



**HIGH COURT OF JUDICATURE FOR RAJASTHAN
BENCH AT JAIPUR**

D.B. Civil Writ Petition No. 21972/2018
CNR: RJHC020927492018 | URN: CW / 36721U / 2018

Suo Moto, Rajasthan High Court, Jaipur.



-----Petitioner

Versus

- 1. Union Of India, Through The Chairman, Railway Board, New Delhi.
- 2. General Manager, North West Railways, Jawahar Circle, Jaipur (Raj.)
- 3. State Of Rajasthan, Department Of Urban Development, Through Its Secretary, Secretariat, Jaipur.
- 4. Municipal Corporation (Heritage), Jaipur, Through Its Commissioner, Pandit Deen Dayal Uppadhyay Bhawan, Tonk Road, Lal Kothi, Jaipur-302015
- 5. Municipal Corporation (Greater) Jaipur, Through Its Commissioner, Pandit Deen Dayal Uppadhyay Bhawan, Tonk Road, Lal Kothi, Jaipur-302015
- 6. Jaipur Development Authority Jaipur, Through Its Commissioner, Ram Kishor Vyas Bhawan, Indra Circle, Jawahar Lal Nehru Marg, Rambagh, Jaipur, Rajasthan 302004

-----Respondents

For Petitioner(s)	: None present
For Respondent(s)	: Mr. Bharat Vyas, ASG assisted by Mr. Rakesh Choudhary (Sr.CGPC) – for respondent Union of India Ms. Shikha Sharma, AAAG for Mr. GS Gill, AAG – for respondent No.2 Mr. Vishal Kumar for Mr. Manoj Sharma, AAG – for respondent Local Bodies Mr. Amit Kuri with Mr. Pinaky P. Paliwal Mr. Ayush Sharma Mr. Dharma Ram, for respondent JDA



HON'BLE THE CHIEF JUSTICE MR. SANJAY K. AGRAWAL
HON'BLE MR. JUSTICE SAMEER JAIN

Judgment

03/10/2026

1. The present Public Interest Litigation (PIL) petition has been converted into a *suo motu* PIL petition by the Court vide order dated 30.01.2024 on account of unfortunate demise of the petitioner.

2. The present PIL petition has been filed addressing systemic public safety and infrastructural concerns arising out of railway level crossings across heavily populated urban centers in the State of Rajasthan, with specific reference to the city of Jaipur.

3. By way of the present PIL, severe vehicular disruption, pollution, loss of public time, and potential safety hazards caused by the opening and closing of railway gates, seeking directions for affixing countdown timers, manning of crossings, and providing permanent traffic solutions throughout the railway network have been highlighted.

4. In pursuance of the previous directions, issued by this Court on 16.03.2026, an Additional Affidavit dated 10.07.2026 has been placed on record on behalf of the respondent-North Western Railways.

5. Today, Mr. Bharat Vyas, learned Additional Solicitor General (ASG), placed a detailed Compliance Report before the Court and submits that the railway network within the State of Rajasthan is administered under the North Western Railway (covering the major portion of the State) and the West Central Railway (covering Kota Division).



6. Learned ASG further submits that institutional mechanisms, infrastructural upgrades, and extensive safety measures have been implemented in *toto* and the same has been incorporated in the Compliance Report, which are as follows:

(a). **Elimination of Unmanned Level Crossings on Broad**

Gauge: Across the entire Broad Gauge network under the jurisdiction of North Western Railway, there are no unmanned level crossings. All broad-gauge level crossings have either been fully manned, interlocked, or structurally eliminated.

(b). **Safety Protocols on Meter Gauge Sections:** As regards the remaining 26 unmanned level crossings, the Railways have enforced a mandatory "Stop and Proceed" safety procedure. Under the said protocol, every train is brought to a complete halt before the crossing and is permitted to proceed only after ensuring that the track is entirely clear.

(c). **Infrastructural Upgrades in Kota Division:** The Kota Division has no unmanned level crossings. Moreover, out of 114 existing manned level crossings, the competent railway authorities have already sanctioned the permanent elimination of 80 level crossings through the phased construction of Road Over Bridges (ROBs) and Road Under Bridges (RUBs), resolving road congestion and crossing delays.

(d). **Standard Safety Measures & Signage:** In accordance with the relevant and applicable Indian Railways Permanent Way Manual, conspicuous warning signboards, rumble strips, and speed-breakers have been installed on all approach roads to manned level crossings. Regular safety seminars, drives, and



public awareness campaigns are being conducted in villages and habitations adjacent to railway corridors.

(e). **Corridor Fencing and Wildlife Protection:** Robust track fencing has been erected along high-density corridors to drastically curtail cattle run-over and trespassing incidents. In environmentally sensitive stretches adjoining wildlife habitats, specialized fencing has been provided, and the permissible train speed limit has been restricted from 130 km/h to 80 km/h to preserve the wildlife.

7. Having considered the submissions advanced by learned ASG and having perused the Compliance Report, we express our satisfaction with the comprehensive and proactive measures undertaken by the respondents-North Western Railways and the Union of India.

8. Inasmuch as all unmanned level crossings on the broad-gauge network have been eliminated, stringent safety protocols have been enforced on the meter-gauge section, and substantial sanctions have been accorded for the construction of ROBs/RUBs to replace existing manned crossings, the core grievances and safety concerns raised by way of the present *suo motu* PIL petition stand substantially addressed and redressed by the respondents.

9. The Compliance Report furnished by learned ASG is taken on record.

10. In view of the above compliance and subsequent developments, we are of the view that no further directions are required to be issued by this Court in the present proceedings.

11. Accordingly, the present *suo motu* PIL petition stands closed and disposed of.



12. Pending applications, if any, shall also stand disposed of.

(SAMEER JAIN),J

(SANJAY K. AGRAWAL),CJ

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