



ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು
ವಿಶೇಷ ರಾಜ್ಯ ಪತ್ರಿಕೆ

ಭಾಗ - ೪ಎ Part - IVA	ಬೆಂಗಳೂರು, ಮಂಗಳವಾರ, ೧೨, ಮೇ, ೨೦೨೬ (ವೈಶಾಖ, ೨೨, ಶಕವರ್ಷ, ೧೯೪೮) BENGALURU, TUESDAY, 12, MAY, 2026 (VAISHAKHA , 22, SHAKAVARSHA, 1948)	ನಂ. ೩೬೮ No. 368
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GOVERNMENT OF KARNATAKA

No. TD 147 TDO 2025

Karnataka Government Secretariat,
Multistoried Building,
Dr. B. R. Ambedkar Veedhi,
Bengaluru, Dated:12.05.2026.

NOTIFICATION

Whereas the draft of the Karnataka Motor Vehicle Rules, 2026 was published as required by the sections 138 and 210D of the Motor Vehicles Act, 1988 (Central Act 59 of 1988) in Notification No. TD 147 TDO 2025, Dated:08.04.2026 in Part IVA vide No. 262 of Karnataka Gazette Extraordinary, Dated:08.04.2026 inviting objections or suggestions from persons likely to be affected within thirty days from the date of its publication in the Official Gazette.

Whereas, the said Gazette was made available to public on 08.04.2026.

And whereas the objection or suggestion received in this behalf have been verified by the State Government.

Now, therefore in exercise the powers conferred by the sections 138 and 210D of the Motor Vehicles Act, 1988 (Central Act 59 of 1988) the Government of Karnataka hereby makes the following rules, namely:

RULES

1. Title and commencement.-(1) These rules may be called the Karnataka Motor Vehicles (Amendment) Rules, 2026.

(2) They shall come into force from the date of their final publication in the official Gazette.

2. Amendment of rule 2.- In the Karnataka Motor Vehicles Rules, 1989 (hereinafter referred as the said rules), in rule 2, after clause (r), the following shall be inserted, namely:-

(s) “Arterial Road” means a high-capacity corridor designed primarily for through movement, providing high mobility and continuity of travel over longer distances. Arterial roads typically connect major land-use centres, forming the primary structuring network of a geographical area;

(t) “Sub Arterial Road” means a road or street primarily for through traffic usually on a continuous route but offering somewhat lower level of traffic mobility than the arterial road. These are larger collector streets meant for movement through neighborhoods and to connect to arterial roads;

(u) “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. They shall be designed with dedicated footpaths. Various speed reduction measures will be employed to limit vehicle speeds to less than 40 kmph and ensure safety of Non Motorized Transport users;

(v) “Local Street” means a street primarily for access to residence, business or other abutting property. Its primary function shall be for local activities and access to properties and not through movement of traffic. Local streets may not have a dedicated footpath and can be designed as shared space that gives priority to NMT modes. Various traffic calming elements will be employed to ensure that vehicle speeds are below 20 kmph, safe for intermingling of pedestrians, cyclists, and motor vehicles;

(w) “At-grade pedestrian crossings” means a pedestrian crossing at the street level, which may be of two kinds –raised crossing with tabletop, and unraised crossing painted with zebra or other appropriate markings;

(x) “Grade separation” means a crossing of two or more street or highways, a street or highway and a railroad, or a street or highway and any other type of facility such as a pedestrian walkway or a bicycle way, where the crossings are not at the same level;

(y) “Lux” means the standard unit of illumination, which is used as a quantitative measure of intensity of light on an object perceived by a human eye;

(z) "Non-motorised transport" (hereinafter referred to as "NMT") means any mode of transport that is propelled or powered by the muscular power of either human beings or animals, including but not limited to pedestrians, bicycles, cycle rickshaws, hand-pulled carts, and animal-drawn vehicles;

(aa) “Refuge Island” means the provision of pedestrian refuges and traffic islands on pedestrian routes near junctions or roundabouts, enabling the pedestrian to deal with one lane in a particular direction of traffic at a time and is an effective way to enhance safety for elderly persons, children, and persons with disabilities by reducing exposure time to moving traffic;

(ab) "Right of Way" (ROW) means the full width of land legally acquired and designated for the development, operation, and maintenance of a road and all associated infrastructure, including but not limited to carriageways, shoulders, medians, footpaths, cycle tracks, utilities, drainage systems, signage, lighting, roadside furniture and landscaping. The Right of Way shall also include space reserved for future road widening, wherever applicable;

(ac) "Road Owning Agency" means any Government department, authority, urban local body, development authority, industrial development authority, public works agency, municipal corporation, autonomous body, or any statutory entity responsible for the construction, upgradation, operation, or maintenance of public roads or associated right-of-way infrastructure within Karnataka;

(ad) "School Zone" means a road segment adjoining an educational institution where children frequently walk, cycle, embark or disembark, and require enhanced safety measures;

(ae) "Transverse bar marking" means road markings for safety treatment of roads that alert drivers and reduce vehicular speed;

(af) "Vulnerable Road Users" (hereinafter referred to as "VRUs") refers to those road users who lack external protection and are therefore at higher risk of severe injury in crashes, including pedestrians, cyclists, motorcyclists, children, senior citizens, persons with disabilities, and any other road users whose vulnerability arises from limited physical protection or reduced mobility;

(ag) "Crash Barrier" means Metal Beam Crash Barriers (MBCB) or Concrete Jersey Barriers or such other type of crash barrier as defined in IRC:119 placed either on the median or left end side of the carriageway to arrest the vehicles within the carriageway in the event of a crash;

(ah) "Road Marking" means lines, patterns, words or symbols, which are installed on the carriageway for warning, guiding, and informing road users;

(ai) "Road Delineator" means any device or treatment that outlines the roadway or a portion thereof to provide visual guidance to drivers about the alignment of the road ahead, especially at night, including raised pavement markers, and post-mounted reflectors;

(aj) "Tactile Shoulder Line" means Audio Tactile Line Marking (ATLM) which combines line marking with raised profile thermoplastic ribs to provide lane delineation and sensory indicators (both tactile and auditory) of lane departure;

(ak) "Truck Lay Bye" means a rest stop area at the side of a road where trucks or heavy commercial vehicles can stop for a short time, with adequate space for parking trucks safely on the road side;

(al) "Urban Road" means roads and streets including but not limited to: urban expressways, arterial roads, sub-arterial roads, collector streets, local streets, and Non-Motorised Transport (NMT) Streets and Greenways, as specified in IRC:86-2018; and

(am) "Vision Obstruction" means obstruction to a driver's cone of vision due to overgrown vegetation, gradient, signs, or superstructures and such restriction to sight distance may occur at horizontal curves, vertical summit curves, or intersections."

3. Insertion of new Chapter V-B.- In the said rules, after Chapter V-A and entries relating thereunder, the following new chapter shall be inserted, namely:-

Chapter V-B
NON-MOTORISED TRANSPORT AND PEDESTRIAN INFRASTRUCTURE
STANDARDS

135L. Implementing and Monitoring Agencies.-(1) The concerned road owning agencies, the Public Works Department, Karnataka (hereinafter referred to as “PWD”) and the Urban Local Bodies (hereinafter referred to as “ULBs”), shall be the ‘Implementing Agency’ for the purposes of these rules and shall be responsible for ensuring compliance with these rules within their respective jurisdictions.

Explanation: The expression ‘Road Owning Agencies’ refers to all government departments, authorities, urban local bodies, development authorities, statutory bodies or any other agency responsible for the planning, design, construction, operation or maintenance of roads and associated right-of-way infrastructure, including but not limited to the Public Works Department (PWD), National Highways Authority of India (NHAI), Karnataka Road Development Corporation Limited (KRDCL), Rural Development and Panchayat Raj Department (RDPR) and its agencies, Karnataka Industrial Areas Development Board (KIADB), Cantonment Boards, Urban Local Bodies, and such other agencies as may be notified by the State Government from time to time.

(2) The Transport Department, or any other State-level body as may be notified by the Transport Department, shall be the ‘State Monitoring Agency’ for implementing these rules and shall coordinate efforts between different departments to ensure regulation of activities and access of non-motorised transport and pedestrians to public places.

(3) The Bengaluru Metropolitan Land Transport Authority (BMLTA) shall be the Monitoring Agency for Bengaluru and for other districts outside the Urban Mobility Region defined in the Bengaluru Metropolitan Land Transport Act, 2022 (Karnataka Act 6 of 2023), the District Road Safety Committee of the concerned districts shall be the Monitoring agencies. The Monitoring Agency shall be responsible for implementing these rules, ensuring that standards for non-motorized transport users and pedestrians are implemented for all roads in the District and shall coordinate efforts between different departments to ensure regulation of activities and access of non-motorised transport and pedestrians to public places.

135M. Design Standards.- The Implementing Agency shall ensure strict adherence to the following, namely:-

(1) Design Principles:

(a) Every Implementing Agency shall adhere to the standards and guidelines stipulated by the State Government for design, development and maintenance of pedestrian and NMT infrastructure and facilities on roads. In absence of such standards and guidelines of the State Government or Central Government, the implementing agency shall adhere to the latest guidelines issued by the Indian Roads Congress (IRC), and any other standards or manuals relating to pedestrian and non-motorised transport infrastructure as may be notified by the Central or State Government from time to time. Where no standards are available, convenience and comfort of pedestrians and Non-Motorised Transport users shall guide planning, design, implementation and maintenance of infrastructure and facilities;

(b) The Planning Authorities shall assess and incorporate facilities for Non-Motorised Transport users and pedestrians for all roads, at the stage of finalising the Master Plan. The Master Plans shall include a cross-section of all the master plan roads indicating allocation of footpath and width of footpath so that there is clarity for implementation of these roads;

(c) All new road construction works and upgradation of existing roads shall incorporate facilities for non-motorised transport (NMT) users and pedestrians at the design stage itself, and shall be mandatorily included in the Detailed Project Reports (DPR) prepared for such projects; and

(d) Where Right-of-Way (ROW) constraints exist, the Implementing Agency shall prioritise the removal or management of on-street parking, rationalisation of carriageway width, and relocation of utilities within the Right-of-Way, and shall ensure that reduction of pedestrian space, including footpaths, is undertaken only as a last resort and only upon recording reasons in writing demonstrating that all such alternatives have been duly examined and found unfeasible.

(2) Design Standards: Pedestrian and Non-Motorised Transport facilities shall comprise all infrastructure, design elements and operational measures necessary to ensure safe, convenient, accessible and uninterrupted movement of pedestrian and Non-Motorised Transport users, having regard to pedestrian and NMT movement, vehicular traffic volume and operating speeds, as per the following minimum standards, namely:-

(a) Footpaths:

(i) The Implementing Agency shall ensure continuity of footpaths across accesses, intersections and streets, and that such facilities are accessible to persons with disabilities, and form a continuous, connected network providing short and direct routes for walking and safe access to both sides of the road;

(ii) The Implementing Agency shall further ensure that, during any construction, maintenance or utility works affecting footpaths or carriageways, a continuous and safe pedestrian passage is provided at all times, with a minimum clear width of 1.5 metres, adequately segregated from vehicular traffic and construction activities through appropriate barricading, and designed to ensure safe and convenient access to adjoining properties, along with provision of adequate signage, lighting, reflective devices and protection from debris and dust;

(iii) The Implementing Agency shall ensure that footpaths remain free from encroachments and obstructions, and that no elements, including landscaping features, street furniture or utilities, are placed within the pedestrian paths or in front of bus stops, in such a manner that impedes pedestrian movement or safe boarding and alighting of passengers, and footpaths shall be prioritised for the use of pedestrians;

(iv) Footpaths shall be constructed with appropriate levels, surface conditions and drainage so as to be even, firm, non-slippery and safe for use in all weather conditions, and to avoid abrupt level differences or discontinuities that impede pedestrian movement, and shall be well-drained, well-lit and regularly cleaned, and preferably shaded;

(v) The Implementing Agency shall provide appropriate physical measures, including bollards or similar devices, to prevent encroachment or unauthorised vehicular access onto footpaths, while ensuring that such measures do not obstruct wheelchair movement or accessibility, wherever required;

(vi) Pedestrian guardrails or similar protective measures shall be provided at locations with high pedestrian risk, including intersections, school and hospital zones, and corridors with high traffic speeds or volumes, while ensuring that such measures do not unduly restrict pedestrian movement or access;

(vii) The Implementing Agency shall ensure that footpaths are provided with accessibility features, including tactile guiding, warning blocks along the footpath, kerb ramps at all pedestrian crossings and access points, minimum clear widths suitable for wheelchair users, and are supported by adequate and functional lighting, so as to ensure safe movement for all pedestrians, including persons with disabilities, and are safe, accessible and convenient to use for all users, especially women, children and elderly persons, in accordance with applicable guidelines and standards;

(viii) The Implementing Agency shall further provide Braille markings on handrails at the beginning and end of staircases and ramps, wherever such facilities are provided, to indicate floor levels, street names, or relevant location identifiers to assist persons with visual impairments; and

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

(b) Pedestrian Crossings:

(i) Pedestrian crossing facilities shall be provided in the form of at-grade crossings and grade-separated crossings, having due regard to pedestrian demand, vehicular traffic volume, operating speeds and road hierarchy, and pedestrians shall be able to safely cross the roads, preferably at-grade;

(ii) At-grade pedestrian crossings, including zebra crossings and raised or table-top crossings, shall be provided as the preferred treatment in urban areas and on roads where vehicular speeds are low to moderate and safe crossing can be ensured through appropriate traffic calming and visibility measures;

(iii) Grade-separated pedestrian crossings, such as foot over-bridges and pedestrian underpasses, shall be constructed on high-speed corridors, including urban expressways and highways, or at locations where traffic volume and speed render at-grade crossings unsafe or impractical, and shall only be considered for intersections or mid-block locations on roads where carriageway exceeds 18 metres and posted speeds exceed 50 kilometres per hour, after due evaluation of carriageway width, public convenience, safety, land availability for access, and integration with transit or adjacent land uses;

(iv) The selection and design of pedestrian crossing facilities shall be based on safety considerations, pedestrian demand, traffic conditions and applicable guidelines and standards;

(v) Pedestrian crossings shall be provided at intervals not exceeding 150 metres in urban areas with high pedestrian activity:

Provided that spacing may be increased based on road hierarchy, traffic conditions and pedestrian demand, in accordance with applicable guidelines and standards;

(vi) In rural areas, pedestrian crossings shall be constructed at locations of observed or anticipated pedestrian movement, including near habitations, schools, bus stops and public activity areas at intervals not exceeding 150 metres, wherever feasible;

(vii) On roads or corridors where pedestrians tend to cross at multiple locations, appropriate traffic calming and speed management measures shall be implemented to ensure safe vehicular speeds for the pedestrians;

(viii) Pedestrian crossings shall be clearly visible to all road users through appropriate road markings, signage and lighting, in accordance with applicable standards, and the markings shall be regularly monitored and maintained to ensure visibility at all times of the day;

(ix) Pedestrian crossings shall be of adequate width to safely accommodate pedestrian demand and shall not be less than 2 metres, and may be increased at locations with high pedestrian volumes such as schools, transit stations and commercial areas as per the applicable IRC standards;

(x) Where the crossing length exceeds safe single-stage crossing limits, refuge islands or similar protective measures shall be provided to enable pedestrians to cross in stages, with adequate refuge space for waiting;

(xi) Pedestrian crossings shall terminate at safe and accessible pedestrian zones such as footpaths or shoulders, and shall not lead to unsafe or obstructed areas;

(xii) All pedestrian crossings shall be integrated with continuous footpaths and accessibility features, including kerb ramps and tactile elements, to ensure seamless movement for all users, including persons with disabilities;

(xiii) All grade-separated pedestrian facilities shall ensure universal accessibility through provision of ramps, lifts, escalators or other appropriate measures, in accordance with applicable standards, and shall not compromise the safety and convenience of pedestrians or the design standards of footpaths;

(xiv) Pedestrian-actuated signals (pelican signals) may be provided at mid-block or other suitable locations on roads with high vehicular volumes, and such signals shall be equipped with push-button activation and audible devices to assist visually impaired pedestrians and children, in accordance with applicable guidelines and standards;

(xv) Traffic signals at intersections and mid-block crossings shall include an exclusive pedestrian phase, and the signal timing shall be designed taking into account the walking speed of children, elderly persons and persons with disabilities, so as to enable people of all ages and abilities to safely cross the street; and

(xvi) Adequate lighting shall be provided at all pedestrian crossing locations to ensure visibility and safety during night-time conditions, in accordance with applicable standards.

(C) Bus Stops:

(i) Bus stops shall be planned, designed and located so as to ensure safe, convenient and accessible boarding and alighting of passengers, without obstructing pedestrian movement, in accordance with the IRC:70 guidelines and such other standards as may be notified by the Central and State Government from time to time;

(ii) Bus stops shall be located along the kerb edge of the footpath, and where adequate width is available, shall be accommodated within the multi-utility zone so as to maintain continuity of the pedestrian through-zone;

(iii) Where the available footpath width is insufficient, bus stops shall be located in a manner that minimises obstruction to pedestrian movement, including along the property edge or through appropriate design interventions;

(iv) Bus stops shall provide adequate waiting space, seating and shelter for passengers, ensuring safe and comfortable use and shall ensure barrier-free access for persons with disabilities, including provision of kerb ramps and accessible boarding areas;

(v) Safe pedestrian crossing facilities shall be provided in proximity to bus stops, and shall be located so as to enable passengers to cross safely, preferably at the rear of the stopped bus;

(vi) Bus stops shall be located at an appropriate distance from intersections to ensure safe operation of traffic and pedestrian movement, in accordance with applicable guidelines and standards and shall be designed to ensure adequate visibility for approaching vehicles and pedestrians;

(vii) Provision for integration with intermediate public transport and other modes shall be ensured, wherever applicable, to facilitate seamless multi-modal connectivity; and

(viii) Bus stops and associated areas shall be provided with adequate lighting and signage to ensure visibility, safety, and ease of identification during all times of the day.

(d) Cycle Tracks and Lanes:

(i) Dedicated cycle tracks or cycle lanes shall be provided having regard to cycling demand, vehicular traffic volume, operating speeds and road hierarchy, in accordance with the IRC guidelines and such other standards as may be notified by the Central and State Government from time to time, and shall be continuous and connected to form a complete cycling network;

(ii) Cycle tracks or lanes shall be provided, in particular,-

(a) on arterial and sub-arterial roads with sufficient right of way;

(b) on roads connecting residential areas with educational institutions, workplaces, public transport terminals and other major activity centres; and

(c) on roads where vehicular speeds exceed 30 kilometres per hour or where traffic conditions render mixed traffic unsafe for cyclists.

(iii) Cycle tracks shall be physically segregated from motorised traffic on roads with higher vehicular speeds or traffic volumes. In places where physical segregation is not feasible, clearly marked and continuous cycle lanes shall be provided, or shared paths shall be developed for use of both pedestrians and cyclists, or traffic calming measures shall be implemented to regulate vehicle speeds below 30 kilometres per hour, where provision of dedicated facilities is not feasible;

(iv) Cycle tracks and lanes shall be kept free from encroachments, including parking, vending, utilities, and other obstructions, and such elements shall not be permitted within the cycling zone;

(v) Cycle tracks and lanes shall be of adequate width to facilitate safe movement of cyclists, including for one-way or two-way movement as the case may be, and shall be fully segregated and of adequate width where designed for contraflow movement on one-way streets;

(vi) Appropriate measures, including coloured or textured surface treatments and signage, shall be provided to enhance visibility and continuity of cycle tracks and lanes;

(vii) Safe and continuous movement of cyclists shall be ensured at intersections through appropriate design treatments, including cycle crossings and markings, in accordance with applicable standards;

(viii) Cycle tracks and lanes shall be integrated with pedestrian infrastructure and public transport facilities to ensure safe and seamless multimodal access., in accordance with applicable standards, and shall be accessible from cycle stands, public bicycle sharing systems, bus stops and transit stations;

(ix) Adequate lighting shall be provided along cycle tracks and lanes to ensure visibility and safe use during low-light and night-time conditions, and such facilities shall be well-lit with adequate drainage and regularly cleaned; and

(x) Wherever feasible, shade may be provided along cycle tracks or lanes through plantation or other suitable measures, to improve comfort and usability.

(e) School Zones:

(i) All school zones shall be planned, designed and managed so as to ensure the safety of children and other vulnerable road users;

(ii) On Arterial roads and on highways passing through or adjacent to school zones, advance warning signage shall be provided at suitable intervals on all approaches, extending up to at least 500 metres from the school zone, in accordance with applicable standards;

(iii) The maximum permissible speed within school zones shall not exceed 25 kilometres per hour on urban roads and on rural roads within built-up areas or having local access. However, on highways or major roads in rural areas where direct access to school zones abuts the carriageway, the speed limit may be specified up to 40 kilometres per hour, subject to the provision of appropriate traffic calming measures, warning signage and pedestrian crossing facilities in accordance with applicable standards;

(iv) Footpaths in school zones and in areas adjoining schools, including access routes, shall provide a minimum clear walking width of 2.5 metres to safely accommodate high pedestrian volumes;

(v) Safe pedestrian infrastructure, including footpaths and pedestrian crossing facilities, shall be provided in and around school zones to ensure safe access;

(vi) Dedicated pick-up and drop-off management areas shall be planned and located so as to ensure safe and orderly pick-up and drop-off operations, without obstructing pedestrian movement or the clear walking zone;

(vii) Safe and continuous cycling infrastructure shall be provided, wherever feasible, to facilitate access by non-motorised transport users; and

(viii) Appropriate traffic calming measures shall be implemented within school zones to maintain low vehicular speeds.

(f) Pedestrian-only and Non-Motorised Transport (NMT) Zones:

(i) The Implementing Agency may designate any street or area as pedestrian-only or NMT zones in areas with high pedestrian activity, including markets, commercial streets, cultural or heritage precincts, transit-oriented corridors and other similar locations;

(ii) The Implementing Agency may designate any street or area as a pedestrian-only or non-motorised transport (NMT) zone, either permanently or during specified hours, having regard to pedestrian density, land use, traffic conditions and safety considerations;

(iii) Pedestrian-only and NMT zones shall be classified and developed, in accordance with applicable guidelines and standards, into the following categories, namely:-

(a) NMT-only streets, where all motorised vehicle traffic, except for emergency vehicles, shall be prohibited, and such streets shall be designed to accommodate high pedestrian volumes with appropriate provisions for universal accessibility, seating, shading, organised vending and bicycle parking;

(b) NMT and public transport priority streets, where private motorised vehicle traffic shall be prohibited while permitting access to public transport services; and

(c) Greenways, being corridors along natural features such as water bodies, lakes and parks, developed exclusively for walking and cycling with associated public spaces.

(iv) The Implementing Agency shall provide appropriate physical measures, signage and enforcement mechanisms to restrict entry of unauthorised motorised vehicles into such zones;

(v) Access for emergency vehicles shall be ensured at all times, and access for service and delivery vehicles may be regulated during specified hours; and

(vi) All pedestrian-only and NMT zones shall be designed and maintained in accordance with universal accessibility principles and applicable standards including but not limited to provision of tactile features, barrier-free access, and adequate lighting for safe use during all times of the day.

(g) Infrastructure Visibility:

(i) All pedestrian and non-motorised transport infrastructure shall be designed, marked, illuminated and maintained so as to ensure clear visibility, recognisability and safe usage by all road users at all times;

(ii) Pedestrian and non-motorised transport infrastructure shall be clearly delineated using appropriate colours, markings, symbols and signage, in accordance with the IRC guidelines and such other applicable standards;

(iii) Pedestrian crossings shall be marked with high-visibility zebra markings and shall be supplemented with reflective delineators or similar devices to enhance visibility, in accordance with applicable standards;

(iv) Cycle tracks and lanes shall be continuously and distinctly marked using appropriate colours and/or symbols to ensure their visibility and continuity along the corridor;

(v) Adequate lighting shall be provided at all pedestrian and non-motorised transport facilities, including footpaths, crossings and cycle tracks, to ensure visibility and safety during night-time conditions, in accordance with applicable standards;

(vi) The Implementing Agency shall ensure that vegetation, utilities and other roadside elements are maintained so as not to obstruct the visibility or usability of pedestrian and non-motorised transport infrastructure and shall ensure that no signage, advertisement, or temporary installation obstructs sightlines at crossings and along pedestrian routes; and

(vii) All markings, signage and lighting provided for pedestrian and non-motorised transport infrastructure shall be maintained in a visible, functional and serviceable condition at all times and shall be periodically inspected and renewed or replaced to ensure continued effectiveness.

(h) Illumination Standards:

(i) The Implementing Agency shall ensure that all pedestrian and non-motorised transport infrastructure is provided with adequate, uniform and functional lighting so as to ensure visibility, recognisability and safe usage by all road users at all times, in accordance with applicable guidelines and standards; (ii) The illumination levels shall be as follows:-

(a) Footpaths and pedestrian facilities shall be provided with illumination levels of not less than 40 to 50 lux;

(b) Pedestrian crossings shall be provided with enhanced illumination, up to 80 lux, so as to ensure adequate visibility of pedestrians to approaching vehicles; and

(c) Grade-separated pedestrian facilities, including foot overbridges and pedestrian underpasses, shall be provided with illumination levels ranging from 100 to 150 lux.

(iii) The Implementing Agency shall ensure that light poles provided for such infrastructure do not exceed a height of 12 metres, so as to minimise spillover of light into adjoining properties and to improve pedestrian-level illumination:

Provided that, in areas with dense tree cover or similar obstructions, lower-height lighting shall be preferred to avoid shadowing effects.

(iv) For streets up to 12 metres in width, a single row of lighting shall ordinarily be provided:

Provided that, where additional illumination is required, dual luminaires may be mounted on a single central pole.

Provided further that for wider streets, multiple rows of lighting may be provided at appropriate intervals and heights to ensure uniform illumination across the carriageway and pedestrian infrastructure.

(v) The placement, spacing and configuration of lighting infrastructure shall be designed to ensure uniform light distribution, minimise glare, and avoid dark spots, in accordance with applicable standards.

(i) Conspicuity and Safety Equipment for Non-Motorised Transport Users:

(i) All manufacturers, distributors, and retailers of non-motorized transport vehicles shall ensure provision of the following safety equipment at the time of sale,-

- (a) Front and rear reflectors;
- (b) Wheel reflectors;
- (c) High-visibility reflective stickers;
- (d) Bell or horn; and
- (e) Helmets for bicyclists.

(ii) No non-motorised transport vehicle shall be sold unless it is equipped with the above-mentioned safety features;

(iii) For bicycles used after sunset, the following additional equipment shall be mandatory:

(i) Front white light (ii) Rear red lights;

(v) The specifications of the safety equipment should be in accordance with the Bureau of Indian Standards; and

(vi) Users of cycles and non-motorised transport vehicles shall ensure that such safety equipment is functional and used appropriately at all times.

(j) Public Utilities:

(i) To ensure public safety and prevent electrical hazards (such as induction or accidental contact), no pedestrian paths, cycle tracks, or public gathering spaces should be constructed directly beneath or within the vertical corridor of overhead electricity lines; and

(ii) The implementing agency shall coordinate with utility service providers to ensure safe relocation and maintenance of essential utilities within the Right of Way during road widening or upgradation works.

135N. Prohibition of encroachment on footpaths and non-motorised transport infrastructure.- (1) No person, institution, commercial establishment, vendor or other entity shall place, deposit or cause to be placed any goods, articles, debris, construction materials, structures (whether permanent or temporary), signage or any other obstruction on footpaths, footways, pedestrian zones, cycle tracks, cycle lanes, shared paths or any other non-motorised transport infrastructure, so as to hinder the free and safe movement of pedestrians, including persons with disabilities or non-motorised transport users.

(2) No motorised vehicle shall be parked on or otherwise permitted to obstruct or move upon any part of pedestrian or non-motorised transport infrastructure, except in areas specifically designated by the competent authority through appropriate markings or signage.

(3) The Implementing Agency shall ensure prompt removal of such encroachments or obstructions and may recover removal charges, impose fines or take such other action, including seizure of offending goods or vehicles, in accordance with applicable laws.

(4) Any violation of this rule shall be liable for action under the relevant provisions of the Motor Vehicles Act, 1988, including sections 201 and 210B, and such other applicable laws.

135O. Responsibilities of the motor vehicle driver. – (1) The 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 cyclists 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; and
- (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.

(2) 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.

(3) The driver of a motor vehicle 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 cyclists in the event of the cyclist losing balance and falling on the street.

(4) The 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.

135P. Operational responsibilities of implementing agencies.-(1)The Implementing Agency shall be responsible for the planning, construction and maintenance of pedestrian and non-motorised transport infrastructure within its jurisdiction, and shall ensure that such infrastructure is provided in all roads in accordance with these rules.

(2) The Implementing Agency shall ensure removal of unauthorised encroachments from pedestrian and non-motorised transport infrastructure in a continuous and time-bound manner, and shall maintain the infrastructure in a safe, usable and accessible condition, in accordance with the Rights of Persons with Disabilities Act, 2016 (Central Act No. 49 of 2016).

(3) The Implementing Agency, shall undertake periodic inspections of pedestrian and non-motorised transport infrastructure and maintain records of condition, encroachments removed and actions taken.

(4) The Implementing Agency shall undertake periodic audits of pedestrian and non-motorised transport infrastructure within its jurisdiction and shall maintain records of audit findings and compliance actions, including submission of periodic reports to the Monitoring Agencies.

(5) The Implementing Agency shall identify and prioritise high-footfall and high-risk locations, including markets, commercial areas, schools, hospitals and public transport nodes, and locations with a history of crashes involving pedestrians or non-motorised transport users, and shall implement necessary remedial and corrective measures in a time-bound manner based on audit findings, crash data and identified deficiencies.

(6) The Implementing Agency shall ensure that pedestrian and non-motorised transport infrastructure remains accessible and navigable for persons with disabilities, and any encroachments affecting accessibility features, including ramps, tactile paving or pedestrian signals, shall be removed on priority.

(7) The Implementing Agency shall ensure that any construction, repair or utility works affecting pedestrian or non-motorised transport infrastructure provide safe, continuous and accessible alternate arrangements for pedestrians, including a minimum clear width of 1.5 metres, with appropriate barricading, signage, lighting and safety measures in accordance with applicable standards.

(8) No Completion Certificate, No-Objection Certificate or utility clearance shall be issued unless pedestrian and non-motorised transport infrastructure affected by such works is restored to full compliance with these rules.

(9) The Implementing Agency and Urban Local Bodies shall regulate street vending in accordance with the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014(Central Act No. 7 of 2014)

provided that vending shall be permitted only in designated areas and shall not obstruct pedestrian movement or compromise safety.

(10) Street vending shall not be permitted on arterial and sub-arterial roads, and any such unauthorised vending shall be subject to removal and action in accordance with applicable laws.

135Q. Enforcement and Monitoring.-

(1) Enforcement: The Implementing Agency, with the support of traffic enforcement agencies, shall undertake regular enforcement drives and inspections to ensure compliance and shall enforce the provisions of this Chapter within its jurisdiction, including,-

- (i) Compliance with speed limits in designated zones;
- (ii) Prevention of encroachment on pedestrian and non-motorised transport infrastructure, in accordance with rule 135C;
- (iii) Compliance with pedestrian-only and non-motorised transport zone restrictions;
- (iv) Adherence to traffic rules at pedestrians and NMT infrastructure facilities;
- (v) Lane discipline and prevention of wrong-lane driving; and
- (vi) Any other violations that may impede pedestrian and NMT user safety on roads.

(2) Maintenance and compliance: The Implementing Agency shall be responsible for ensuring,-

- (i) Maintenance of pedestrian and non-motorised transport infrastructure in a safe and usable condition;
- (ii) Prevention and removal of unauthorised encroachments on pedestrian and NMT infrastructure; and
- (iii) Compliance with applicable design standards during planning, construction and maintenance.

(3) Assessment and grievance redressal:

- (i) Each Implementing Agency shall periodically assess the condition and usage of pedestrian and non-motorised transport infrastructure within its jurisdiction; and
- (ii) Each Implementing Agency shall designate an officer responsible for grievance redressal related to pedestrian and non-motorised transport infrastructure and shall establish a time-bound mechanism for addressing such grievances.

(4) Safety and upgradation:

- (i) The Implementing Agency shall ensure that the condition and safety of pedestrian subways and foot over-bridges are maintained as per Harmonised Guidelines for a Barrier-Free Built Environment (MoHUA, 2021) and standards stipulated by the State Government (or IRC:103 in absence of State stipulated guidelines). The upgradation measures are undertaken to include,-
 - (a) Installation of dynamic lighting systems and TBMS at critical conflict points;
 - (b) Installation of physical deterrents such as tyre killers at locations where unlawful or wrong-lane driving poses a serious safety risk;
 - (c) Improved and energy-efficient lighting;
 - (d) CCTV surveillance systems linked to command and control centres;
 - (e) Clearly demarcated and signposted entry and exit points; and
 - (f) Panic buttons connected to the nearest police stations.
- (ii) The Implementing Agency shall ensure that pedestrian and NMT facilities are maintained in a safe and accessible condition in accordance with applicable standards, and shall

undertake appropriate upgradation measures, wherever required with priority given to high-footfall areas, school zones, transit access areas, and locations with a history of crashes; and

(iii) The traffic enforcement agencies shall be responsible for enforcement of rules specified under section 135D.

(5) Monitoring and reporting:

(i) The State Monitoring Agency shall submit an annual report to the State Road Safety Council on the status of compliance with the provisions of this Chapter; and

(ii) The District Road Safety Committee shall periodically review pedestrian and non-motorised transport safety issues within the district and shall monitor compliance with these rules at the district level.

135R. Public Awareness and Education.-(1)The State Monitoring Agency and the District Monitoring Agency shall, within their respective jurisdictions and in coordination with relevant departments, undertake measures to promote awareness on road safety, with particular emphasis on the safety of pedestrians and non-motorised transport users.

(2) The State Monitoring Agency may issue guidelines or advisories for educational institutions to incorporate road safety education, including pedestrian and non-motorised transport safety, into their programmes.

135S. Penalties for non-compliance.-(1)Where a complaint regarding any failure to comply with the provisions of these rules resulting in death or disability, the District Monitoring Agency, as the case may be, may direct an investigation of the road accident in accordance with the scheme formulated under Section 135 of the MV Act, 1988.

(2)Where failure on the part of the responsible implementing agency in complying with the provisions of these rules is determined to be the cause of death or grievous injury of a pedestrian or NMT user as per the investigation carried out in sub-rule (1), such agency or contractor or party, as may be determined, shall be punishable with a fine which may extend to one lakh rupees and the same shall be paid to the State Road Safety Fund.

(3)Where failure on the part of the motorist/ motor vehicle driver in complying with the provisions of these rules and specifically section 135D of the Rules such owner of motor vehicles shall be punishable with fine of rupees one thousand per violation for the first offence under this category and for a second or subsequent violations, a fine of rupees five thousand per violation. In the case of continuing violation (e.g. parking on footpath even after notifying the owner) where a violation is not corrected immediately or within a reasonable time, but not exceeding 30 min), an additional fine which may extend up to rupees one thousand for every day during which the violation continues.

(4)Notwithstanding anything contained in sub-rule (2) above, the Implementing Agency may terminate the contract of the concerned party or contractor and impose such other penalties as may be permissible, based on the findings of the investigation report under sub-rule (1).

135T. Public Grievance Redressal Mechanism.-(1)The Implementing Agency shall establish a grievance redressal mechanism, in a mode as may be deemed fit, for complaints relating to:-

(i) Encroachments on footpaths, pedestrian zones and other non-motorised transport infrastructure;

(ii) Lack of maintenance or unsafe condition of footpaths, pedestrian crossings, cycle tracks and other NMT facilities;

(iii) the requirement or absence of a pedestrian crossing or other pedestrian-safety facilities; and

(iv) any other lapse affecting the safety or mobility of pedestrians or NMT users as stipulated under these rules or otherwise.

(2) The concerned authority shall resolve the grievance within thirty days of receipt of such grievance with a written order duly communicated to the complainant and the respondent parties.

(3) An appeal against the order of the concerned authority, by an aggrieved person, shall lie with the Monitoring Agency. An appeal against the order of the District Monitoring Agency shall lie with the Chief Secretary to the Government.”

4. Insertion of new Chapter VIA: In the said rules, after Chapter VI and entries relating thereunder, the following new chapter shall be inserted, namely:-

“Chapter VI-A

DESIGN, CONSTRUCTION & MAINTENANCE STANDARDS FOR ROADS

231F. Implementing and Monitoring Agencies.-(1) The concerned road owning agency shall be the 'Implementing Agency' for the purposes of these rules, responsible for the design, construction and maintenance measures as per the prescribed standards for such roads under its jurisdiction.

(2) Monitoring Agency:

(i) The Motor Vehicles Department shall be the ‘State Monitoring Agency' for implementing these rules and shall coordinate efforts between different departments to ensure compliance on the design, construction and maintenance standards prescribed under this Chapter; and

(ii) The District Road Safety Committee shall be the District Monitoring Agency for the purposes of these rules, responsible for ensuring that prescribed road standards are implemented for all roads in the District.

231G. Road Engineering Standards for Design, Construction and Maintenance.- (1) The Monitoring Agency shall ensure that a Road Safety Audit is conducted at all three stages for the new roads, and construction stage audit for under construction projects, and operation/maintenance stage audit for the existing roads through independent road safety auditors certified from agencies.

(2) The auditors shall ensure that the road engineering standards adhere to the technical specifications prescribed in Table 1.

Table 1
Technical Specifications for Road Engineering Standards

Sl. No.	Critical Road Safety Issues	Applicable Stage	Applicable Geography	Reference
1	Absent crash barrier	Design	Rural Urban	IRC:119 for all Highways
2	Inconsistent road geometry (narrow bridges, lane drop, lane widening)	Design	Rural Urban	IRC:SP-84 for 4-Lane Highways IRC:SP-87 for 6-Lane Highways IRC:SP-99 for Expressways
3	Absent truck lay-byes and truck rest stops	Design	Rural	IRC:SP-84 for 4-Lane Highways IRC:SP-87 for 6-Lane Highways IRC:SP-99 for Expressways
4	Inadequate parking facilities at food plaza (car, bus etc)	Design	Rural	IRC Guideline required for 4-Lane & 6-Lane Highways Section 13.2-IRC:SP:99-2023 for Expressways
5	Service lane opening at the intersection - leading to conflict	Design	Rural Urban	IRC:92 for all highways
6	Inadequate turning radius at intersections	Design	Rural Urban	IRC SP 041 for all highways
7	Inefficient Sight distance	Design	Rural Urban	IRC:66 for all highways
8	Absent/discontinuous pedestrian crossing and sidewalk facilities	Design Construction	Rural Urban	IRC:103 for all Highways
9	Narrow Shoulder	Design Construction	Rural Urban	Section 12.17- IRC:SP-84-2019 for 4-Lane Highways, Section 12.17- IRC:SP-87-2019 for 6-Lane Highways, Section 2.18- IRC:SP:99-2023 for Expressways
10	Lack of universal accessibility infrastructure	Design Construction	Urban	Section 6.2.3 IRC:103-2012
11	Lack of effective traffic channelization at intersections	Design Construction	Rural Urban	IRC SP 041 for all highways

12	Discontinuous cycle track	Design Construction	Urban	IRC:11-2015
13	Absent pavement marking/faded marking	Design Operation and Maintenance	Rural Urban	IRC:35 for all Highways
14	Untreated bus stops	Design Operation and Maintenance	Rural Urban	IRC:SP-84 for 4-Lane Highways IRC:SP-87 for 6-Lane Highways IRC:SP:99 for Expressways
15	Vision obstruction at the curve due to poor road geometry or excess vegetation	Design Operation and Maintenance	Rural Urban	IRC Guidelines required for all Highways
16	Inadequate or absent signals	Design Operation and Maintenance	Rural Urban	IRC:93 for all highways
17	Untreated median opening	Design Operation and Maintenance	Rural Urban	IRC:SP-84 for 4-Lane Highways IRC:SP-87 for 6-Lane Highways
18	Untreated / Unprotected hard structures	Design Operation and Maintenance	Rural Urban	IRC:79 for all Highways
19	Absent/inadequate illumination and delineation	Design Operation and Maintenance	Rural Urban	IS:1944 (Part V) for illumination on all Highways IRC:35 for delineation on all Highways
20	Faded/ damaged/encroached pedestrian crossing and sidewalk facilities	Design Construction Operation and Maintenance	Rural Urban	IRC:103 for all Highways
21	Absent signages/ Damaged signages/ Wrong signages	Design Construction Operation and Maintenance	Rural Urban	IRC:67 for all Highways

22	Absent Service lanes	Design	Rural	IRC:SP-84 for 4-Lane Highways
		Construction	Urban	IRC:SP-87 for 6-Lane Highways
		Operation and Maintenance		IRC:SP-99 for Expressways
23	Absent safety measures during routine maintenance works or construction zone	Construction	Rural	IRC:SP:55 for all Highways
		Operation and Maintenance	Urban	
24	Damaged crash barrier	Operation and Maintenance	Rural	IRC:119 for all Highways
			Urban	
25	Damaged pavement	Operation and Maintenance	Rural	IRC:82 for all Highways
			Urban	

(4) The Chief Engineer of the concerned Implementing Agency shall be responsible for implementing the standards prescribed under these rules.

231H. Monitoring and Compliance Mechanism.- (1) The State Monitoring Agency shall formulate uniform formats for all reports and prescribe timelines for returns required from the Implementing Agency.

(2) The Implementing Agency shall conduct periodic audits of all roads under its jurisdiction, identify common engineering issues, and rectify them within timeframes prescribed by the State Monitoring Agency.

(3) The Implementing Agency shall submit periodic design, construction and maintenance progress reports, contractor payment reports, and quality assurance verification reports and other reports provided in sub-rule (2) and sub-rule (3) above, to the District Monitoring Agency.

(4) The District Monitoring Agency shall submit half-yearly reports on the matters provided in sub-rule (2) and (3) above, to the State Monitoring Agency.

231I. Compliance Mechanism.-(1) The District Monitoring Agency shall ensure that construction standards as per Table 1 under these rules are strictly adhered to for all existing, ongoing and upcoming road projects.

(2) The District Monitoring Agency shall monitor the implementation of maintenance norms on a quarterly basis and inform the Implementing Agency of violations with specific deadlines for rectification, if any.

(3) The Implementing Agency shall, within the deadline, as may be specified by the District Monitoring Agency, undertake rectification work and submit the action taken report to the District Monitoring Agency.

(4) The State or District Monitoring Agency, as the case may be, shall appoint a Nodal Officer as the designated grievance redressal authority for receiving all complaints from the public regarding violations prescribed in rules under this Chapter, for the State and District respectively.

(5) The State Monitoring Agency shall compile and submit an annual report to the State Road Safety Council regarding the status of compliance with various provisions under this Chapter.

231J. Penalties.-(1) In case of a complaint regarding any failure to comply with the provisions of these rules resulting in death or disability, the State or District Monitoring Agency, as the case may be, may direct an investigation in accordance with the scheme formulated under section 135.

(2) In accordance with the directions of the State or District Monitoring Agency, as the case may be, the Implementing Agency may terminate the contract of the concerned party or contractor and impose such other penalties as may be permissible, based on the findings of the investigation report under sub-rule (1) above.”

By order and in the name of the
Governor of Karnataka

(Pushpa V. S.)
Under Secretary to Government,
Transport Department.