

**GOVERNMENT OF INDIA
SURFACE TRANSPORT
LOK SABHA**

UNSTARRED QUESTION NO:2270
ANSWERED ON:07.08.2000
RIBBON DEVELOPMENT ALONG NATIONAL HIGHWAY
MADHAVRAO SCINDIA;SUSHIL KUMAR SAMBHAJIRAO SHINDE

Will the Minister of SURFACE TRANSPORT be pleased to state:

- (a) whether the Government have since evolved any policy regarding ribbon development along side the National Highway to bring about some uniformity about the standard width of the ribbon to be maintained on both sides of National Highways and removal of encroachments therefrom;
- (b) if so, the details in this regard;
- (c) whether there exist wide disparity in regard to ribbon development along National Highways in different States and regions; and
- (d) if so, the steps taken to bring about more or less uniformity in this regard?

Answer

MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI HUKUMDEO NARAYAN YADAV)

(a) & (b) Yes, Sir. Details are at Annexure-I.

(c) & (d) In order to control the increasing trend of encroachments on National Highway lands and the unregulated use and development of land directly abutting the national Highways which also affects the free flow of traffic, Ministry of Surface Transport has proposed enactment of two legislations. The first legislation relates to control of land within the right of way of National highways and regulation of traffic moving on the National highways. A draft Central Legislation covering provisions for preventing unauthorised occupation and removal of encroachments, control of access, regulation of different types of traffic etc. is presently under formulation in consultation with Ministry of Law. The second legislation relates to control of development activities on the land adjacent to the National Highways outside the right-of-way. This will have to be enacted by the States since regulation of the land outside National Highways right-of-way vests with the State Governments. Some States like Assam, Punjab, Uttar Pradesh, Karnataka and Rajasthan have already enacted such legislation. The remaining States have also been requested to enact similar legislation.

ANNEXURE-I

REPLY REFERRED IN PART (a) & (b) OF LOK SABHA UNSTARRED QUESTION NO. 2270 DUE FOR ANSWER ON 7.8 ASKED BY S/SHRI MADHAVRAO SCINDIA & SUSHIL KUMAR SHINDE REGARDING RIBBON DEVELOPMENT NATIONAL HIGHWAY.

STANDARDS FOR BUILDING LINES AND CONTROL LINES

It is desirable that within a prescribed distance from the highway no building activity is allowed or undertaken. This distance from road is defined by a hypothetical line called the 'Building Line'. Beyond this line it is desirable that buildings of height exceeding 13 metre above road level are not built for a further distance defined by what are called 'Control Lines'. The minimum desirable standard for 'Building Lines' and 'Control Lines' for various types of roads are given in the following Table.

Class of Road Plain and Rolling Terrain Mountaneous and steep Terrain

Class of Road	Plain and Rolling Terrain	Mountaneous and steep Terrain
Rural Areas	Urban & Distance between Building	
Industrial Areas	line and Roadland boundary	

Width	Width	Distance	Rural Areas	Urban Areas
between	between	between		
Building lines (overall width) (metre)	control lines (overall width) (metre)	Building line and boundary (set back distance)	Normal (metre)	Excep- tional (metre)

(metre)

National 80 150 3.6 5 3 5 3
Highways