

No. PL-13 (7)/51

To

Dated the 16th Feb 1954

1. The Secretary to the Government of All part 'A' States and Part 'B' States (except Mysore and Jammu and Kashmir)-Departments concerned with roads.
2. The Chief Secretary to the Government of Ajmer.
3. The Secretary to the Government of Himachal Pradesh, Public Works Department Shimla
4. The Secretary to the Government of Vindhya Pradesh, Development and Social Service Department (P.W. Section), Rewa
5. The Secretary to the Government of Delhi, Local Self Government, Delhi
6. The Chief Commissioner, Kutch, Bhuj

Subject: Acceptance of Central Financial liability for the development and maintenance of road links within large towns served by National Highways

I am directed to refer to the correspondence resting with this Ministry's letter No. PL-13 (19) 50, dated the 8th December, 1950, on the above mentioned subject, and to say that the Government of India have, after a careful review of the proposals made from time to time in the past, worked out a scheme for the maintenance and development of road links within large towns served by National Highways. This scheme is detailed in the following paragraphs.

2. For the purpose of this scheme, urban road links have been defined as follows :-
 - (a) portions of existing National Highways lying within towns having a population of 20,000 or more: and
 - (b) roads in towns having a population of 20,000 or more connecting the terminal points of two or more different National Highways at the boundary of the town or city.

(The maintenance and development of such links lying within towns having a population upto 20,000 is already the responsibility of the Central Government).
3. *Road links within large towns which will be eligible for being treated as permanent routes of national highways.* The Central Government have decided to accept financial liability both for the development and maintenance of only those urban road links which are suitable for taking through traffic and being declared as National Highway. The general criteria for this purpose are:
 - (a) The road land should be adequate for a through traffic road in the centre and parallel service roads for local traffic on the side. At the very minimum the road land width should be not less than 100 ft. (50 ft. for the national highway proper and 25 ft on either side for service roads) in built up areas.
 - (b) The road land should be free from encroachments or leased structures. If there are any encroachments on leased structures the State Government should undertake to remove the encroachments and in cases of leases not to renew them.
4. The Centre's contribution towards the development and maintenance of the urban road links described in para 3 above will be to the extent indicated below:
 - (i) *Improvement:* The Central Government will meet the full cost of improvements to the carriageway for through traffic. In addition, the Central Government will also meet the initial cost of providing parallel service roads excluding the cost of acquisition of built up property if required therefore. Once constructed, the service roads will be maintained and improved by the State Government or the local municipality and the Central Government will have no liabilities for these items. The provision of municipal services such as lighting, drainage, scavenging, and sanitation for both the National Highway and service roads will be the responsibility of the Municipality concerned.
 - (ii) *Maintenance:* The Central Government will pay for the maintenance of these road links upto a sum calculated at the rate of Rs. 5000/- per mile or the actual expenditure incurred, whichever is less. If any expenditure has to be incurred in excess of Rs. 5000/- per mile for the proper maintenance of these link roads, such additional expenditure will have to be borne by the State Government
5. *Treatment of road links which are not suitable for through traffic.* The road links within large towns served by national highways which do not satisfy the criteria laid down in para 3 above will be eligible for Central assistance in regard to maintenance only and that too only till such time as a new bypass is constructed. In these cases also the Central financial liability for maintenance will be limited to Rs 5000/- per mile or the actual expenditure incurred, whichever is less, and if any expenditure has to be incurred in excess or Rs 5000/- per mile on the proper maintenance of these link roads, such additional expenditure will be borne by the state Government.

6. *Construction of new bypasses.* If the road link in any town is not suitable for through traffic and it is decided to construct a new bypass, the incidence of the cost of construction of such a bypass will be as follows:
 - (i) Where the new bypass (which will be the National Highway proper) runs through the municipal limits, the Central Government will bear the full cost of land acquisition, construction, and future maintenance of the national highway proper. The State Government will be responsible for providing parallel service roads and meeting the cost of land acquisition, construction and future maintenance of the same. The land required for the parallel service roads to a width of at least 35 ft. on either side of the national highway proper should be acquired simultaneously with the acquisition of land for the national highway proper. The actual construction of the parallel service roads may be taken up later but in any case, it should be before any building activity is allowed near the bypass.
 - (ii) Where the new bypass runs outside the municipal limits, the Central Government will bear the cost of land acquisition construction and future maintenance of the national highway without insisting on the State Government providing parallel service roads for future development. If however, at any time the area begins to get built upon the State Government shall construct at its cost parallel service roads before allowing any building activity near the bypass or extending the municipal limits to include the whole or a part of the bypass. Where these service roads can be accommodated in National Highway land this will be permitted but the entire responsibility for constructing and maintaining these will be that of the State Government.
7. The scheme as described above will be governed by the following general conditions:
 - (i) All the construction and maintenance work debitable to the Centre shall be done through State Public Works Department
 - (ii) The parallel service roads shall have limited access to the National Highway and these points of access shall be got approved by the Central Government
 - (iii)¹ [~~The State Government should ensure that no toll octroi or any other terminal taxes are levied by the local body concerned on vehicles passing through the link roads which are maintained and/or developed at Central expense.~~]
[The State Governments should ensure that octrois or any other terminal taxes on through traffic and tolls are not levied by the local body concerned on the link roads maintained and/or developed at Central expense.]
 - (iv) The extent to which the Central Government can make available every year funds for improvement works on road links will depend on the grants voted annually by Parliament.
 - (v) Funds for improvement works will be sanctioned on the basis of detailed plans and estimates to be submitted to the Central Government for technical approval and financial sanction.
 - (vi) The Central contribution towards the maintenance of road links will be given on the basis of abstract particulars of estimates in the first instance and will eventually be limited to Rs. 5000/- per mile or the actual expenditure incurred during the year, whichever is less.
 - (vii) The Central Government will have power to impose conditions, so as to ensure the prevention and removal of encroachments from the road links. Road land should not be leased to any one without the approval of the Central Government.
8. There will be no objection to the State Government meeting the expenditure on the acquisition of land and construction of parallel service roads under this scheme (vide para 6 above) from their allocation account in the Central Road Fund.
9. Before, however, orders regarding the implementation of the above scheme are issued, the Government of India would be grateful if detailed information in respect of (i) the road links which are suitable for being maintained and developed as permanent routes of national highways (vide paras 3 and 4 above and (ii) those which are not suitable for through traffic (vide para 5 above) is furnished to this Ministry in the enclosed proforma as quickly as possible and in any case by the 31st March 1954, in order to assess the extent of financial commitment involved. The proforma should be accompanied by maps of the towns showing all the existing roads, including the national highway link, which should be specifically marked thereon.