

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

LOK SABHA

**UNSTARRED QUESTION NO. 4563
TO BE ANSWERED ON 20.08.2025**

ROBs IN WEST BENGAL

4563. SHRI AZAD KIRTI JHA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of funds sanctioned, released and utilised so far and the current physical and financial percentage of work completed for the Kalna Gate Railway Over Bridge (ROB), Maya Bazar ROB and Shaktigarh ROB respectively of Bardhaman-Durgapur Lok Sabha Constituency, West Bengal;**
- (b) whether there has been any delay in execution of the project;**
- (c) if so, the details of the originally approved and revised timelines, reasons for delay and agencies responsible;**
- (d) the measures taken/being taken/proposed by the Government to expedite completion including any review meetings held, updated completion deadlines and penalties (if any) imposed on contractors for delay; and**
- (e) the status of other railway infrastructure projects being planned, sanctioned/under implementation in West Bengal along with timelines and budgetary allocations particularly in Bardhaman-Durgapur Lok Sabha Constituency?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

**(a) to (e) : Sanctioning and execution of works of Road Over Bridges/
Road Under Bridges (ROBs/RUBs) is a continuous and ongoing**

process on Indian Railways. Such works are prioritized and taken up on the basis of its impact on safety and mobility in train operations and impact on road users.

Nos. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-25 (June'25) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-25 (June'25)	13,426 Nos. (including 510 Nos. in the State of West Bengal)

As on 01.04.2025, 4,402 Nos. ROBs/ RUBs are sanctioned at the cost of ₹ 1,00,860 Cr on Indian Railways including 251 Nos. ROBs/ RUBs at the cost of ₹ 5,985 crore across railways tracks in lieu of LCs etc. in the State of West Bengal, which are at various stages of planning and execution. Out of which 16 Nos. ROBs/RUBs have been delayed due to land acquisition, public protest and consent of closure, etc.

Further, 16 Nos. ROBs/RUBs out of 251 Nos. are held up on account of the State Govt. The details are as under:

S.No.	Reason	ROBs/RUBs (in No.)
1.	Delay in Land Acquisition by State Govt	4
2.	Consent for Closure of LC by State Govt	4
3.	Law & order/ Public Protest etc.	8

Presently, 42 Nos. works of ROBs/RUBs are sanctioned in Bardhaman–Durgapur Lok Sabha Constituency, which are at various stages of planning and execution.

The works for construction of Road Over Bridges (ROBs) in lieu of Level crossings (LCs) Nos. 44-B (Kalna Gate), 50A/T (ShaktiGarh) and 118 (Maya Bazar) was sanctioned in year 2013-14 on cost sharing basis with State Govt. of West Bengal.

Due to no response/ unwillingness regarding sharing of cost by State Govt., these works have not progressed so far. However keeping in view the persistent public demand & improving safety of the train operations and mobility of road users, these works have now been taken up at railway cost. The works of preparation of alignment plan at these locations have been taken up.

Further, Railways have taken following measures to expedite the progress of ROB/RUB works:

- Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- 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.**
- 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.**

The expenditure details are maintained Zonal Railway wise and not Parliamentary Constituency-wise. Expenditure for road safety

works in Eastern Zone having jurisdiction over Bardhaman–Durgapur Lok Sabha Constituency during last three years is ₹ 898 crore.

Improvement of connectivity in Bardhaman–Durgapur region:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of West Bengal is as under:-

Period	Outlay
2009-14	₹ 4,380 Cr./year
2025-26	₹ 13,955 Cr. (More than 3 times)

To improve the connectivity in the Bardhaman–Durgapur region, work of Chandanpur- Saktigarh 4th line (43 Km) has been recently sanctioned. Further, following surveys have also been taken up:

SN	Survey	Length (km)
1	Khana-Sainthia 3rd, 4th Line	84
2	Bardhaman-Khana 5th, 6th Line	18
3	Khana-Durgapur 5th, 6th Line	50

Station redevelopment:

Upgradation / Modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, inter-se priority, availability of funds. The priority for development / redevelopment / upgradation / modernisation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

To enhance customer experience and provide better amenities, Indian Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- **Improvement of access to station and circulating areas**
- **Integration of station with both sides of city**
- **Improvement of station building**
- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- **Provision of lift/escalators/ramp**
- **Improvement /Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like 'One Station One Product'**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station**

The scheme also envisages sustainable and environment friendly solutions, provision of ballastless tracks etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 101 stations in West Bengal have been identified for development under Amrit Bharat Station Scheme, This includes Panagarh and Bardhaman stations of Bardhaman – Durgapur Lok Sabha Constituency.

Development works at railway stations under Amrit Bharat Station Scheme in the state of West Bengal have been taken up at a good pace. Till now, phase-I works of 3 stations (Joychandi Pahar, Kalyani Ghoshpara and Panagarh) in the state of West Bengal have been completed under this scheme.

The status of works at Bardhaman station of Bardhaman – Durgapur Lok Sabha Constituency is as given below:.

- Bardhaman station: The works of construction of additional platform shelter and improvement of platform surfacing have been completed. The works of new second entry station building, waiting hall, toilet, booking counter, improvement of circulating area and parking area have been taken up.**

Development / 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, airport clearance etc. The progress also gets affected due to brownfield 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 tracks and high voltage power lines, etc. and these factors affect the completion time. Therefore, no time frame can be indicated at this stage.

Development / upgradation / modernisation of stations

including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise, or station wise or state-wise. The state of West Bengal is covered under the jurisdiction of four railway zones, namely Eastern Railway, Northeast Frontier Railway, South Eastern Railway, and Metro Railway. For these zones, an allocation of ₹ 1,317 crore has been made for the financial year 2025-26, out of which an expenditure (up to July, 2025) of ₹ 374 crore has been incurred so far.

Completion & commissioning of Railway project/s including ROBs/RUBs works depends on following factors:-

- Land acquisition by State Government,**
- Forest clearance by officials of forest department,**
- Shifting of infringing utilities,**
- Statutory clearances from various authorities,**
- Geological and topographical conditions of area,**
- Law and order situation in the area of project/s site,**
- Number of working months in a year for particular project site etc.**
