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COMMITTEE ON PETITIONS

(SIXTEENTH LOK SABHA)

FORTIETH REPORT



**LOK SABHA SECRETARIAT
NEW DELHI**

September, 2017/Bhadrapada, 1939 (Saka)

FORTIETH REPORT
COMMITTEE ON PETITIONS

(SIXTEENTH LOK SABHA)

MINISTRY OF ROAD TRANSPORT &
HIGHWAYS

(Presented to Lok Sabha on 22.12.2017)



LOK SABHA SECRETARIAT
NEW DELHI

September, 2017/Bhadrapada, 1939 (Saka)

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COMPOSITION OF THE COMMITTEE ON PETITIONS
(2017-18)

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FORTIETH REPORT OF THE COMMITTEE ON PETITIONS
(SIXTEENTH LOK SABHA)

INTRODUCTION

I, the Chairperson, Committee on Petitions, having been authorised by the Committee to present the Report on their behalf, present this Fortieth Report (Sixteenth Lok Sabha) of the Committee to the House on the Petitions received from Shri Prasana Kumar Mohanty and others forwarded by Shri Bhartruhari Mahtab, M.P., Lok Sabha regarding construction of a new underpass/flyover at Sikharpur Square, Cuttack, Odisha.

2. The Committee considered and adopted the draft Fortieth Report at their sitting held on 07 September, 2017.

3. The observations/recommendations of the Committee on the above matters have been included in the Report.

NEW DELHI;
7 September, 2017
16 Bhadrapada, 1939 (Saka)

BHAGAT SINGH KOSHYARI,
Chairperson,
Committee on Petitions.

REPORT

PETITION RECEIVED FROM SHRI PRASANA KUMAR MOHANTY AND
OTHERS FORWARDED BY SHRI BHARTRUHARI MAHTAB, M.P.,
LOK SABHA REGARDING CONSTRUCTION OF A NEW
UNDERPASS/FLYOVER AT SIKHARPUR SQUARE,
CUTTACK, ODISHA

Shri Bhartruhari Mahtab, M.P., Lok Sabha had forwarded a Petition of Shri Prasana Kumar Mohanty, President and other Members of the Senior Citizen Association, Sikharpur, Ward No. 46, Cuttack, Odisha regarding construction of a new underpass/flyover at Sikharpur Square, Cuttack, Odisha.

2. The Petitioners, in their Petition, *inter alia*, stated that the National Highway-5 has segmented the village of Sikharpur into two parts causing segregation, of several families. There are a number of students/women/workers and other residents of western part of Sikharpur who use the crossing at Sikharpur Square to reach their destination like schools, colleges, offices, etc., situated in the Eastern part of Sikharpur and *vice-versa*. This crossing has turned into a death trap and more than thirty persons have so far lost their lives in the accidents at this crossing in a span of three to four years. The Association met the Project Director, National Highways Authority of India (NHAI), Bhubaneswar on 29 January, 2016 and submitted a Representation in this regard. Accordingly, a technical team of the NHAI had made a survey of the site on 1 February, 2016 and opined that there was an urgent need for an underpass at Sikharpur Square, Cuttack. However, they had expressed their inability to do so as there is a restriction to construct a new underpass/flyover within a distance of two kilometers. As no restriction can be retained at the cost of the lives of the people, the inhabitants of Sikharpur, Gandarpur and Mahanadi Vihar of Cuttack, Odisha through the Senior Citizen Association have therefore, prayed before the Committee that a new underpass be constructed at the Sikharpur Square at the earliest by considering it a matter of general public interest.

3. The aforesaid Petition was referred to the Ministry of Road Transport & Highways (MoRTH) for giving their preliminary comments before determining its admissibility under Direction 40(2) of the Directions by the Speaker, Lok Sabha.

4. The Ministry of Road Transport & Highways *vide* their communication dated 8 March, 2016, submitted the following reply:—

"The demand for construction of an underpass at Sikharpur, Cuttack was examined by a team comprising representatives of National Highways Authority of India (NHAI), Independent Engineer and Concessionaire by visiting the location in the presence of the Petitioner on 1 February, 2016. During the inspection, it was observed that already there are underpasses at Kaliaboda (less than 400 meters

away from Sikharpur) under OMP flyover for allowing local traffic to cross over. Further, as per Ministry's Specifications and Standards, a PUP/CUP/footover bridge may not be necessary within a distance of two kilometers from the vehicular underpasses (VUP)/overpass and light vehicle underpasses. Also, construction of an underpass at the said location would entail land acquisition for service road connection. Being a densely populated area, land acquisition will be very difficult at this location.

Keeping in view of the above facts and circumstances, the demand of VUP at Sikharpur is not feasible. For smooth regulation of traffic at the location, the median opening of Shikarpur Chowk would be closed after development of VUP at Kaliaboda Chowk and development of RHS Service road from Kaliaboda crossing to Sikharpur. Besides, one Traffic Post would be installed at Kaliaboda by Commissionerate Police for better traffic regulation."

5. After the receipt of comments from the Ministry of Road Transport & Highways, the above Petition was admitted under Rule 160 (iii) of the Rules of Procedure and Conduct of Business in Lok Sabha. Shri Bhartruhari Mahtab, M.P., presented the Petition to Lok Sabha on 26 April, 2016 (Annexure 1). In accordance with Rule 169 of the Rules of Procedure and Conduct of Business in Lok Sabha, the Committee took up for examination the said Petition.

Approach and essential principles for Road Safety and Engineering Works

6. The Ministry of Road Transport & Highways *vide* their Office Memorandum dated 20 April, 2017 had compiled the approach and essential Principles to be followed in identifying road safety engineering improvements for enhancing road safety, preparation of detailed layouts for these improvements, implementation and feedback monitoring. One of the essential approach and principles to be followed for road safety engineering works on National Highways is as follows:—

"Concerned Field Engineers should visit the critical accident prone locations where there is history of repeated accidents on National Highways in their jurisdiction and should identify the broad additional features like junctions, improvement of geometry, provision of pedestrian facilities, provision of service roads, widening of any bottleneck portions, etc., required for reducing accidents. Availability of land for accommodating these additional features and any ongoing/Upcoming projects at the identified sites should also be assessed. Based on these details, RO MoRTH and CE (NH) should discuss and finalise the list of 2 to 4 Road Safety Engineering works for inclusion in Road Safety Annual Plan as per the check list given by the Ministry."

Transport Research

7. Transport Research Wing (TRW) of the Ministry of Road Transport and Highways collects, compiles, analyses and disseminates data relating to roads, road transport and road safety. This essentially involves collection of data from various sources *viz.* Central Government Ministries and Departments, State Government, Union Territory Administrations and public and private sector agencies. The information

received from these sources is scrutinized, validated for consistency and reliability, and then compiled and analyzed in annual publications covering important aspects of the transport sector.

8. Transport Research Wing (TRW) acts as the nodal agency of the Ministry which provides research inputs, analysis, technical comments and data support to the various Divisions. Besides, it assists in policy planning, coordination and evaluation of the performance of the road transport sector. Transport Research Wing is consistently making efforts to strengthen the database of roads, road transport and road safety, by taking measures to bridge data gaps and lags in the dissemination of data through its four annual publications namely 'Road Accidents in India', 'Road Transport Year Book', 'Review of Performance of State Road Transport Undertakings' and 'Basic Road Statistics of India'. Information published in these four publications is also disseminated through Data Portal India.

9. TRW collects road accident data on a calendar year basis from Police Departments of States/Union Territories in formats devised by the United Nations Economic and Social Commission for Asia and the Pacific (UNESCAP) for the Asia Pacific Road Accident Data (APRAD) project and publishes the data in the Ministry's annual publication 'Road Accidents in India'. The latest issue of 'Road Accidents in India: 2015' was released in June, 2016.

10. Transport Research Wing (TRW) is also actively involved in the collection of State/UT-wise data on both accidents and fatalities on the identified black spots from police departments of the States/UTs & their compilation & analysis. 789 black spots were identified in different States by the police departments based on the fatalities in 2011, 2012, 2013 and 2014. About 2/3rd of these spots are falling on the stretches under the jurisdiction of National Highways Authority and others are falling on National Highways with State PWDs or are falling on State roads. The list of 789 identified black spots State-wise have been circulated by TRW to all concerned including all the Regional Officers of NHAI and MoRTH.

11. Identification of road accident black spots and their rectification is an ongoing process. Road Safety Engineering Cell (RSEC) of the Ministry has developed a definition on road accident black spots on National Highways, which states that 'Road accident black spot is a stretch of National Highways of about 500 m in length in 'which either 5 road accidents .(in all three years put together involving fatalities/grievous injuries) took place during the last three calendar years or 10 fatalities (in all three years put together) took place during the last three calendar years. Keeping in view the above definition of black spots States/UTs have been requested to forward the data/information relating to black spots to TRW by the States/UTs as per the prescribed format, by 31st March of the subsequent calendar year. The aforesaid definition and format for reporting data/information on identified black spots is also being made applicable to State Highways and other roads.

12. The publication, "Road Transport Year Book (RTYB)" provides data on the registered motor vehicle population, motor vehicle taxation structure, licenses and permits and revenue realized from road transport in various States/UTs and in million-plus

cities of the country. The latest issue of RTYB, 2013-14 & 2014-15 has been uploaded on the Ministry's website.

13. The publication 'Basic Road Statistics (BRS) of India' provides comprehensive information on road network including National Highways, State Highways, urban roads, rural roads and project roads. Data is collected from about 250 source agencies of the Centre, States/ UTs and local bodies. The latest issue of BRS 2013-14 & 2014-15 was released in September, 2016 and also uploaded on the Ministry's website.

14. The publication, 'Review of the Performance of State Road Transport Undertakings' (SRTUs), presents both physical and financial performance of individual SRTUs in terms of various identified parameters. Of the 54 existing SRTUs, 46 SRTUs provided data in the requisite format for the financial year, 2014-15. The latest 'Review of the Performance of State Road Transport Undertakings—Passenger Services (April, 2014—March, 2015) was released in February, 2016.

15. In connection with the examination of the said Petition, the Committee on Petitions invited Shri Bhartruh'ari Mahtab, M.P., Lok Sabha to express his views on the Petition presented by him to the House regarding construction of a new underpass/flyover at Sikharpur Square, Cuttack, Odisha. The main issues that were put forth by Shri Bhartruhari Mahtab, M.P., before the Committee, were as follows:—

- (i) The National Highway-5 traverse the Sikharpur Square in two parts, *i.e.*, East and the West. Of late, the Eastern part of Sikharpur has developed as a residential hub with a population of around two lakh. Further, all the Government establishments are located at the Western part of Sikharpur resulting in major inconvenience to the people residing in the Eastern part.
- (ii) The averments of the Government/National Highways Authority of India that a flyover at a distance of 400 meters already exists on the river Mahanadi and another flyover at Sikharpur Square would not only increase the height of the road by 4 to 5 meters but would also make a ramp on the road which may lead to severe traffic snarls and frequent road mishaps are not based on facts. As a matter of fact, there are many adjoining flyovers on the Grand Trunk Road between Delhi and Agra. Besides, in South and East Delhi, various adjoining flyovers have also been constructed at a distance of less than 400 meters.
- (iii) The service lane adjoining the Sikharpur Square referred to by the National Highways Authority of India—as an alternative to the flyover/underpass at the said location—would also not be able to cater to the requirement of smooth vehicular traffic-free from accidents.
- (iv) Notwithstanding this, in case, there are some technical problems in constructing of a flyover at Sikharpur Square, then, the feasibility of constructing of an Underpass could be worked out by the Authorities concerned.

16. The Ministry of Road Transport & Highways informed the Committee that there is an underpass at Kaliaboda at 24.681 km. on the Northern side of Sikharpur crossing. There is a flyover at OMP at 22.790 km. on southern side of Sikharpur crossing. There is one flyover at Madhupatna at 22.715 km. on further southern side of Sikharpur crossing within a distance of 2 kilometers. The existing underpasses are being partly used by the residents of adjoining area. The use of the existing underpass and flyover will be further enhanced once the median opening is closed. The closure of median opening is necessary for safety of traffic.

17. Clarifying on the issues raised, in the Petition, the Ministry of Road Transport & Highways, in its written reply, submitted:—

"Present Status

NHAI is developing National Highway-16 from Bhubaneswar to Chandikhole to six lane from existing four lane facility. There is a median cut at 24+300 km. which is being called by the public as the Sikharpur Chowk. The traffic coming from Jagatpur side (RHS MCW) after crossing Mahanadi Bridge is using this median cut to reach the side road adjacent to the service road along LHS Carriageway. Similarly, traffic from Bhubaneswar side after crossing OMP flyover is using this median cut to reach the side road adjacent to the service road along RHS Carriageway. Due to mixing of this turning traffic with MCW traffic, the chances of accidents are high at this location. Accordingly, demand has been made by the public for VUP at Shikarpur instead of the median cut.

Difficulty in Construction of VUP

There is OMP flyover whose approach starts at 22+580 km. whose end approach is at 23+200 km. The approach of Mahanadi Bridge situated after OMP flyover starts at 24+500 km. The work of OMP flyover and Mahanadi bridge including approaches for a six-lane facility has already been completed. Considering the profile, it is not technically feasible to accommodate a VUP between the end and start of approaches of aforesaid structures. There is a VUP at 24+681 km. at Kaliaboda towards Kolkata side and U-turn facility below OMP flyover at 22+790 km. towards Chennai Side. Therefore, constructing VUP in between these two available facilities will not be in conformity with Sec. 2.2.4 of Schedule-D of Concession Agreement which prescribes the following "VUP shall be provided as specified in Schedule-B and to connect Service Road on both sides of the project highway in such a manner that no vehicle is required to travel more than 2 kilometers on service road to approach an underpass for crossing over to the other side.

Construction of any VUP near Sikharpur will necessitate shifting of the existing High Tension Towers as well as water supply pipelines to new locations. Also due to constraints of land, the traffic diversion at the location pose problems in construction of the structures. Since, this is a highly congested urban area, it will make the land acquisition extremely difficult. Dismantling of recently constructed six-lane highway and constructing a VUP will also be infructuous expenditure.

Accidents at Sikharpur crossing will be minimized once the existing median opening is closed as planned under six laning project."

18. In reply to a query by the Committee regarding past instances where the Specification and Standards prescribed by the Ministry prohibiting the construction of PUP/CUP/Footover Bridge have ever been relaxed for ensuring the safety of people, the Ministry of Road Transport & Highways, in its written reply, submitted:—

"Generally the guidelines of the manual is followed for selection of VUP, PUP, CUP etc. The accident will be substantially reduced, once the existing median opening is closed. Besides the issue of relaxation of guidelines of manual is not exactly applicable here, because of difficulties associated with construction of a VUP."

19. On being enquired by the Committee about the factual position in regard to whether National Highway-5 pass through Sikharpur Village, Cuttack, segregating it into two parts, the Ministry of Road Transport & Highways, in its written reply, submitted:—

"National Highway-5 passes through Sikharpur village. Cuttack segregating the area into two parts. National Highway -5 has been passing through Cuttack City from the beginning. Further it is pertinent to mention that it is practically impossible to align a highway keeping an entire village on one side of the National Highway. The road was widened to 4 lane standard in 1999. During six laning of the stretch by NHAI, the existing four lane road has been widened to six lane within available land."

20. On a specific query by the Committee about the number of Representations received in regard to construction of underpass/flyover at Sikharpur Square and action taken thereon, the Ministry of Road Transport & Highways, in its written reply, submitted that 4 Representations had been received as under:—

- (i) Representation received from Senior Citizen Association, Sikharpur, Ward No. 46, Cuttack on dated 29.01.2016.
- (ii) VIP Ref. received from Shri Pravat Ranjan Biswal, Hon'ble MLA. Choudwar-Cuttack *vide* letter No. 2 dated 29.01.2016.
- (iii) Grievance dated 22.02.2016 received from CPI (Marxist), Cuttack City Committee.
- (iv) Minutes of 12th meeting of Public Accounts Committee of Odisha Legislative Assembly held on 22.02.2016.

21. The Ministry of Road Transport & Highways further submitted that:—

"A meeting/discussion was held on 29.01.2016 at PIU, Bhubaneswar with the Members of Senior Citizen Association, Sikharpur, Cuttack on the said issue. As per discussion, the said location was visited by a team comprising of representatives of NHAI, Independent Engineer and the Concessionaire in presence of the Petitioners on 01.02.2016. In response to the representation of

Sr. Citizen Association also received through Committee Lok Sabha, the reply was sent to HQ *vide* RO, NHAI Letter No. 412 dated 03.03.2016. In response to the observations of the Public Accounts Committee of the OLA, Works Department, Government of Odisha was intimated *vide* RO, NHAI Letter No.1143 dated 07.06.2016 that VUP may not be possible at Sikharpur crossing at Cuttack. The existing median opening of Sikharpur crossing shall be closed once the service road is developed between OMP flyover and Kaliaboda VUP under the ongoing project."

22. On being enquired by the Committee about the number of major accidents occurred due to crossing of National Highway-5 by the pedestrians at Sikharpur Square during the last five years and the details of viable solution for preventing accidents leading to deaths, the Ministry of Road Transport & Highways, in its written reply, submitted:—

Year	Minor	Grievous	Fatal
2011	0	0	0
2012	0	0	0
2013	0	1	2
2014	0	0	0
2015	0	3	1
2016 (upto July)	3	10	0

23. The Committee, then, specifically desired to know the salient points of the Report of the Survey conducted by the team comprising representatives of NHAI, Independent Engineer and Concessionaire on 1.2.2016 at Sikharpur square, and action taken thereon, the Ministry of Road Transport & Highways, in its written reply, submitted:—

“Observation of the team

As per the Clause 2.2.4 of Schedule, D of Concession Agreement. "no vehicle is required to travel more than 2 km. on service road to approach an underpass for crossing over the other side," Since, there are already underpasses at Kaliaboda and under OMP flyover for allowing local traffic to cross over, within 2 km. of Sikharpur, the demand of VUP at Sikharpur is not feasible. The Kaliaboda VUP is less than 400 meters away from Sikharpur and can serve the purpose for crossing over to the other side. Sikharpur location is sandwiched between the approaches of Mahanadi Bridge and OMP flyover. Construction of an underpass at this location would entail land acquisition for at grade treatment of service road connection. Being a densely populated area, land acquisition will be very difficult at this location.

Recommendations of the team

- (i) Development of VUP at Kallaboda Chowk;
- (ii) Development of RHS Service road from Kaliaboda crossing to Sikharpur; and
- (iii) Besides, as discussed in TMC meeting one Traffic Post would be installed at Kaliaboda crossing by Commissionerate Police for better traffic regulation."

24. The Committee thereon asked about the reasons as to why the acquisition of land would be a difficult task at this location, the Ministry of Road Transport and Highways, in its written reply, submitted:—

"Six laning of the National Highway-5 within the Cuttack City was planned within the available RoW, keeping in view the concerns of the local people. It is apprehended that acquisition of land at this stage for the VUP will also be very difficult. Besides there are other difficulties and prevalent Guidelines."

25. The Committee desired to know the details of steps taken by the NHAI on the issue of land acquisition with the Government of Odisha and their response, the Ministry of Road Transport & Highways, in its written reply, submitted:—

"Land acquisition for the Bhubaneswar-Jagatpur-Chandikhole project is being done as per National Highway Act."

26. On being asked by the Committee as to whether any survey has been conducted by the Ministry with regard to the usage of these underpasses, such as average daily volume of traffic including the pedestrians, using these underpasses, the Ministry of Road Transport & Highways, in its written reply, submitted:—

"No further survey has been conducted after DPR preparation for Bhubaneswar-Jagatpur-Chandikhole six laning project."

27. Further, on being asked by the Committee as to whether any survey has been conducted by the NHAI to ascertain the traffic motorized vehicles, cyclists as well as pedestrians, at Sikharpur Square and compared to *vis-a-vis* the already constructed underpasses, the Ministry of Road Transport & Highways, in its written reply, submitted:—

"No. All the flyovers and underpasses have been constructed based on the scope of work of the ongoing six laning project of Bhubaneswar-Chandikhole stretch of National Highway-5. The scope of work was finalized based on detailed project report prepared by DPR consultant."

28. The Committee, then, specifically desired to have the details of construction of two underpasses constructed by the NHAI in the country within a stretch of 2 kilometers, the Ministry of Road Transport & Highways, in its written reply, submitted:—

"Two underpasses within a stretch of 2 km. one at km 8.000 (Rudrapur) and the other at km. 9.050 (Pahal) as well as at km. 20.083 (Gopalpur) and the other at 21.095 (Press Chhak) have been constructed in this Bhubaneswar-Chandikhole Stretch of National Highways-5 under six laning."

29. The Committee further, specifically desired to know the technical aspect for not constructing two underpasses within a stretch of 2 kilometers and also justification for the construction of the underpasses at Kaliaboda which are at a distance of less than 2 kilometers from the site under reference, the Ministry of Road Transport & Highways, in its written reply, submitted:—

'Section 2.2.4 of the Manual of Specification and Standards for Six laning of National Highways through Public Private Partnership enclosed along with Concession Agreement prescribes the following—

VUP shall be provided as specified in Schedule-B and to connect Service Road on both sides of the project highway in such a manner that no vehicle is required to travel more than 2 kilometer on service road to approach an underpass for crossing over to the other side. The existing VUP at Kaliaboda was widened to six lane under the six laning project."

30. On the issue of procedure of construction of underpass/flyover at the place under reference, taking into consideration the plight of the residents of Sikharpur, Gandarpur and Mahanadi Vihar particularly the students, women and workers who commute one part of Sikharpur to the other, the Ministry of Road Transport & Highways, in its written reply, submitted:—

"The existing Service Road along the RHS carriageway from km. 24.681 up to cross road to Mahanadi Vihar needs to be widened to preferably 7 m or at least 5.5 m. The connection of VUP with the Service Road needs to be improved for smooth movement of traffic. The median cut at Sikharpur needs to be closed. With the above improvement the traffic coming from Bhubaneswar side may take Service Road after crossing OMP flyover and take U-turn from km. 24+681 to reach on the other side of the highway (*i.e.* RHS carriageway). The traffic coming from Jagatpur side after crossing Mahanadi bridge will enter in the Service Road from the cut provided in the separator near Mahanadi Vihar. The above provisions are in line with the Concession Agreement for the ongoing six 'ening project. Besides, provision of FOB for the pedestrians at Sikharpur may be considered under the CoS."

31. In the matter, the Committee, thereafter, took oral evidence of the representatives of the Ministry of Road Transport & Highways on 29 November, 2016.

32. During evidence, the Committee desired to know the specific reasons for non- feasibility in the construction of an underpass/flyover at the location concerned. The representatives of the Ministry submitted before the Committee that there are already underpass at Kaliaboda (less than 400 meters away from Sikharpur) under OMP flyover and as per the Ministry's specification and standards "a Pedestrian/ Cattle Underpass (PUP/CUP)/footover bridge may not be necessary within a distance of 2 kilometers from vehicular underpasses/overpasses and light vehicle underpasses". Besides, there are other major issues with regards to the non-feasibility in construction

of an underpass/flyover, which makes it technically impossible to construct an underpass/flyover at the location concerned, as follows:—

- “(i) Within a distance of 400 meters from the location concerned, there is a bridge on the river Mahanadi. In such a short distance, if a Vehicular Underpass (VUP) is constructed, the height of the road would increase by 4 to 5 meters which would make a ramp on the road and the slope would be towards OMP flyover. The construction of a VUP would make the highway bumpy.
- (ii) As the normal speed of the vehicles on the highway near the site remains 80 to 100 kilometers/hour, the steep slope of 2.5 meters may increase the possibility of accidents, particularly, in the case of heavy vehicles where braking would not be so effective.
- (iii) The construction of VUP may lead to further difficulties in the land acquisition due to densely populated area and further, it is a time taking process and may take one and a half year or more to complete.
- (iv) The construction of VUP would require demolition of already established structures and shifting of High Tension Towers and water supply pipelines which would entail heavy expenditure.”

Observations/Recommendations

Approach and essential principles for Road Safety and Engineering Works

33. The Committee note that on 20 April, 2017, the Ministry of Road Transport & Highways, after discussion with the officials of National Highways Authority of India (NHAI), State Public Works Departments and the Consultants, has issued a 'Compilation of Approach and Essential Principles' to be followed in identifying road safety engineering improvements for enhancing road safety, preparation of detailed layouts for necessary improvements, etc. One of these essential principles stipulate that the concerned field engineers should visit the critical accident prone locations - where there is history of repeated accidents on National Highways under their jurisdiction and should identify the broad additional features like improvements of junctions, improvement of geometry, provision of pedestrian facilities, provision of service roads, widening of any bottleneck portions, etc., required for reducing accidents.

34. The Committee also note that NHAI is developing National Highway-16 from Bhubaneswar to Chandikhole to six lane from the existing four-lane facility. There is a median cut at km 24+300; which is being called by public as the `Sikharpur Square. The traffic coming from Jagatpur side (RHS MCW) after crossing Mahanadi Bridge is using this median cut to reach the side road adjacent to the service road along the LHS carriageway. Similarly, traffic from Bhubaneswar side after crossing OMP flyover is using this median cut to reach the side road adjacent to the service road along the RHS carriageway. Due to mixing of this turning traffic with MCW traffic, the chances of accidents are very high at this particular location.

35. Notwithstanding the acceptance of the Ministry of Road Transport & Highways that due to mixing of traffic at Sikharpur Square, the chances of accidents are high and on the other hand, the non-adherence of the directives already issued by

them to scrupulously follow the essential principles for road safety engineering works, the Committee are dismayed to note that there is a complete mismatch on the aspect of road safety *vis-a-vis* the demand for construction of a flyover or an underpass at Shikharpur Square as otherwise the NHAI would have already conducted a topography/traffic-survey, de-congestion plan for accident prone Shikharpur Square traffic crossing with a clear intent of construction of a flyover or an underpass. The Committee, therefore, recommend that the Ministry of Road Transport & Highways should follow the basic tenets of their own directives regarding road safety and accordingly re-strategise their priorities by pragmatically looking into the genuine demands of the local residents of Shikharpur, Cuttack. The Committee urge the Ministry of Road Transport & Highways to take necessary action and apprise the Committee accordingly.

Identification of 'Road Accident Black Spots' and their rectification

36. The Committee find that the Road Safety Engineering Cell (RSEC) of the Ministry of Road Transport & Highways has developed a definition on road accident black spots on National Highways, which states that 'Road Accident Black Spot' is a stretch of National Highways of about 500 meter in length in which either 5 road accidents (in all three years put together involving fatalities/grievous injuries) took place during the last three calendar years or 10 fatalities (in all three years put together) took place during the last three calendar years.

37. The Committee note from the submissions made by the Ministry of Road Transport & Highways that during the last three years [2014 to 2016 (upto-July)] 17 road accidents [3 - Minor, 13 Grievous and 1 fatal] took place due to crossing of NH-5 by the pedestrians at Shikharpur Square. The Committee are unhappy to find that no sincere efforts have so far been made by the Ministry of Road Transport & Highways to collate the number of road accidents that took place at Shikharpur Square with its declaring as 'Road Accident Black Spot' so that urgent remedial measures could be taken for the safety of road-users including construction of a flyover or an underpass at the Median Cut. The Committee, therefore, recommend the Ministry of Road Transport & Highways to examine the entire issue of declaring the Shikharpur Square as road accident prone 'Black Spot' and thereafter come up with a detailed report on the measures that can be taken to minimise such mishaps at the earliest. The Committee would like to be apprised of the final outcome in this regard within three months of presentation of this Report to the House.

Provisions contained in Section 2.2.4 of Manual on Specifications and Standards

38. The Committee note from the submissions made by the Ministry of Road Transport & Highways that on the aspect of construction of Vehicular Underpass (VUP)/Flyover on the National Highways, Section 2.2.4 of the Manual of Specifications and Standards for six laning of the National Highways through the Public Private Partnership along with Concession Agreement prescribe as follows:—

"VUP shall be provided as specified in Schedule-B and to connect Service Road on both sides of the project Highways in such a manner that no vehicle is required to travel more than 2 kilometers on service road to approach an underpass for crossing over to the other side."

39. The Committee further note that while interpreting the aforementioned Section of the Manual on Specifications and Standards *vis-a-vis* the demand for construction of a new VUP/Flyover at Sikharpur Square, the Ministry of Road Transport & Highways has emphasised that since there are already underpasses at Kaliaboda for allowing traffic to cross over within 2 kilometers of Sikharpur, catering to the demand of VUP at Sikharpur is not feasible. In this context, the Ministry of Road Transport & Highways attempted to convince the Committee that since Kaliaboda VUP is less than 400 meters away from Sikharpur and therefore, the same can serve the purpose of crossing over to the other side.

40. The Committee have gone through, in detail, the relevant provisions contained in the Manual of Specifications and Standards along with the detailed confabulations held with Shri Bhartruhari Mahtab, Member of Parliament, who had presented the Petition to Lok Sabha, as well as the representatives of the Ministry of Road Transport & Highways during the evidence on the issue before the Committee. The Committee are unhappy to observe that adherence to relevant provisions of Manual of Specifications and Standards could be the convincing reason for the construction of National Highways in the country but they could not be considered as unalterable conditions in view of the following reasons:—

- (i) Since six laning of the NH-5 within the Cuttack City has been recently planned by the National Highways Authority of India and prior to this, it was four lane Highway causing less inconvenience to the residents of eastern and western parts of Sikharpur to cross over to the other side, the applicability of relevant Section of Manual of Specifications and Standards - which is especially meant for six laning of National Highway through Public Private Partnership - *ipso facto* does not appear to apply.
- (ii) The National Highways Authority of India had themselves acknowledged in their written submissions made before the Committee that the Guidelines of the Manual of Specifications and Standards are generally followed for selection of VUP, PUP, CUP, etc.
- (iii) The relevant Guidelines contained in the Manual of Specifications and Standards had already been relaxed by the National Highways Authority of India while constructing two underpasses within a stretch of 2 kilometers - one, at km. 8.000 (Rudrapur) and the other at km. 9.050 (Pahal) as well as at km. 20.083 (Gopalpur) and the other at 21.095 (Press Chhak) in the Bhubaneswar stretch of NH-5 under six laning.

41. The Committee are constrained to observe that while dealing with the merits of the present Petition—containing a centripetal connotation of road safety which will result in reduction of accidents—the Ministry of Road Transport & Highways has not only sidetracked the main issue in the guise of Manual of Specifications and Standards but also their entire arguments have not been scripted down to the logical and plausible basis. The Committee, therefore, recommend that the Ministry of Road Transport & Highways should re-visit the applicability of relevant provisions contained in their Manual of Specifications and Standards - with particular reference to the

aspects raised in the present Petition of Shri Bhartruhari Mahtab, Member of Parliament and come out with a incontrovertible conclusion in a time bound manner. The Committee would like to be apprised of the action taken by the Ministry in this regard.

Petition of Shri Bhartruhari Mahtab, Member of Parliament (Lok Sabha) for construction of a new Underpass/Flyover at Sikharpur Square, Cuttack, Odisha

42. The Committee while examining the Petition presented by Shri Bhartruhari Mahtab, Member of Parliament for the construction of a new Underpass/Flyover at Sikharpur Square, Cuttack, took into account the written submissions made by the Ministry of Road Transport & Highways. The Committee also undertook an exhaustive analysis of various aspects raised by the office bearers of the Senior Citizen Association, Sikharpur and deliberations made by various Authorities - including the National Highways Authority of India. While the Committee heard the views of the representatives of the Ministry of Road Transport & Highways/NHAI, Shri Bhartruhari Mahtab, Member of Parliament was also invited before the Committee to hear his views in the matter. Based on the aforementioned deliberations and in-depth examination of the Petition, the Committee made specific recommendations in regard to principles and essential approach for Road Safety and Engineering works, Identification of road accident 'Black Spots' and their rectification and the provisions contained in Section 2.2.4 of Manual of Specifications and Standards, in the foregoing paragraphs. Therefore, on the issue of construction of a new Underpass/Flyover at Sikharpur Square, Cuttack, the Committee wish to undertake a sequential recapitulation as follows:—

Submissions made by Shri Bhartruhari Mahtab, Member of Parliament

- The National Highway-5 traverse the Sikharpur Square in two parts, *i.e.*, East and the West. Of late, the Eastern part of Sikharpur has developed as a residential hub with a population of around two lakh. Further, all the Government establishments are located at the Western part of Sikharpur resulting in major inconvenience to the people residing in the Eastern part.
- The averments of the Government/National Highways Authority of India that a flyover at a distance of 400 meters already exists on the river Mahanadi and another flyover at Sikharpur Square would not only increase the height of the road by 4 to 5 meters but would also make a ramp on the road which may lead to severe traffic snarls and frequent road mishaps are not based on facts. As a matter of fact, there are many adjoining flyovers on the Grand Trunk Road between Delhi and Agra. Besides, in South and East Delhi, various adjoining flyovers have also been constructed at a distance of less than 400 meters.
- The service lane adjoining the Sikharpur Square referred to by the National Highways Authority of India - as an alternative to the flyover/underpass the said location - would also not be able to cater to the requirement of smooth vehicular traffic-free from accidents.

- Notwithstanding this, in case, there are some technical problems in constructing of a flyover at Sikharpur Square, then, the feasibility of constructing of an Underpass could be worked out by the Authorities concerned.

Submissions made by the office bearers of the Senior Citizen Association

- National Highways-5 has segmented the village of Sikharpur into two parts causing segregation of several families. There are a number of students/women/workers and other residents of western part of Sikharpur who use the crossing at Sikharpur square to reach their destination like schools, colleges, offices, etc., situated in the Eastern part of Sikharpur and *vice-versa*.
- The Sikharpur Square has turned into a death trap and more than thirty persons have so far lost their lives in the accidents at this crossing in a span of three to four years.
- The Association met the Project Director, National Highways Authority of India (NHAI), Bhubaneswar on 29 January, 2016 and submitted a Representation in this regard. Accordingly, a technical team of the NHAI had made a survey of the site on 1 February, 2016 and opined that there was an urgent need for an underpass at Sikharpur Square, Cuttack.
- The National Highways Authority of India had, however, expressed their inability to do so as there is a restriction to construct a new underpass/flyover within a distance of two kilometers. As no restriction can be retained at the -cost of the lives of the people, the inhabitants of Sikharpur, Gandarpur and Mahanadi Vihar of Cuttack. Odisha through the Senior Citizen Association request for construction of a new Underpass/Flyover at Sikharpur Square in Cuttack, Odisha.

Submissions made by the Ministry of Road Transport & Highways/NHAI

- NHAI is developing National Highway-16 from Bhubaneswar to Chandikhole to six lane from existing four lane facility.
- There is a median cut at Km 24+300, which is being called by the public as the Shikarpur Chowk.
- The traffic coming from Jagatpur side (RHS MCW) after crossing Mahanadi Bridge is using this median cut to reach the side road adjacent to the service road along LHS Carriageway.
- Similarly, traffic from Bhubaneswar side after crossing OMP flyover is using this median cut to reach the side road adjacent to the service road along RHS Carriageway.
- Due to mixing of this turning traffic with MCW traffic, the chances of accidents are high at this location. Accordingly, demand has been made by the public for VUP at Sikharpur instead of the median cut.
- There is OMP flyover whose approach starts at km. 22+580 whose end approach is at Km. 23+200.

- The approach of Mahanadi Bridge situated after OMP flyover starts at km. 24+500.
- The work of OMP flyover and Mahanadi bridge including approaches for a six-lane facility has already been completed.
- Considering the profile, it is not technically feasible to accommodate a VUP between the end and start of approaches of aforesaid structures.
- There is a VUP at km 24+581 at Kaliaboda towards Kolkata side and U-turn facility below OMP flyover at km. 22+790 towards Chennai Side. Therefore, constructing VUP in between these two available facilities will not be in conformity with Section 2.2.4 of Schedule-D of Concession Agreement which prescribes the following VUP shall be provided as specified in Schedule-B and to connect Service Road on both sides of the project Highways in such a manner that no vehicle is required to travel more than 2 kilometers on service road to approach an underpass for crossing over to the other side.

43. Going into all the aforementioned determining factors connected with the construction of a new Underpass/Flyover at Sikharpur Square, the Committee note that while rejecting the request made in the said Petition, the Ministry of Road Transport & Highways has taken a consistent stand that the Manual on Specifications and Standards does not permit construction of another flyover within a distance of 2 kilometers. In order to find a solution to the frequent accidents and loss of life at the median cut, *i.e.*, the Sikharpur Square at Cuttack, the Ministry has even stretched their point of view to the extent that the median cut at Sikharpur Square would be closed as planned under the six laning project. The Committee do not hold the arguments and the solution put forth by the Ministry of Road Transport & Highways in relation to the impasse at Sikharpur Square as convincing — in view of the fact that the quotient of policy formulations by the Government lie for the welfare, safety and convenience of the general public. Since the Committee, in the foregoing paragraphs, have already gauged that the grievances of the inhabitants of Sikharpur, Gandarpur and Mahanadi Vihar have not been squarely addressed by the Ministry of Road Transport & Highways/NHAI and incidents of frequent accidents and loss of life remain unabated, the Committee recommend that the Ministry of Road Transport & Highways should undertake a transformational shift in their earlier stand and conduct an urgent assessment for the construction of a new Underpass - if a Flyover is not possible - at the Sikharpur Square on National Highway No. 5 that connects Bhubaneswar with Chandikhole *via* Cuttack. The Committee would like to be apprised of the action taken by the Ministry in this regard within three months of presentation of this Report to the House.

Feasibility for construction of an Underpass/Flyover at Sikharpur Square, Cuttack, Odisha

44. On the aspect of feasibility for the construction of an underpass/flyover at Sikharpur Square, the Committee note from the averments made by the Ministry of Road Transport & Highways that within a distance of 400 meters from Sikharpur

Square, there is a bridge on the river Mahanadi. In such a short distance, if a Vehicular Underpass (VUP) is constructed, the height of the road would increase by 4 to 5 meters which would make a ramp on the road and the slope would be towards OMP flyover. The construction of a VUP would, therefore, make the highway bumpy and it would not remain an expressway. The Committee also note that as the normal speed of the vehicles on the highway near the site remains 80 to 100 kilometers/hour, the steep slope of 2.5 meters may increase the possibility of accidents, particularly, in the case of heavy vehicles where braking would not be so effective. The Committee have further been apprised by the Ministry of Road Transport & Highways that the construction of any VUP near Sikharpur will necessitate shifting of the existing HT Towers as well as water supply pipelines to new locations. Also, due to constraints of land, the traffic diversion at the location pose problems in the construction of the structures. Since this is a highly congested urban area, it will make the land acquisition extremely difficult. Besides, dismantling of recently constructed six-lane highway and constructing a VUP will also be infructuous expenditure.

45. The Committee are flabbergasted to find that the Ministry of Road Transport & Highways has quoted plethora of reasons for proving the unfeasibility for construction of a new Underpass at Sikharpur Square, viz., the provisions contained in Section 2.2.4 of Manual on Specifications and Standards, increase in the height of the road resulting in formation of a ramp and a steep slope making it an accident prone site, besides the need for shifting of the existing HT Towers as well as water supply pipelines, difficulty in land of acquisition, etc.

46. The Committee, though appreciate the candid reasoning given by the Ministry of Road Transport & Highways for the impracticability of construction of an Underpass at Sikharpur Square, yet, they are not fully convinced of the difficulties spelt out for construction of a VUP at Sikharpur Square in view of the fact that various technological advancements have been recently witnessed in the country in the field of Engineering, Civil Works, etc., on the basis of which massive projects are executed within the most congested parts of urban agglomeration without resorting to large scale demolition of houses, acquisition of land, shifting of HT Towers or resulting in a perilous bumpy highway. As a matter of fact, whenever, there is a need to construct a new Vehicular Underpass (VUP)/Railway Under Bridge (RUB), the Indian Railways or for that matter, the Delhi Metro often take recourse/resort to 'Box Pushing Technique'. The Committee have gathered that since the work relating to construction of a new VUP/RUB/Underground Tunnel for Metro has to be done without causing interruption to the existing set up in any manner, box pushing technique is largely favoured in comparison to conventional methods.

47. In view of the foregoing, the Committee strongly feel that the Ministry must resort to out-of-box thinking on this issue and display readiness and come out with workable propositions to formalize the construction of a new VUP at Sikharpur Square, Cuttack without further loss of precious time. The Committee, therefore, recommend that innovative measures like introduction of 'Box Pushing Technique' for the construction of new VUPs on the National Highways, wherever required, should be worked out. The Committee would like to be apprised of the action taken It

by the Ministry of Road Transport & Highways in general and, in particular, in the matter relating to the construction of a new VUP at Sikharpur Square, Cuttack which came before the Committee for detailed examination in the form of a Petition presented to the House.

NEW DELHI;
7 September, 2017

16 Bhadrapada, 1939 (Saka)

BHAGAT SINGH KOSHYARI,
Chairperson,
Committee on Petitions.

ANNEXURE I

MINUTES OF THE THIRTIETH SITTING OF THE COMMITTEE ON PETITIONS
(SIXTEENTH LOK SABHA)

The Committee on Petitions met on Tuesday, 29th November, 2016 from 1500 hrs. to 1605 hrs. in Committee Room 'C', Parliament House Annexe, New Delhi.

PRESENT

Shri Bhagat Singh Koshyari — *Chairperson*

MEMBERS

2. Shri Jitendra Chaudhary
3. Shri Dinesh Trivedi
4. Shri Ram Tahal Choudhary
5. Shri Chhedi Paswan
6. Shri Rajan Vichare

SECRETARIAT

1. Shri Shiv Kumar — *Joint Secretary*
2. Shri Raju Srivastava — *Additional Director*

WITNESSES

Ministry of Road Transport & Highways

1. Shri Sanjay Mitra — Secretary
2. Shri B.N. Singh — Addl. Director General
3. Shri A.K. Singh — Member (Projects),
National Highways Authority of India

2. At the outset, the Hon'ble Chairperson welcomed the Members of the Committee and the representatives of the Ministry of Road Transport & Highways to the sitting and drew their attention to Direction 55(1) of the Directions by the Speaker regarding confidentiality of the proceedings of the Committee. After the customary introduction,—the Chairperson informed that Shri Bhartruhari Mahtab, M.P., presented the Petition received from Shri Prasana Kumar Mohanty and others regarding construction of underpass/flyover at Sikharpur Square, Cuttack, Odisha, to Lok Sabha on 26 April, 2016. With a view to examining the issues raised in the said Petition, the Committee had decided to take oral evidence of the representatives of Ministry of Road Transport and Highways.

3. Thereafter, the Committee took oral evidence of the representatives of the Ministry and desired to know the brief background of the instant case and the specific reasons for non-feasibility in construction of an underpass/flyover at the location concerned. The representatives of the Ministry submitted before the Committee that there are already underpasses at Kaliaboda (less than 400 meters away from Sikharpur) under OMP flyover and as per Ministry's specification and standards "a Pedestrian/Cattle Underpass (PUP/CUP)/footover bridge may not be necessary within a distance of 2 km from vehicular underpasses/overpasses and light vehicle underpasses". Besides, there are other major issues with regard to the non-feasibility in construction of an underpass/flyover, which makes it technically impossible to construct an underpass/flyover at the location concerned, as follows:—

- (i) Within a distance of 400 meters from the location concerned, there is a bridge on the river Mahanadi. In such a short distance, if a Vehicular Underpass (VUP) is constructed, the height of the road would increase by 4 to 5 meters which would make a ramp on the road and the slope would be towards OMP flyover. The construction of a VUP would make the highway bumpy and it would not remain an expressway.
- (ii) As the normal speed of the vehicles on the highway near the site remains 80 to 100 kms./hr., the steep slope of 2.5 meters may increase the possibility of accidents, particularly, in the case of heavy vehicles where braking would not be so effective.
- (iii) Since the State Government had already provided land for six-laning of NH-16 from Bhubaneshwar to Chandikhole, the construction of VUP may lead to further difficulties in the land acquisition due to densely populated area and further, it is a time taking process and may take one and a half year or more to complete.
- (iv) The construction of VUP would require demolition of already established structures and shifting of High Tension Towers and water supply pipelines which would entail heavy expenditure.

4. However, on the issue, the representatives of the Ministry made a submission before the Committee that the service lane at the location concerned could be widened and protected from unregulated traffic with the support of the local people which can only be constructed after receiving the support from the local population.

5. The Committee concluded the matter by pointing out to the representatives of the Ministry that since a genuine concern, affecting a large section of population, has been raised by a Member of Parliament, the same should be seriously considered by the Ministry and an appropriate solution after considering all the possible options available may be worked out expeditiously to mitigate the grievances of the local population.

[The witnesses then withdrew.]

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12. A copy of the verbatim record of the proceedings of the sitting of the Committee has been kept.

The Committee, then, adjourned.

ANNUEXURE II

MINUTES OF THE THIRTY FIRST SITTING OF THE COMMITTEE ON PETITIONS
(SIXTEENTH LOK SABHA)

The Committee on Petitions met on Friday, 6th January, 2017 from 1500 hrs. to 1640 hrs. in Committee Room 'E', Parliament House Annexe, New Delhi.

PRESENT

Shri Bhagat Singh Koshyari — *Chairperson*

MEMBERS

2. Shri Dinesh Trivedi
3. Shri Jitendra Chaudhury
4. Shri K. Gopal
5. Shri Ram Tahal Choudhary
6. Shri Suresh C. Angadi
7. Shri Om Birla
8. Shri C.P. Joshi
9. Shri Kamlesh Paswan

SECRETARIAT

1. Shri Shiv Kumar — *Joint Secretary*
2. Shri Raju Srivastava — *Additional Director*

SPECIAL INVITEE

Shri Bhartruhari Mahtab, M.P., Lok Sabha

WITNESS

2. At the outset, the Hon'ble Chairperson welcomed the Members of the Committee and also congratulated Shri C.P. Joshi for being nominated as a Member to the Committee of Petitions.

[*Shri Bhartruhari Mahtab, M.P., Lok Sabha was, then, ushered in.*]

3. After welcoming Shri Bhartruhari Mahtab, M.P., the Chairperson drew his attention to Direction 55(1) of the Directions by the Speaker and invited him to express his views on the Petition presented by him to the House regarding construction of an

underpass/flyover at Sikharpur Square, Cuttack, Odisha. The main issues that were put forth by Shri Bhartruhari Mahtab, M.P., before the Committee, were as follows:—

- (i) National Highway 5 traverse the Sikharpur Square in two parts,—*i.e.*, East and the West. Of late, the Eastern part of Sikharpur has developed as a residential hub with a population of around two lakh. Further, all the Government establishments are located at the Western part of Sikharpur resulting in major inconvenience to the people residing in the Eastern part.
- (ii) The averments of the Government/National Highways Authority of India that a flyover at a distance of 400 meters already exists on the river Mahanadi and another flyover at Sikharpur Square would not only increase the height of the road by 4 to 5 meters but would also make a ramp on the road which may lead to severe traffic snarls and frequent road mishaps are not based on facts. As a matter of fact, there are many adjoining flyovers on the Grand Trunk Road between Delhi and Agra. Besides, in South and East Delhi, various adjoining flyovers have also been constructed at a distance of less than 400 meters.
- (iii) The service lane adjoining the Sikharpur Square referred to by the National Highways Authority of India - as an alternative to the flyover/underpass at the said location - would also not be able to cater to the requirement of smooth vehicular traffic - free from accidents.
- (iv) Notwithstanding this, in case, there are some technical problems in constructing of a flyover at Sikharpur Square, then, the feasibility of constructing of an Underpass could be worked out by the Authorities concerned.

4. Thereafter, the Committee advised Shri Bhartruhari Mahtab, M.P., to also consult the Authorities concerned of the State Government of Odisha *inter alia* for preparing a technical report on the feasibility of construction of an Underpass at Sikharpur Square, Cuttack for consideration of the National Highways Authority of India.

(Shri Bhartruhari Mahtab, M.P., Lok Sabha, then, withdrew.)

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12. A copy of the verbatim record of the proceedings of the sitting of the Committee has been kept.

The Committee, then, adjourned.

ANNUEXURE III

MINUTES OF THE FORTIETH SITTING OF THE COMMITTEE ON PETITIONS
(SIXTEENTH LOK SABHA)

The Committee met on Thursday, 07th September, 2017 from 1100 hrs. to 1215 hrs. in Committee Room 'D', Parliament House Annexe, New Delhi.

PRESENT

Shri Bhagat Singh Koshyari — *Chairperson*

MEMBERS

2. Shri Suresh C. Angadi
3. Shri Om Birla
4. Shri Jitendra Chaudhury
5. Shri Ram Tahal Choudhary
6. Shri Chandra Prakash Joshi
7. Shri Chhedi Paswan
8. Shri Dinesh Trivedi
9. Shri Rajan Vichare

SECRETARIAT

1. Shri Shiv Kumar — *Joint Secretary*
2. Shri Raju Srivastava — *Additional Director*
3. Shri G. C. Dobhal — *Deputy Secretary*

WITNESSES

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2. At the outset, the Hon'ble Chairperson welcomed the Members to the sitting of the Committee.

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*** Not relevant.

8. The Committee, then, took up for consideration of the Draft Report on the Petition received from Shri Prasana Kumar Mohanty and others forwarded by Shri Bhartuhari Mahtab, M.P., Lok Sabha regarding construction of a new underpass/ flyover at Sikharpur Square Cuttack, Odisha. After discussing the Draft Report, in detail, the Committee adopted the same without any modification(s). The Committee also authorised the Chairperson to finalize the Draft Reports and present the same to the House in the ensuing Session.

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The Committee, then, adjourned.

*** Not relevant.