

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2613
TO BE ANSWERED ON 07.08.2024**

**CONSTRUCTION OF OBs AND UNDERPASSES UNDER ABSS IN
ANDHRA PRADESH**

2613 SHRI G LAKSHMINARAYANA:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of approved projects for the construction of overbridges and underpasses under the AMRIT Bharat Station Scheme in Andhra Pradesh, district-wise, especially in Anantapur district;

(b) the funds allocated and disbursed for these projects in Andhra Pradesh with a specific breakdown for Anantapur district;

(c) the status and progress of these projects in Andhra Pradesh, particularly in Anantapur, including details on fund utilization and expected completion timelines;

(d) whether any challenges or delays encountered in the execution of these projects in Andhra Pradesh, and the measures taken/being taken to address these issues; and

(e) whether there are any pending proposals for the construction of overbridges and underpasses in Andhra Pradesh, especially in Anantapur district and if so, the details thereof?

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)**

(a) to (e) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF UNSTARRED QUESTION NO. 2613 BY SHRI G LAKSHMINARAYANA TO BE ANSWERED IN LOK SABHA ON 07.08.2024 REGARDING CONSTRUCTION OF OBs AND UNDERPASSES UNDER ABSS IN ANDHRA PRADESH

(a) to (e) Upgradation/modernisation of stations on Indian Railways is a continuous and on-going process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. However, priority for upgradation/modernization of stations is accorded to higher category of station over lower category of station while sanctioning and executing the work.

Ministry of Railways has launched 'Amrit Bharat Station Scheme' for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach.

It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like 'One Station One Product', better passenger information systems, Executive Lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks etc., as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

So far 1324 stations have been identified under this scheme out of which 73 stations including Anantapur, Gooty, Hindupur and

Tadipatri stations in Anantapur district are located in the State of Andhra Pradesh.

The details of allocation for development and maintenance of stations including for Amrit Bharat Station Scheme are maintained Zonal Railway-wise under Plan Head-53 'Customer Amenities' and not station-wise or State-wise. Total fund allocated under Plan Head-53 to Zonal Railways for the current Financial Year i.e. in 2024-25, is ₹15510.75 crores. There are 04 zones, namely, East Coast Railway, Southern Railway, South Central Railway and South Western Railway, which cater to the State of Andhra Pradesh. During the current Financial Year a total amount of ₹3804.50 cr has been allocated to the said 04 zones.

However, Development/redevelopment/upgradation of Railway Stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, air-port clearance etc. The progress also gets affected due to brown field related challenges such as shifting of utilities, (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables etc.,) infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of high voltage power lines etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

Four Railway Zones are having their Railway Network in the State of Andhra Pradesh i.e. East Coast Railway (ECoR),

Southern Railway (SR), South Central Railway (SCR) & South Western Railway (SWR).

As on 01.07.2024, total 269 Nos. ROBs/RUBs are sanctioned in the State of Andhra Pradesh including 09 Nos. ROBs/RUBs in Ananthapur District which are at various stages of planning, tendering and execution.

₹ 2080 crore have been allocated for ROB/RUB works in four Railway Zones i.e. ECoR, SR, SCR & SWR for the year 2024-25 including Ananthapur District. An expenditure of ₹. 292 crore have been incurred for these works till June 2024 including Ananthapur District.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of work:

(i) Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.

(ii) Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.

(iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval.

This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.

(iv) ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants then Railway may permit them to execute the work on a single entity basis.
