas, transit access areas, black spots, high-footfall corridors and highways passing through habitations.

- (3) The audit shall identify deficiencies in footpath availability, width, height, surface condition, continuity, accessibility, pedestrian crossings, lighting, signage, bus stop access, encroachments and maintenance, and shall specify remedial measures with timelines.
- (4) Independent road safety auditors, qualified engineers, urban planners, accessibility experts, traffic police representatives or other experts may be associated with the audit as required by the District Monitoring Agency or State Monitoring Agency.
- (5) A signed compliance declaration by the Engineer-in-Charge and Contractor shall be obtained for every road construction, upgradation and maintenance project affecting pedestrian infrastructure, in the format prescribed in Schedule II.
- (6) The District Road Safety Committee shall review audit findings, rectification progress and pedestrian crash trends in its monthly meetings and shall include the status in district road safety reporting.
- (7) The State Monitoring Agency may prescribe digital formats, geo-tagged photo requirements, dashboards and periodic returns for audit and rectification monitoring.

M. Enforcement and monitoring.

- (1) Traffic Police, Transport Department enforcement officers, Urban Local Bodies and other competent authorities shall undertake enforcement drives and inspections to ensure compliance with this Chapter.
- (2) Enforcement shall include prevention of vehicular movement or parking on footpaths and pedestrian zones, removal of encroachments, enforcement of speed limits in school zones and hospital zones, compliance with pedestrian right of way, prevention of wrong-side driving and other actions affecting pedestrian and NMT safety.
- (3) E-enforcement through CCTV, ANPR, speed cameras, signal violation detection, geo-tagged photographs and other technology may be used for evidence-based enforcement wherever permissible.
- (4) The State Monitoring Agency shall compile an annual compliance report for submission to the State Road Safety Council and for onward submission to the Supreme Court Committee on Road Safety or any other authority, wherever required.
- (5) The District Monitoring Agency shall submit quarterly reports to the State Monitoring Agency on audits conducted, deficiencies identified, deficiencies rectified, enforcement actions taken, public complaints received and pedestrian fatality/injury trends.

N. Public grievance redressal mechanism.

- (1) Every Implementing Agency shall establish a public grievance redressal mechanism, including an online and mobile-enabled mechanism wherever feasible, for complaints relating to footpath encroachments, missing or unsafe crossings, lack of maintenance, obstruction, poor lighting, unsafe bus stop access and suggestions for pedestrian facilities.

(2) The concerned Implementing Agency shall dispose of the grievance within thirty days of receipt by passing a speaking order or recording action taken, and shall communicate the same to the complainant wherever contact details are available.

(3) An appeal against the order or inaction of the Implementing Agency shall lie before the District Monitoring Agency. An appeal against the order or inaction of the District Monitoring Agency shall lie before the State Monitoring Agency or such authority as may be notified by the State Government.

(4) The District Monitoring Agency may club repeated grievances of similar nature and direct corridor-level or area-level remedial measures.

O. Public awareness and education.

(1) The State Monitoring Agency and District Monitoring Agency shall undertake awareness measures on pedestrian safety, safe crossing behaviour, school zone safety, respect for pedestrian right of way, prohibition of parking on footpaths and safety of NMT users.

(2) Educational institutions may be advised to incorporate pedestrian safety and road-crossing behaviour in school safety programmes, assemblies, traffic clubs and community outreach activities.

(3) Public awareness may include signage, media campaigns, social media, school campaigns, public dashboards, citizen reporting mechanisms and community participation.

P. Penalties and consequences for non-compliance.

(1) Any contravention by a driver, rider, owner or person in charge of a motor vehicle, including driving, riding, stopping or parking on footpaths, pedestrian zones, pedestrian crossings, kerb ramps, cycle tracks or other NMT infrastructure, shall be punishable under the relevant provisions of the Motor Vehicles Act, 1988, including sections 177, 201, 210B and any other applicable provision, and the offending vehicle may be removed or towed in accordance with law.

(2) Without prejudice to sub-rule (1), a violation by a motor vehicle user of the prohibitions and duties specified in this Chapter may be compounded or penalised to the extent permissible under the Motor Vehicles Act, 1988 and rules made thereunder. Repeat violations may be reported for stronger action under applicable law.

(3) Encroachment or obstruction by vendors, commercial establishments, contractors, utility agencies or other persons shall be liable for removal, seizure, recovery of removal/restoration charges and penalties under applicable municipal, development authority, public works, street vending, police and other laws.

(4) Where failure of the responsible road owning agency, contractor, consultant or concessionaire to comply with road design, construction or maintenance standards is determined, after investigation, to have caused or contributed to death or disability or

grievous injury of a pedestrian or NMT user, action may be taken under section 198A of the Motor Vehicles Act, 1988, contractual provisions, service rules and any other applicable law.

(5) The Implementing Agency may withhold payment, impose liquidated damages, order rectification at risk and cost, suspend work, terminate contract, blacklist the concerned contractor or consultant, or take such other action as permissible under the contract and applicable law based on audit findings or investigation report.

(6) Penalties under shall be without prejudice to prosecution for rash or negligent driving or causing hurt or grievous hurt under any other law for the time being in force.

Q. Transitional provisions and savings.

(1) Existing roads shall be progressively brought into compliance with this Chapter within three years from the date of final publication of these rules, subject to availability of land, funds, technical feasibility and prioritization based on risk.

(2) High-risk locations involving pedestrian deaths or injuries, school zones, hospital zones, market areas, transit access areas and black spots shall be taken up on priority and need not wait for corridor-wide improvement.

(3) Nothing in this Chapter shall affect any action taken under the Motor Vehicles Act, 1988, Central Motor Vehicles Rules, 1989, Road Regulations, 1989, municipal laws, police laws, development authority laws, Street Vendors Act, 2014 or any other law for the time being in force.

(4) The State Government may issue guidelines, standard operating procedures, formats, checklists and technical advisories for carrying out the purposes.

SCHEDULE I

Indicative Technical Standards for Pedestrian and NMT Infrastructure

The standards below are indicative minimum requirements and shall be read with the latest IRC, MoRTH, MoHUA, BIS and State Government standards. Where a higher or more specific standard is applicable, such standard shall prevail.

Parameter	Minimum / Standard Requirement	Reference
Footpath continuity	Continuous, connected, obstruction-free walking route across property accesses, intersections and bus stops.	IRC:103; MoHUA Harmonized Guidelines
Clear walking zone	Maintain obstruction-free clear width as per applicable IRC standard; temporary construction-stage passage shall not be less than 1.5 m.	IRC:103; MoRTH/IRC work-zone safety guidance
Footpath level	Preferably raised from carriageway and designed with safe kerb height, drainage and ramps at crossings and accesses.	IRC:103
Surface quality	Even, firm, non-slippery, well-drained, free from broken slabs/open drains and usable in all weather.	IRC:103; MoHUA Guidelines
Kerb ramps	Provide at crossings, property accesses, bus stops and other pedestrian transition points with accessible gradients.	IRC:103; MoHUA Guidelines
Tactile paving	Warning tiles at ramps, crossings, obstacles and property entrances; guiding tiles in wide footpaths/public spaces/transit areas.	IRC:103; IRC: SP:117; MoHUA Guidelines
Bollards/physical protection	Provide where illegal vehicle entry or parking is likely; ensure accessible gaps for wheelchairs and prams.	IRC:103; MoHUA Guidelines
Zebra crossing width	Minimum 2 m; 4 m or more at high pedestrian volume locations as per site conditions.	IRC:103; IRC:35
Stop line and markings	Clear stop lines and durable, retro-reflective road markings; renew when faded.	IRC:35
Refuge islands	Provide where crossing length or traffic exposure warrants staged crossing; ensure sufficient waiting space.	IRC: SP:41; IRC:103

Parameter	Minimum / Standard Requirement	Reference
Signage	Mandatory, cautionary and informatory signs at crossings, school zones, speed zones and pedestrian priority locations.	IRC:67
School zone treatment	Gateway treatment, speed limits, advance warning, raised crossings/speed tables, markings and safe pick-up/drop-off.	IRC:103; IRC:99; IRC:67
Bus stop access	Safe pedestrian approach, crossing, lighting, waiting area and boarding/alighting zone; avoid obstruction of clear walking zone.	IRC:70; IRC:80
Illumination	Adequate, uniform lighting; footpaths 40-50 lux, crossings up to 80 lux, grade-separated facilities 100-150 lux where feasible.	IS:1944; IRC/MoHUA guidance
Traffic calming	Speed tables, raised crossings, rumble/tactile bar markings, chicanes, lane narrowing and gateway treatment as per site need.	IRC:99; IRC:35
Construction zones	Safe and continuous temporary pedestrian passage, barricading, reflective devices, signage, lighting and debris protection.	MoRTH/IRC work-zone safety guidance

SCHEDULE II

Pedestrian Infrastructure Audit Checklist, Compliance Declaration and KPI

Dashboard

1. Standard Pedestrian Infrastructure Audit Format

Audit Component	Assessment Criteria	Compliance Status (Yes/No)	Remarks / Corrective Action
Footpath availability	Continuous footpath provided on both sides where applicable		
Footpath width	Minimum clear width as per IRC:103 or other applicable standard		
Surface and drainage	Even, firm, non-slippery, well-drained and free from broken slabs/open drains		
Accessibility compliance	Kerb ramps, tactile paving, barrier-free access and safe gradients		
Pedestrian crossing availability	Zebra, raised, signalized or grade-separated crossing at required locations		
Crossing visibility	Adequate road markings, stop lines, signage, reflectors and illumination		
Traffic calming	Speed tables, raised crossings, rumble/tactile bars, gateway treatment or other measures		
Encroachment status	Footpath, kerb ramp, crossing and bus stop access free from vending, parking, utilities and debris		
Lighting condition	Adequate illumination for night visibility and personal security		
Bus stop safety	Safe pedestrian approach, waiting area and boarding/alighting facilities		

Audit Component	Assessment Criteria	Compliance Status (Yes/No)	Remarks / Corrective Action
School/hospital zone safety	Speed limit, warning signs, crossings, markings and pick-up/drop-off management		
Maintenance status	Signs, markings, guardrails, bollards, tactile tiles and signals functional and maintained		

2. Engineer and Contractor Pedestrian Safety Compliance Declaration

Every road project shall include a signed declaration by the Engineer-in-Charge and Contractor certifying compliance with pedestrian safety standards. The declaration shall state that:

- (a) All pedestrian infrastructure has been constructed or restored as per applicable IRC, MoRTH, MoHUA and State Government guidelines;
- (b) Universal accessibility features including ramps, tactile paving and barrier-free access have been provided wherever required;
- (c) Pedestrian crossings, stop lines, signage, lighting and markings have been installed or restored at required locations;
- (d) No encroachment, unsafe obstruction, open drain, broken slab or construction hazard remains on pedestrian infrastructure at completion;
- (e) The undersigned accept responsibility under applicable law, including section 198A of the Motor Vehicles Act, 1988, for any false declaration or failure to comply with mandatory standards.

Engineer-in-Charge: _____

Designation & Department: _____ Date: _____

Contractor Representative: _____

Firm Name: _____ Date: _____

3. Pedestrian Safety KPI Monitoring Dashboard

KPI Indicator	Measurement Method	Reporting Frequency	Responsible Agency
Number of pedestrian infrastructure audits conducted	Audit reports submitted	Quarterly	Road Owing Agencies
Percentage of	Audit compliance	Quarterly	DRSC / ULB /

KPI Indicator	Measurement Method	Reporting Frequency	Responsible Agency
deficiencies rectified	tracking		Implementing Agency
Encroachment removal actions	Enforcement records and geo-tagged photographs	Monthly	Traffic Police / ULB / Implementing Agency
Complaints received and disposed	Online grievance dashboard	Monthly	Implementing Agency / DRSC
Pedestrian fatality and injury trend	Crash data analysis	Quarterly / Annual	Transport Department / Police / DRSC
School zone safety interventions completed	Project monitoring reports	Quarterly	Works Dept / ULB / Education Dept / DRSC
Tactical redesign implementation progress	Project monitoring reports	Quarterly	Works Department / ULB / Road Owning Agencies

SCHEDULE III
Indicative Rectification Timelines

Risk Category	Typical Deficiencies / Works	Timeline
Immediate - high risk	Open drains, broken slabs, exposed utilities at schools/hospitals; missing kerb ramps at high-footfall crossings; faded zebra at fatal/injury locations; obstruction forcing pedestrians into carriageway.	7 to 30 days
Short-term	Signage, lighting, stop line restoration, repainting of crossings, encroachment drives, temporary barricading and channelisation.	Up to 3 months
Medium-term	Footpath continuity, refuge islands, raised crossings, junction channelisation, bus stop access improvement, school zone gateway treatment.	3 to 6 months
Programmatic capital works /	Complete street retrofits, major utility relocation, grade-separated facilities, corridor-wide redevelopment and major drainage or ROW works.	Up to 12 months or as approved by the State Monitoring Agency
Long-term network compliance	Bringing existing road network into full compliance after prioritising high-risk locations.	Within 3 years, subject to feasibility and budget prioritisation

SCHEDULE IV
Illustrative Legal Mapping for Enforcement

Issue	Provision / Basis	Notes
Pedestrian and NMT access to public places and national highways	Section 138(1A), Motor Vehicles Act, 1988	Rules to be framed in consultation with NHAI in case of National Highways.
Prohibiting use of footpaths/pavements by motor vehicles	Section 138(2)(h), Motor Vehicles Act, 1988	Basis for prohibiting driving/riding/parking on footpaths.
Road design, construction and maintenance standards	Section 210D, Motor Vehicles Act, 1988	Basis for standards for roads other than National Highways.
Penalty for violation where no specific penalty is provided	Section 177, Motor Vehicles Act, 1988	General penalty provision.
Obstruction or unauthorised parking / towing and removal	Sections 201 and 210B, Motor Vehicles Act, 1988	To be applied as per Act and delegated powers.
Failure to comply with road design, construction and maintenance standards	Section 198A, Motor Vehicles Act, 1988	May apply where deficient road standards cause or contribute to death, disability or injury.
Pedestrian right of way at crossings	Road Regulations, 1989 - Rule 11	Pedestrian priority to be enforced.
Driver caution and no unsafe overtaking near crossings	Road Regulations, 1989 - Rule 8	Driver behaviour near crossings.
Rash/negligent driving causing hurt or grievous hurt	Applicable criminal law provisions	May be invoked by Police in appropriate cases.

By order of the Governor

 24/09/2026

Principal Secretary to Government
Commerce & Transport Department

Memo No. 12102 dated 24.09.2026

Copy forwarded to the PS of Hon'ble Minister, Commerce & Transport and Steel & Mines for kind information of Hon'ble Minister.

Joint Director 24.09.2026

Memo No. 12103 Dated. 24.09.2026

Copy along with its soft copy forwarded to the Director, Printing, Stationery & Publication, Odisha with a request to kindly publish the Notification in an extraordinary issue of the Odisha Gazette and to supply 5 copies of this Notification to this Department.

Joint Director 24.09.2026

Memo No. 12104 dated 24.09.2026

Copy forwarded to OSD to Chief Secretary/ PS to DC-cum-ACS, P&C Dept./ PS to Principal Secretary, C&T Dept. for kind information of Chief Secretary / DC-cum-ACS / Principal Secretary, C & T Dept.

Joint Director 24.09.2026

Memo No. 12105 dated 24.09.2026

Copy forwarded to PS to Secretary, H&UD Department/ PS to Secretary, Works Department / PS to Secretary, RD Department for kind information of the Secretary, H&UD Department/ Works Department / RD Department.

Joint Director 24.09.2026

Memo No. 12106 dated 24.09.2026

Copy forwarded to CMD, OSRTC/ Transport Commissioner, Odisha, Kataka for kind information.

Joint Director 24.09.2026

Memo No. 12107 dated 24.09.2026

Copy forwarded to All Departments for kind information.

Joint Director 24.09.2026