

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

**LOK SABHA
UNSTARRED QUESTION NO. 4526
ANSWERED ON 19TH MARCH, 2026**

CONVERSION OF STATE HIGHWAYS TO NATIONAL HIGHWAYS

4526. THIRU DR. S JAGATHRATCHAKAN:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the total length of State highways converted to national highways during the last five years, State-wise and year-wise;**
- (b) whether the Government has established specific criteria for prioritizing State highways for conversion into national highways and if so, the details thereof;**
- (c) the budgetary allocation and expenditure incurred on such conversions during the last five years including funds provided under Centrally sponsored schemes;**
- (d) the average time taken for the approval and completion of conversion projects and the key challenges encountered during the process; and**
- (e) the impact of such conversions on regional connectivity, economic growth and traffic congestion supported by any data or studies conducted in this regard?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) State / Union Territory (UT) – wise and year – wise length of State Roads, including State Highways (SHs), notified as National Highways (NHs) during the last five years are at Annexure.

(b) State roads, including SHs, are declared as NHs from time to time on the basis of well-established broad principles, including: -

- i. Connecting adjacent countries, National Capital with State Capitals / one State Capital to another State Capital, major ports and ports prioritised for development by the Ministry of Ports, Shipping & Waterways, large industrial centers or tourist centers.**
- ii. Roads having important strategic requirements.**
- iii. Arterial roads which enable sizeable reduction in travel distance and achieve substantial economic growth.**
- iv. Roads which help in opening up large tracts of backward area and hilly region.**
- v. Synergy with PM GatiShakti National Master Plan (NMP).**

(c) Details of budgetary allocation and expenditure incurred towards development and maintenance of NHs, including newly notified NHs, during the last five years are as under: -

	Amount in ₹ Crore	
Year	Budgetary Allocation	Budgetary Expenditure
2020-21	94,257	91,045
2021-22	123,537	115,321
2022-23	208,226	206,628
2023-24	266,552	266,299
2024-25	290,245	290,069

(d) Development works on notified NHs are taken up based on the broad principles of declaration of NHs, requirement of connectivity, traffic density and synergy with PM Gati Shakti National Master Plan. Time period of completion is generally 3-4 years after approval of the work.

Key challenges faced in project implementation on such notified NHs are inadequate Right of Way (ROW), encroachments, diversion of strip forest land along such NHs, existing utility for shifting, requirement of Road Over Bridge (ROB) & Road Under Bridge (RUB) in lieu of existing level crossings etc.

(e) NH network length in the country has increased from 132,995 km in March, 2020 to 1,46,566 km at present. Quality of NH network has improved substantially. National High Speed Corridors (HSCs) / Expressways in about 3,644 km length have been operationalized so far. Length of 4 lane and above NH network has increased by 1.6 times from 33,851 km in 2020 to 49,160 km. Also, proportion of less than 2-lane NHs has decreased from 23% in 2020 to 9% of the total NH network. This has led to increased logistics efficiency apart from increased connectivity across country including the tribal, aspirational and other backward areas.

Further, based on the study by Indian Institute of Management, Bangalore on impact of development of National Highways projects (2014-2022) in the country, broad findings are as under: -

- i. Every one-rupee expenditure in National Highway development leads to a ₹ 3.2 increase in Gross Domestic Product (GDP);**
- ii. The time taken for transportation between factories and suppliers has decreased by 9.19% in treatment districts vis-à-vis control districts;**
- iii. The time taken for transportation between factories and customers has decreased by 4.93% in treatment districts as compared to control districts;**
- iv. The time to access schools has decreased by 16.6% in treatment districts vis-à-vis control districts;**
- v. There has been a 9% reduction in time to access health services in treatment districts as compared to control districts;**

vi. The average time to reach Mandis decreased by 7% in treatment districts as compared to control districts; and

vii. The average number of Mandis accessed increased by 8% in treatment districts as compared to control districts.

ANNEXURE**ANNEXURE REFERRED TO IN REPLY TO PART (a) OF LOK SABHA UNSTARRED QUESTION NO. 4526 ANSWERED ON 19.03.2026 ASKED BY THIRU DR. S JAGATHRATCHAKAN REGARDING CONVERSION OF STATE HIGHWAYS TO NATIONAL HIGHWAYS****State / Union Territory UT – wise and year – wise length of State Roads, including SHs, notified as NHs during the last five years: -**

Sr. No.	State / UT	Length in Km				
		2020-21	2021-22	2022-23	2023-24	2024-25
1	Andhra Pradesh	582	394	86		
2	Arunachal Pradesh			855	82	
3	Assam	97	71			
4	Bihar	295	169			
5	Gujarat	844	141			12
6	Haryana	-65		34		-47
7	Jammu and Kashmir			28	42	
8	Jharkhand		37			
9	Karnataka		49	55		
10	Madhya Pradesh	10	121	93		71
11	Maharashtra	265	98	142	-22	-16
12	Manipur	90				
13	Mizoram			45		
14	Nagaland		123			
15	Punjab	72				24
16	Rajasthan			143		
17	Sikkim	246				
18	Tamil Nadu			142		
19	Tripura			35		
20	Telangana	380	327			
21	Uttarakhand	463	216			
22	Uttar Pradesh	31	275		-151	-39
23	West Bengal		9			

Note: Negative figures on account of realignment / construction of bypasses / length de-notified etc.
