

Status of stations redeveloped under various schemes

†2981. SHRI MOTILAL VORA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of stations, of the 594, 637 and 1253 stations selected under Model, Modern and Adarsh Station Schemes for their redevelopment by Government respectively that are in the process of being redeveloped and by when their redevelopment would be completed;

(b) the criteria for selection of stations by Government under Adarsh Station Scheme;

(c) by when new stations would be selected under Adarsh Station Scheme after the year 2019-20 and the number of stations which would be selected for the same; and

(d) by when this process would be completed?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) Model station scheme was in vogue from 1999 to 2008. Initially one station per Division of Indian Railways was selected under the scheme. In the year 2006, the criteria was revised to include all 'A' and 'B' category stations on the basis of the annual passenger earnings under the scheme. Under this scheme, 594 stations were selected for upgradation. Out of these, 590 stations have already been developed. As regards, the remaining 4 stations, Sambalpur Road station and Alnavar station have been dropped from the scheme, while Ultadanga and Mal Bazar stations have been closed.

Modern station scheme was in vogue from 2006-07 to 2007-08. Under this scheme, 637 stations were selected for upgradation which have already been developed.

'Adarsh' Station Scheme was started in 2009-10. Presently, development of Railway stations is taken up under this scheme. Since then, 1253 stations have been identified for development under 'Adarsh Station Scheme' out of which 1163 stations so far have been developed under 'Adarsh Station Scheme' and remaining stations are planned to be developed by 2019-20.

(b) to (d) Upgradation/modernization of stations on Indian Railways is a continuous and on-going process. Presently, Railway stations are upgraded/modernized under 'Adarsh' Station Scheme based on identified need of providing better enhanced

†Original notice of the question was received in Hindi.

passenger amenities at stations. Identification/selection of stations for development under Adarsh Station Scheme is on the basis of representations received from Ministers/MPs/VIPs and recommendations from Zonal Railways. Selection of more stations under this scheme depends upon the relative importance of the stations and passengers handled at the station.

Status of conditions of ROB in Uttar Pradesh

2982. DR. ASHOK BAJPAI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether construction of Road over Bridge at Anjhi Shahabad and Sandila stations of Hardoi district in Uttar Pradesh is long overdue and pending;
- (b) if so, the reasons therefor and the progress of the projects; and
- (c) the anticipated time for completion of the above project?

THE MINISTER OF RAILWAYS (SHRI PIYUSH GOYAL): (a) to (c) Anjhi Shahabad Station: Work for construction of Road over Bridge (ROB) in lieu of Level Crossing No. 300 near Anjhi Shahabad Railway station on Lucknow-Moradabad section has been sanctioned in 2018-19. General Arrangement Drawing (GAD) for railway portion has been approved. Detailed estimate for approaches has not been received from State Government.

Sandila Station: There are 3 Level Crossings (LCs) i.e. 247, 248, 249 near Sandila Railway Station. All these LCs qualify for their replacement by Road over Bridge (ROB) on cost sharing basis with State Government as traffic density of these LCs is more than 1 lakh Train Vehicle Unit. Accordingly, State Government has been approached to submit the formal proposal for consent of ROB at these locations alongwith necessary consents for sharing of cost and closure of LC. Despite regular pursuing from Zonal Railway at Chief Secretary level, no response has been received from State Government.

Normally, Railway undertakes construction of Road over Bridges/Road under Bridges (ROBs/RUBs) in Railway portion whereas approaches are being constructed by State Government. Generally, there is no problem of construction of ROBs/RUBs in Railway portion. However, it is difficult to construct ROBs/RUBs on approaches because it depends upon many factors such as availability of land, removal of encroachments, fixing the alignment of approaches, allocation of requisite funds etc. Therefore, it is not possible to fix the time schedule for construction of ROBs/RUBs projects. Further