

National Highway has been commenced except in Patna to Koilwar stretch due to delay in availability of encumbrance free land.

(c) and (d) The work on Bhojpur to Buxar stretch of Patna-Buxar National Highway comprising of bridge over Ganga river has been started in April, 2018. The commencement of work on Bhojpur to Buxar stretch was delayed due to non-availability of encumbrance free land.

#### **Status of National Highways in the country**

†574. DR. KIRODI LAL MEENA: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total length of the National Highways in different States in kilometers along with the number of lanes in them;

(b) whether Government proposes to widen all the National Highways to four lanes; and

(c) if so, the details thereof and by when this work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) Total length of National Highways (NHs) at present is about 1,29,709 km. State/Union Territory (UT)-wise length of NHs and their lane-wise distribution is given in the Statement (*See* below).

(b) and (c) The development and maintenance of NHs is a continuous process. The minimum desirable standards for NHs is of 2 lane configurations. The works on NHs, including those for development of NHs to minimum 2 lane NH standards, are, accordingly, taken up depending upon *inter-se* priority, traffic density and availability of funds.

The Ministry has taken up development of NHs/roads under various phases of National Highways Development Project (NHDP), Special Accelerated Road Development Programme for the North East Region (SARDP-NE) including Arunachal Pradesh Package of Roads, Special Programme for Development of Roads in the Left Wing Extremism (LWE) affected areas, Externally Aided Projects (EAP), National Highways (Original) [NH (O)] scheme, etc. Various phases of NHDP envisaged development of NHs to 4/6 lane and 2 lane NH standards, development of expressways, etc. Development of most of the roads/ NHs under other schemes envisages their upgradation to 2 lane NH standards.

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† Original notice of the question was received in Hindi.

During 2017-18, progress achieved towards development of NHs to 2 lane and 4 or more lane NH standards were about 4,898 km. and 2,516 km. respectively.

The Ministry had taken up detailed review of NHs network with a view to develop the road connectivity to Border areas, development of Coastal roads including road connectivity for Non-Major ports, improvement in the efficiency of National Corridors, development of Economic Corridors, Inter Corridors and Feeder Routes along with integration with Sagarmala, etc., under “Bharatmala Pariyojana”. Under this proposal, the Ministry has identified stretches for development of about 26,200 km. length of Economic Corridors, 8,000 km. of Inter Corridors, 7,500 km. of Feeder Routes, 5,300 km. Border and International connectivity roads, 4,100 km. Coastal and Port connectivity roads, 1,900 km. Expressways, National Corridor Efficiency improvement by development of ring roads around 28 cities, decongestion of about 125 choke points and 66 congestion points, development of 35 nos. of Multimodal Logistics Parks.

The Cabinet Committee on Economic Affairs (CCEA) has approved the proposal for investment approval for Phase-I of “Bharatmala Pariyojana” during its meeting held on 24.10.2017. “Bharatmala Pariyojana” Phase-I includes development of about 9,000 km. length of Economic corridors, about 6,000 km. length of Inter-corridor and feeder roads, about 5,000 km. length of National Corridors Efficiency improvements, about 2,000 km. length of Border and International connectivity roads, about 2,000 km. length of Coastal and port connectivity roads, about 800 km. length of Expressways and balance length of about 10,000 km. of roads under NHDP. The programme is targeted for completion in 2021-2022.

The general principle for upgradation of roads under Phase-I of Bharatmala Pariyojana includes development of Economic corridors primarily to 4/6 lane NH standards, Inter-corridor and feeder roads primarily to 4 lane NH standards and Border, International connectivity roads, Coastal and Port connectivity roads primarily to 2 lane NH standards.

#### *Statement*

#### *State/UT-wise length of NHs and their lane-wise distribution*

(length in km.)

Sl. No.	State/UT	Less than 2-lane	2-lane	Equal to or more than 4-lane	Total Length
1	2	3	4	5	6
1.	Andhra Pradesh	814	3,618	1,993	6,425
2.	Arunachal Pradesh	1,748	766	22	2,537

1	2	3	4	5	6
3.	Assam	567	2,603	738	3,909
4.	Bihar	328	3,709	840	4,877
5.	Chandigarh	0	0	15	15
6.	Chhattisgarh	195	2,896	500	3,591
7.	Delhi	0	0	111	111
8.	Goa	42	194	57	293
9.	Gujarat	1,830	2,132	2,418	6,380
10.	Haryana	207	1,447	1,444	3,098
11.	Himachal Pradesh	961	1,609	37	2,607
12.	Jammu and Kashmir	445	1,714	225	2,384
13.	Jharkhand	179	2,198	395	2,773
14.	Karnataka	1,333	3,831	2,103	7,267
15.	Kerala	294	1,349	138	1,782
16.	Madhya Pradesh	3,613	3,403	1,756	8,772
17.	Maharashtra	10,259	3,630	3,860	17,748
18.	Manipur	275	1,444	32	1,750
19.	Meghalaya	564	534	57	1,156
20.	Mizoram	1,107	315	0	1,423
21.	Nagaland	1,460	88	0	1,548
22.	Odisha	304	4,514	910	5,727
23.	Puducherry	0	40	24	64
24.	Punjab	341	1,565	1,363	3,270
25.	Rajasthan	1,692	5,506	2,723	9,921
26.	Sikkim	167	296	0	463
27.	Tamil Nadu	1,742	2,758	2,241	6,742
28.	Telangana	1,166	1,649	980	3,795
29.	Tripura	546	308	0	854
30.	Uttar Pradesh	3,010	5,565	2,863	11,439
31.	Uttarakhand	2,180	666	103	2,949
32.	West Bengal	855	1,691	1,109	3,656

1	2	3	4	5	6
33.	Andaman and Nicobar Islands	299	32	1	332
34.	Dadar and Nagar Haveli	31	0	0	31
35.	Daman and Diu	22	0	0	22

**MoU for improving public transport system with UK**

575. SHRIMATI AMBIKA SONI: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has signed a Memorandum of Understanding (MoU) with United Kingdom for seeking help in improving overall public transport system in the country;

(b) if so, the details thereof;

(c) whether the MoU includes policy for improving passenger services and use of high capacity buses in India, if so, the details thereof;

(d) to what extent, it would help in having PPP models for operations, infrastructure and maintenance strategies; and

(e) the timeline by which the policy would be finalised in phases?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MANSUKH MANDAVIYA): (a) to (c) Yes, Sir. An MoU has been signed between Ministry of Road Transport and Highways and Transport for London (TFL), a statutory body established under the Greater London Authority Act, 1999 (UK) to improve Public Transport in India. MoU would help mainly in sharing of information and areas of cooperation like Improving the Public Transport System with a augmentation of passenger capacity, passenger services, data analysis, induction of electric vehicles, Introduction of Technology, Ticketing and the provision of passenger information, urban transport planning and policy, institutional organisation of transport, governance and accountability arrangements, project financing, strategy, and procurement methodologies, policy development and assessment of technology strategies, operations procurement and contracting, Infrastructure maintenance strategies, Infrastructure design and delivery etc.

(d) and (e) This MoU will help in strengthening the integrated public transport for all. This will help people from all segments of the society to have access to a