

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 734
ANSWERED ON 24th July, 2025**

ROAD CONSTRUCTION IN UTTARAKHAND

734. SHRI TRIVENDRA SINGH RAWAT:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Government is aware of the present condition of road construction and maintenance in the hilly, rural and tribal regions of Uttarakhand State and if so, the length of road that has been constructed or reconstructed so far;

(b) the major reasons for delays in construction or expansion of the Char Dham road project and other National Highways;

(c) whether any policy-related conflict has arisen in the State regarding bike taxi services due to allowing of non-transport motor vehicles for commercial use and if so, the stand of the Union Government in this regard; and

(d) whether any special measures have been taken by the Government to ensure road safety and to make public transport services accessible, safe and viable in a sensitive terrain like Uttarakhand and if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) The Government in Ministry of Road Transport and Highways is primarily responsible for development and maintenance of National Highways (NHs). Total 2,969 km length of NHs have been developed from 2014-15 to 2025-26 (upto June, 2025) in the State of Uttarakhand.

(b) The major reasons for delay in construction of Char dham and other NHs Projects in the State of Uttarakhand are due to delays and litigations related to forest and environment clearances in various Courts of Law, delay in Land Acquisition, utility shifting, non-availability of soil/ aggregate, poor performance of contractors, heavy rainfall affecting site work, wildlife clearances, local demands for additional facilities, arbitration/ contractual disputes with contractors etc.

(c) Clause 23 of the Motor Vehicles Aggregators Guidelines, 2025 has provision for "Aggregation of non-transport motorcycles by aggregators".

(i) Clause 23.1 states "The State Government may allow aggregation of non-transport motorcycles for journey by passengers as shared mobility through aggregators resulting in reduced traffic congestion and vehicular pollution, along-with providing inter alia affordable passenger mobility, hyperlocal delivery, creating livelihood opportunities.

(ii) Clause 23.2 states "The State Government may, in exercise of its powers under sub-section (3) of Section 67 of the Act, permit aggregation of non-transport motorcycles for journey by passengers".

Government has not received any complaint on policy-related conflict in the State of Uttarakhand regarding bike taxi services due to allowing of non-transport motor vehicles for commercial use.

(d) Government in the Ministry of Road Transport and Highways has formulated a multi-pronged strategy to address the issue of road safety based on 4E's i.e. Education, Engineering (both of roads and vehicles), Enforcement and Emergency Care.

Roads are developed and maintained as per Indian Road Congress standards and guidelines issued from time to time. Proper safety measures such as crash barriers, rumble strips, reflective signage, and speed-calming measures have been implemented at accident-prone locations on highway stretches. Additionally, regular road safety audits and black spot rectifications are being carried out.

Further, implemented the Integrated Road Accident Database (iRAD) project for the scientific analysis of accidents and the formulation of targeted interventions.
