

No. RW/NH-24036/66/2023-BP&SP (C. No. 229787)  
Government of India  
Ministry of Road Transport & Highways  
(BP&SP Cell)  
Transport Bhawan, 1, Parliament Street, New Delhi

Dated: 29 May, 2026

To,

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Director General (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi
5. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
6. The Managing Director, NHIDCL.
7. All Regional Officers of the Ministry/NHAI and EDs of NHIDCL

**Subject: De-congestion of National Highways in Urban Areas. Urban De-congestion Policy - reg.**

Sir/Madam,

National Highways (NHs) constitute the backbone of the country's transportation network, connecting major economic hubs and population centres. Over the past decade, rapid economic growth and accelerated urbanisation have led to the emergence of new economic centres and the expansion of cities and towns into larger urban agglomerations. Consequently, vehicular traffic on and around urban stretches of National Highways has increased substantially.

The growing traffic volumes, coupled with unplanned urban expansion along highway corridors, have resulted in severe congestion on NHs in and around urban areas. Such congestion adversely affects the efficient movement of goods and passengers, leading to increased fuel consumption, travel delays, higher logistics costs, and environmental pollution.

2. In this context, decongestion of National Highways in and around urban areas is essential to segregate long-distance through traffic from local traffic movement, thereby improving ease of travel and ease of doing business. There is, therefore, an urgent need for a comprehensive policy framework to ensure that investments made in NH infrastructure, including ring roads and bypasses, achieve their intended objectives and are not undermined by uncontrolled and haphazard urban development along these corridors.

This policy seeks to establish a framework for urban decongestion through the development of National Highway ring roads and bypasses, while simultaneously promoting planned urban

growth, effective mobility management, and value capture mechanisms in partnership with State Governments.

3. The policy aims to:

- decongest roads and highways in and around urban agglomerations;
- improve logistics efficiency and reduce transportation costs;
- support industrial and economic growth by unlocking new development potential; and
- enhance the overall quality of life for urban residents.

4. It is requested that the contents of this Policy may kindly be disseminated among all concerned agencies and field units under your administrative control for appropriate compliance and necessary action.

5. This issues with the approval of the Competent Authority.

Encl: As above

Digitally signed by

Harleen Kaur

Date: 29-05-2026

11:35:07

(Harleen Kaur)

Director (Highways)

**Copy for information to :-**

1. PS to Hon'ble Minister (RT&H),
2. PS to Hon'ble Minister of State (RT&H),
3. PS to Hon'ble Minister of State (Corporate Affairs and RT&H),
4. PSO to Secretary, MoRT&H,
5. PSO to Secretary, MoHUA
6. PSO to Secretary, DEA,
7. PSO to Secretary, DoE,
8. CEO, Niti Aayog
9. Sr. PPS to DG (RD&SS),
10. PPS to AS&FA, MoRT&H
11. All Additional Secretaries of the Ministry (RT&H),
12. All Additional Director General of the Ministry (RT&H),
13. All Joint Secretaries of the Ministry (RT&H),
14. All Chief Engineers of the Ministry (RT&H).
15. Director(Parliament)

## Decongestion of National Highways in Urban Areas

### **1. Need for decongestion of National Highways in urban areas**

1.1 The National Highways (NH) network traverses the country connecting major economic and population centres in the country. The last decade has seen significant economic development which led to growth of new economic centres and increased urbanization due to which cities and towns have developed into larger urban agglomerations resulting in increased vehicular traffic in and around urban areas. Presently, the NHs traversing cities carry local as well long-distance logistics and passenger traffic.

1.2 The increase in vehicular traffic along with expansion of the urban areas has resulted in congestion on NHs. This congestion impedes the efficient movement of goods and people and contributes to increased cost due to higher fuel consumption, wastage of time, and increased pollution.

1.3 Decongestion of NHs in and around urban areas to separate cross-destination traffic movement from local traffic is essential for the ease of business and the ease of travel. The interventions for decongestion can be in the form of ring roads, bypasses, and elevated corridors on National Highways. Previously, 191 towns and cities having population of over 1 lakh were identified under Bharatmala Pariyojana on major NH corridors where there were congestion points leading to a reduction in average speed on the corridor by more than 10% when traffic crossed the town or city as compared to the average speed on the corridor outside the town or city. Accordingly, specific interventions were implemented or are under implementation to address the congestion on a number of such corridors.

1.4 However, many of these interventions have been developed as non-access-controlled bypasses or ring roads. The consequence of this development has been unregulated ribbon development along the National Highways that soon impedes smooth flow of traffic and creates congestion negating the effect of the investment made in the development of the ring road or the bypass. There is thus an imperative need for a specific policy to ensure that the investment on NHs in and around cities to improve the logistic efficiency and reduce the cost of logistics and passenger traffic is not rendered infructuous and the uncontrolled and haphazard urbanisation and settlement developing around these bypasses and ring roads is regulated and prevented properly. Integrated and coordinated planning has to be adopted using the Gati-Shakti portal for development of last-mile distribution logistics, inter-modal

passenger and freight movement and terminals linking various modes of travel besides ensuring that State Governments are partners to the development process by planned economic and industrial development besides urban residential growth. This policy endeavours to lay down a framework for achieving the objective of urban decongestion through construction of NH ring roads and bypasses that also meets the objectives of planned urban development, mobility management and significant value capture in partnership with the State Governments.

## **2. Features of policy for Urban decongestion through NH development**

2.1 In order to deter ribbon development along newly developed ring roads and bypasses in or around urban agglomerations and to ensure seamless connectivity for through traffic on NHs, all projects for urban decongestion of NHs shall be taken up for development as **fully access-controlled corridors** of minimum 4 Lane configuration with closed tolling facilities. This would enable the design speed of 100-120 kmph for both freight and passenger vehicles to be maintained over time.

2.2 All projects for urban decongestion of NHs will be **integrated with the notified Master Plan** of the city or the town prepared in accordance with the urban planning process under Article 243 ZD of the Constitution to ensure coordinated and integrated urban development.

2.3 **Access to the access-controlled highway** through interchanges or slip roads shall be provided **only to NHs, State Highways, city arterial roads and Major District Roads** as approved in the Master Plan. Interchanges will be provided at an interval of not less than 5 km whereas access to other public roads shall be provided through a slip road.

2.4 The features and alignment of projects for urban decongestion shall be undertaken with a planning horizon of up to 50 years, taking into account projected urban expansion, demographic growth, and long-term mobility requirements of the urban agglomeration

2.5 **Service roads**, depending on local traffic requirements, shall be developed **on the city side** of the bypass or ring roads to facilitate city or town level traffic movement without impeding the through traffic passing through the urban area on the main carriageway. Service roads on the outer side of the ring road / bypass shall be developed by the State Government based on requirement.

2.6 A prohibited development control zone of 15 m on either side of the NH bypass or ring road shall be notified by the State Government as a **green zone** under the State Town

Planning laws where development shall be prohibited unless it is for public transport requirements such as bus stops or mobility infrastructure, public utility infrastructure like electricity, water or sewerage pipelines or green zone infrastructure. Beyond this development control zone, the State Government may plan the Regulated Development Zone (RDZ) for development of residential, commercial, industrial and institutional infrastructure up to a radial distance of up to 2 km on either side of the bypass or ring road. Special consideration may be provided for flexibility in the radial distance of the Regulated Development Zone (RDZ) from the proposed bypass / ring road by MoRT&H on a case-to-case basis, based on the size of the urban agglomeration. The development process provided under the Haryana Scheduled Roads and Controlled Areas Restriction of Unregulated Development Act, 1963 may be referred to as an example.

2.7 A minimum of 60/75 m Right of Way (RoW) shall be acquired for the purposes of the bypass or ring roads, in case of cities with a population of more than 5 lakhs and State capitals and 45/60 m RoW in case of towns and cities with a population between 1 lakh to 5 lakhs and district headquarters.

2.8 The existing National Highway section falling within the alignment of the newly developed bypass or ring road shall be de-notified as a NH and may be handed over to the respective State Government for maintenance and integration with the city road network as per existing NH de-notification guidelines.

2.9 To promote integrated development, State Governments shall undertake Mobility Master Planning with focus on development of Mass Transport Systems such as Mass Rapid Transit System (MRTS)/ Bus Rapid Transit System (BRTS)/ Regional Rapid Transit System (RRTS) etc., multi-modal transit centres, bus ports or bus terminals, logistics centres for first-mile/last-mile distribution logistics etc. along the ring road or bypass to enable urban decongestion. Land, if any, required for the purpose of development of such allied infrastructure may be acquired or arranged by the State Government.

### **3. Financial Model for Urban Decongestion**

3.1 Projects for urban decongestion through ring roads and bypasses will ease local commuter traffic besides providing benefits to through traffic. Moreover, such projects typically lead to economic growth with development of new industrial clusters, logistics zones, commercial and residential complexes etc. The emergence of new development zones would bring in additional revenue streams to the State Government. However, this

would require development controls to be established and enforced by the State Government.

3.2 Considering the significant public investment in the development of ring roads and bypasses especially in the form of land acquisition around urban centres besides the economic value generated for the State Government through economic development centred around the development of the ring roads and bypasses, a financial model that brings in contribution of the State Government shall be put in place.

3.3 There shall be four principal models for State Government contribution in the development of bypasses and ring roads:

- a) **Cost sharing in land acquisition:** Normally land acquisition costs are in the range of 30-50% of the total project cost in case of urban areas. The State Government may express its willingness to share 50% of the total cost of land acquisition. This will facilitate the faster development of bypasses and ring roads over a larger number of cities specifically as the involvement of the State Government is necessary for ensuring smooth land acquisition.
- b) **Share in land acquisition and reimbursement of State share of GST leviable on the project & royalty:** GST is leviable on the total civil cost of NH projects which accounts for 60-70% of the total project cost. Thereby, the levy of GST accounts for 10% to 13% of the total project cost with the State component of the GST being 5% to 6.5%. The State Government can opt for sharing of 25% of the cost of land acquisition and provide reimbursement of the State component of GST (i.e SGST) and royalties on minerals.
- c) **Contribution of land through land pooling:** The State Government can contribute land for the bypass or ring road project through land pooling where land can be provided by the landowners and the State Government can provide development permission for the land adjacent to the proposed bypass or ring road. The State Government can formulate a land pooling scheme which enables the landowners to derive the benefits from enhancement in land value consequent to the development permissions being granted while providing land for the development of the bypass or ring road as well as other roads and public infrastructure. The State Government can also provide reimbursement of the State component of GST (i.e SGST) and royalties on minerals. State Governments shall formulate policies and guidelines for land

pooling and may refer to the Land Pooling Policies of States like Haryana and Andhra Pradesh and Town Planning Scheme of Gujarat.

- d) **Value Capture financing:** In case the State Government is unable to contribute in any form of upfront cost sharing, then the State Government may opt for providing reimbursement of the State component of GST (i.e SGST) and royalties on minerals and also a share in the value capture mechanism to be established under the provision of the State law. The share in the value capture mechanism shall be provided to the Central Government over a period of 15 years and shall be subject to a cap equal to 50% of the total project cost calculated on Net Present Value basis. This mechanism shall operate similar to the value capture finance or transit oriented development charges for metro projects by levying charges for change in land use in the development controlled zone, additional stamp duty for transactions in property in the development controlled zone, infrastructure development charges on property development in the development controlled zone or betterment levy, as the case may be, on residential, commercial or industrial development for which permissions are granted by the State Government within an influence belt of 2 km along either side of the NH bypass or ring road. The rationale of the value capture mechanism through this charge is to ensure that part of the enhancement in the value of land adjacent to the bypass or ring road due to the implementation of the project accrues to the State Government and towards the project. Presently those who own land adjoining the proposed ring road or bypass stand to benefit financially from the accretion in value of land as an externality in contrast to those landowner who lose their land through acquisition for the project. Value Capture Mechanism enables the State to capture a portion of this increase in value of the land accruing to the land owners benefiting from the project. State Governments shall explore multiple Value Capture Financing mechanisms like Transfer of Development Rights, Development Charges, Land Value Tax etc, and the other mechanisms recommended by Ministry of Housing and Urban Affairs, Govt. of India as a part of the Value Capture Finance Policy Framework document. MoRT&H shall support the State Governments in capacity building measures to enable implementation of Value Capture Mechanism in the State.

#### **4. Framework for identification and prioritization of urban decongestion projects**

4.1 A framework has been designed for identification and prioritization of projects for decongestion of NHs in urban areas considering factors such as population of the urban

agglomeration, extent of ribbon development along the NH and congestion of National Highways around the urban agglomeration as measured by reduction in speed of travel. The framework for project identification and prioritisation shall be as below:-

- a) **Population and Urban Sprawl:** The population of the urban agglomeration which do presently do not have access-controlled ring road or bypass shall be a criteria for identification and prioritisation of projects under this policy. The cities with population greater than 5 lakh and State capitals, based on projected population for 2025-26, will be prioritised followed by cities and towns with population in the range of 1 lakh to 5 lakhs and the urban agglomerations of 2 or more towns within proximity of 10 km having more than 1 Lakh population. Towns/ urban centres in North-East and Hilly States with population less than 1 lakh may be considered on a case-to-case basis. Growth rate of population and the spatial expansion of the urban centers (based on satellite imagery) over the last 10-15 years will also be considered for prioritization.
- b) **Congestion:** A congestion assessment study on National Highways passing through the cities based on the drop in speed of traffic on the National Highway while passing through the city or town vis-à-vis speed of traffic on the sections of National Highway outside the city or town would be a parameter for prioritisation. An earlier congestion assessment carried out in 83 cities with population greater than 5 Lakhs has identified 80 cities where the drop in speed of National Highways while passing through the city exceeds 10%. Out of these 80 cities, congestion is being addressed through construction of bypasses, ring roads in 32 cities and intervention needs to be planned in the remaining 48 cities. In addition to absolute speed drop, additional time spent in traffic to cross the city section of the National Highway will also be considered for prioritization.
- c) **Economic factors:** Priority to be given to projects connecting a higher number of Gati Shakti, Tourism and Transport nodes, e.g, port cities, tourism centres, State capitals, economic centres and places of religious importance.
- d) **State Government priorities:** The priority indicated by the State Government subject to the fulfilment of the other three parameters shall be taken into consideration while determining the inter-se priority of projects in a State.

A detailed prioritization framework has been attached as Annexure 2.

4.2 To ensure equitable distribution of projects across developed and developing urban states, states shall be classified into two groups based on the extent of urbanization and prioritization exercise shall be conducted separately within each group to promote equitable development across all regions to account for the varying levels of urbanization and planning capacities across States. 50% of the annual sanction limit shall be earmarked for sanction of projects in each group. Not more than 10% of the annual sanction limit shall be sanctioned in any state.

## **5 Mechanism for collaboration with States and MoHUA**

5.1 Memorandum of Understanding (MoU) shall be signed between Ministry of Road Transport & Highways and the State Government in accordance with this policy. The State Government shall indicate its financing model option in the MoU.

5.2 As soon as the alignment of the bypass or ring road is finalised and not more than 60 days of the finalisation of the alignment, the notification under section 3A of the National Highways Act, 1956 shall be issued.

5.3 The State Government shall commit that the development zone notifications under the State law shall be issued within a period of three months from the date of the issue of the notification under section 3A.

5.4 The State Government may indicate its plans for development of inter-modal and multi-modal transport infrastructure in the urban mobility master plan and its plans for promoting distribution logistics efficiencies in the urban agglomeration.

5.5 The MoU shall be signed prior to submission of the proposal for project appraisal by the Competent Authority.

5.6 MoRT&H shall co-ordinate with State Governments and also support the State Governments in capability building initiatives for implementation of Value Capture Financing (VCF) and land pooling mechanisms for implementation of NH Urban Decongestion projects

5.7 To ensure integration of urban decongestion projects with the Master Plan of the urban agglomerations, representatives from MoHUA will be included in the committees for appraisal of these projects

## **Conclusion**

This policy aims to decongest roads and highways in and around urban agglomerations and support in boosting the GDP through development of new potential for industrial and economic growth and offer a better quality of life to the urban population. Urban centres are the primary drivers for the transition to a developed economy status in Amrit Kaal and the development of access-controlled bypasses, ring roads, and elevated corridors will be a critical factor that aids this development. By addressing congestion and promoting integrated, coordinated and sustainable urban expansion, this policy will contribute to a more efficient NH network, driving forward the nation's economic and social progress.

### **Salient Features of Land Pooling Policies of Haryana and Andhra Pradesh**

- Land pooling policy is a legal framework that allows landowners to voluntarily contribute land to a government authority for planned urban or infrastructure development. Instead of receiving cash compensation, landowners are allotted a proportionate share of developed plots with adequate roads, utilities, and other essential amenities.
- Through this approach, designated authority takes charge of planning and building necessary infrastructure, sets aside areas for public facilities like roads and parks, and returns reconstituted, legally titled developed plots to the original landowners. This system supports well-organized urban expansion or infrastructure projects in a fair, collaborative manner while avoiding forced land acquisition.
- In India, two examples of land pooling policies are the **Haryana Land Pooling Policy, 2022**, and the **Andhra Pradesh Capital City Land Pooling Scheme (Formulation & Implementation) Rules, 2015**.

### **Key Features of Land Pooling Policies (With Haryana and Andhra Pradesh as reference)**

#### **i. Area Applicability**

- Haryana: According to Clause 5, any landowner or aggregator can offer land for projects aligned with the approved Development Plan's land use. The policy also allows **voluntary applications for infrastructure or industrial projects in any part of Haryana**, even if the area has not been specifically notified under this policy.
- Andhra Pradesh: As per Rule 4, the scheme applies **strictly within the legally notified Andhra Pradesh Capital City area**.

#### **ii. Authority**

- Haryana: Clause 4 designates Haryana Shehri Vikas Pradhikarn (HSVP), Haryana State Industrial and Infrastructure Development Corporation Ltd. (HSIIDC), and any state department, board, or corporation owned by the Haryana government as responsible for infrastructure development.
- Andhra Pradesh: The Andhra Pradesh Capital Region Development Authority (APCRDA) serves as the implementing agency. A Competent Authority (CA), typically a Deputy Collector under the District Collector, is appointed by the state government to issue notices, verify land records, and finalize plots.

### iii. Application Procedure and Viability Study

- Haryana Land Pooling Policy defines the application process as follows
  - Clause 7 (Publication): Development Org must advertise the scheme details (scope, application process) in leading newspapers, its website, and display notices at local government offices.
  - Clause 8 (Application): Any landowner (directly or via aggregator) submits an online application within a fixed window ( $\geq 60$  days, extendable by 30 days). Applications sent manually are rejected.
  - Fees & Support: There is no application fee; toll-free helpline may be provided.
  - Development Organization conduct assessment of the feasibility and viability for said project on the basis of the parameters as may be notified by the State Government in the Town and Country Planning Department for each class i.e. residential, commercial, institutional and industrial projects.
- In Andhra Pradesh, as per Rule 6(2),
  - Within 15 days of Govt notification of the Land Pooling Scheme, the CA issues Notice inviting landowners' objections and consent applications for 30 days.
  - The Notice specifies scheme details (objectives, process, rights) and dates for stakeholder consultations.
  - Rule 6(3): The notice is published in the District Gazette, local newspapers, in local bodies' offices and on the MAUD/CRDA websites.
  - Rule 8(1-2): Individual notices are sent to all landowners, inviting them to submit required land records and consent within 30 days.
  - Verification of the title of the landowners conducted through land records and/or field verification conducted by the Competent Authority

### iv. Land Valuation & Allotment

- Haryana: Under Clause 14, each landowner's share of developed land is determined in **proportion to the market value of the undeveloped land they contribute**. An empaneled valuer (Policy dated 25.11.2021 of the State Government in the Revenue and Disaster Management Department) assesses the market value, excluding any increase due to anticipated

development. The allotment ratio for each owner is calculated as the owner's land value divided by the total project cost, multiplied by the saleable area. The total project cost includes undeveloped land value, internal and external development charges, interim support payments, administrative charges, and statutory fees. Development projects proceed only if the combined share of developed plots allocated to landowners falls between 30% and 60% of the total saleable area.

- Andhra Pradesh: Rule 5(2) guarantees landowners a specified reconstituted plot area per acre surrendered, along with annuity payments. Reconstituted plots are allocated through a lottery system among consenting landowners (Schedule II) to ensure fairness.

Land	Category	
	Dry	Jareebu
<b>Patta</b>		
Residential	1000 yd <sup>2</sup>	1000 yd <sup>2</sup>
Commercial	200 yd <sup>2</sup>	300 yd <sup>2</sup>
<b>Assigned</b>		
Residential	800 yd <sup>2</sup>	800 yd <sup>2</sup>
Commercial	100 yd <sup>2</sup>	200 yd <sup>2</sup>
<b>Yearly payment for 10 years (Rs)</b>	30000	50000
<b>Yearly increase (Rs)</b>	3000	5000
<b>One time additional payment for gardens like lime/sapota/guava (Rs)</b>	50000	

#### v. Benefit Distribution & Compensation

##### - Haryana

- Interim Annual Support: Up to 3 years payment, to offset delays in development.
- Rs. 1 Lakh or 1% of land value per annum/ acre of land (empanelled valuer as per the Policy<sup>1</sup> dated 25.11.2021 of the State Govt in the Revenue and Disaster Management Department assesses the market value, excluding any increase due to anticipated development) on pro-rata basis based on the land offered by the landowner concerned for the project, whichever is less. However, in no case shall the interim support be less than Rs. 30,000 pa per acre.
- In case development is not completed within 3 years from then interim support increased to Rs 1.25 Lakh per annum/ acre on pro-

<sup>1</sup> Policy for Fixation of Market Rate of land in the State for All the Departments of the Government, Boards, Corporations, Panchayati Raj Institutions & Urban Local Bodies, Haryana Government dated 25<sup>th</sup> November 2021

rata basis based on the land offered by the landowner concerned for the project, for the further period of 2 years or till completion of the project whichever is earlier.

- All statutory charges (stamp duty, registration, conversion fees, etc., @8% of land value) and 15% administrative fee of development cost are included in project cost (borne by the Development Org)
- Upon project completion, each landowner gets developed plots per the allotment ratio.

– Andhra Pradesh

- Landowner Benefits: Guaranteed reconstituted land as per Rule 5(2) (see above) plus annuities.
- Landless Families: State provides ₹2,500/month pension for 10 years through a social security fund.
- Government Concessions (Sched. III): Exemptions from stamp duty/registration fees for LPS transactions; agricultural loan waivers; housing support to homeless; priority allotment for EWS; etc.

vi. **Development Obligations**

– Haryana

- Clause 13 (Layout Plan): Within 2 months of project approval, the Development Org must finalize and publish a detailed layout plan on its website. Plots for pooled landowners are earmarked in proportion to their allotment share.
- Clause 15 (Agreement/Deed): Landowners consenting are required to execute a sale deed within 60 days of allotment publication (extendable 30 days). If the Development Org fails to obtain land in time, it may withdraw the scheme. The Development Org bears all deed registration costs (stamp duty, fees).
- Clause 16 (Possession): Owner's hand over clear physical possession on or before deed execution; after sale deed, land is mutated to the Development Org. The owner remains liable for any undisclosed encumbrances.
- Developer Role: The mandated development authority (HSVP/HSIIDC) is responsible for internal and external infrastructure as per norms.

- Andhra Pradesh
  - Rule 5(12-13): APCRDA may itself implement the LPS or delegate tasks to officers/local bodies. It must develop acquired land (roads, utilities, services) and provide reconstituted plots to owners.
  - Schedule II: APCRDA must issue Land Pooling Ownership Certificates (LPOCs) with alienation rights within 9 months of agreement, and hand over possession of reconstituted plots within 1 year of LPOC. The scheme area's infrastructure (roads, water, power, community facilities) must be completed within 3 years. EWS housing and amenities (parks, etc.) are to be provided as per plans.
  - Landowner Obligations: Under Schedule III, landowners must give consent, facilitate surveys, and transfer ownership to APCRDA. They must hand over land free of encumbrances for development.

**vii. Timelines / Key Deadlines**

- Haryana
  - Application: Publication lasts  $\geq 60$  days (may extend 30 days).
  - Scrutiny: Development Org completes application scrutiny within 2 months of the closing date.
  - Approval: After scrutiny, project approval is obtained from the Competent Authority.
  - Intimation: Within 15 days of website publication of approved land list, letters are sent to each selected owner/aggregator.
  - Layout: Layout plan published within 2 months of approval.
  - Agreement: Sale deeds executed within 60 days (extendable 30) of allotment publication.
  - Development: Interim support paid for 3 years; no fixed overall completion date in policy, but projects must be feasible with allotted land  $\leq 60\%$  of saleable area
- Andhra Pradesh
  - Declaration: Govt notification initiates LPS. CA issues Notice within 15 days.
  - Objections/Consent: 30 days from Notice for landowners to respond.
  - Objection Disposal: CA disposes objections in 15 days (Rule 7).

- **Draft LPS:** Draft plan prepared in 180 days after notification.
- **Verification:** Title verification within 7 days of last application; objections to title in 15 days (Rule 8).
- **Reconstitution:** CA determines reconstituted plot extents in Form 9.12 as per norms.
- **LPOC & Allotment:** APCRDA issues LPOCs within 9 months of consent agreement and completes allotment/drawing of lots concurrently.
- **Completion:** Reconstituted plots handed over  $\leq 1$  year of LPOC issuance; full scheme development (infrastructure, amenities)

**Summary of Haryana Land Pooling Policy, 2022, and the Andhra Pradesh Capital City Land Pooling Scheme (Formulation & Implementation) Rules, 2015**

S. No	Theme	Haryana Land Pooling Policy-2022	Andhra Pradesh Capital City Land Pooling Scheme (Formulation & Implementation) Rules, 2015
1	<b>Area Applicability</b>	<ul style="list-style-type: none"> <li>- Clause 5: Includes any area in Haryana for specified infra or industrial project even in absence of publication under this Policy</li> </ul>	<ul style="list-style-type: none"> <li>- Rule 4: The scheme applies only within the legally notified Andhra Pradesh Capital City area.</li> </ul>
2	<b>Authority</b>	<ul style="list-style-type: none"> <li>- Development Organization: State entities mandated to develop projects (HSVP for urban schemes; HSIIDC for industrial/infrastructure). These organizations coordinate the pooling process.</li> </ul>	<ul style="list-style-type: none"> <li>- Authority: The Andhra Pradesh Capital Region Development Authority (APCRDA) is the implementing body.</li> <li>- Competent Authority (CA): Appointed by State (Deputy Collector under District Collector's control) to conduct pooling. The CA issues notices, verifies land, and finalizes plots.</li> </ul>
3	<b>Aggregator</b>	<ul style="list-style-type: none"> <li>- Explicitly mentions that both individuals and aggregators on behalf of a group of individuals may apply under the policy</li> </ul>	<ul style="list-style-type: none"> <li>- No explicit mention of eligibility of aggregators instead of individual landlords</li> </ul>
4	<b>Application Procedure</b>	<ul style="list-style-type: none"> <li>- Clause 8 (Application): Any landowner (directly or via aggregator) submits an online application within a fixed window. Applications sent manually are rejected.</li> </ul>	<ul style="list-style-type: none"> <li>- There is no explicit mention if online application are allowed.</li> </ul>
5	<b>Land Valuation &amp; Allotment</b>	<ul style="list-style-type: none"> <li>- Clause 14 (Allotment): <ul style="list-style-type: none"> <li>o Landowners' share of developed land is proportional to the market value of their undeveloped land contributed.</li> <li>o Market value is determined by an empaneled valuer</li> <li>o Allotment ratio for each owner = (owner's land value / total project cost), multiplied by the saleable area</li> <li>o Project cost includes: undeveloped land value, development charges (internal/external), interim support, administrative charges, and statutory fees.</li> </ul> </li> <li>- Development projects proceed only if landowner share is between 30-60% of saleable area.</li> </ul>	<ul style="list-style-type: none"> <li>- Rule 5(2) <ul style="list-style-type: none"> <li>o APCRDA guarantees return of a specified reconstituted plot area per acre surrendered and annuity payments.</li> <li>o For example, per acre of Patta land surrendered, owners receive 1000 sq.yds reconstituted residential land plus ₹30,000/year for 10 years (₹3,000 incrementally).</li> <li>o Assigned lands have different norms (800 sq.yd, ₹50,000/year).</li> </ul> </li> <li>- Lottery Allocation: Reconstituted plots are allotted by lottery among consenting landowners (Sched. II), ensuring fairness.</li> </ul>
6	<b>Benefit Distribution &amp; Compensation</b>	<ul style="list-style-type: none"> <li>- Interim Annual Support: Up to 3 years payment, to offset delays in development. <ul style="list-style-type: none"> <li>o Rs. 1 Lakh or 1% of land value (determined by</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>- Landowner Benefits: Guaranteed reconstituted land as per Rule 5(2) (see above) plus annuities.</li> </ul>

S. No	Theme	Haryana Land Pooling Policy-2022	Andhra Pradesh Capital City Land Pooling Scheme (Formulation & Implementation) Rules, 2015
		<p>empaneled valuer) per annum/ acre of land on pro-rata basis based on the land offered by the landowner concerned for the project, whichever is less. In no case, interim support shall be less than Rs. 30,000 pa per acre</p> <ul style="list-style-type: none"> <li>○ In case development is not completed within 3 years from then interim support increased to Rs 1.25 Lakh per annum/ acre on pro-rata basis based on the land offered by the landowner concerned for the project, for the further period of 2 years or till completion of the project whichever is earlier.</li> </ul> <ul style="list-style-type: none"> <li>- All statutory charges (stamp duty, registration, conversion fees, etc., @8% of land value) and 15% administrative fee of development cost are included in project cost (borne by the Development Org)</li> <li>- Upon project completion, each landowner gets developed plots per the allotment ratio.</li> </ul>	<ul style="list-style-type: none"> <li>- Landless Families: State provides ₹2,500/month pension for 10 years through a social security fund.</li> <li>- Government Concessions (Sched. III): Exemptions from stamp duty/registration fees for LPS transactions; agricultural loan waivers; housing support to homeless; priority allotment for EWS; etc.</li> </ul>
7	<b>Timelines / Key Deadlines</b>	<ul style="list-style-type: none"> <li>- Application: Publication lasts ≥60 days (may extend 30 days).</li> <li>- Scrutiny: Development Org completes application scrutiny within 2 months of the closing date.</li> <li>- Approval: After scrutiny, project approval is obtained from the Competent Authority.</li> <li>- Intimation: Within 15 days of website publication of approved land list, letters are sent to each selected owner/aggregator.</li> <li>- Layout: Layout plan published within 2 months of approval.</li> <li>- Agreement: Sale deeds executed within 60 days (extendable 30) of allotment publication.</li> <li>- Development: Interim support paid for 3 years; no fixed overall completion date in policy, but</li> </ul>	<ul style="list-style-type: none"> <li>- Declaration: Govt notification initiates LPS. CA issues Notice within 15 days.</li> <li>- Objections/Consent: 30 days from Notice for landowners to respond.</li> <li>- Objection Disposal: CA disposes objections in 15 days (Rule 7).</li> <li>- Draft LPS: Draft plan prepared in 180 days after notification.</li> <li>- Verification: Title verification within 7 days of last application; objections to title in 15 days (Rule 8).</li> <li>- Reconstitution: CA determines reconstituted plot extents in Form 9.12 as per norms.</li> <li>- LPOC &amp; Allotment: APCRDA issues LPOCs within 9 months of consent agreement and completes allotment/drawing of lots concurrently.</li> <li>- Completion: Reconstituted plots handed over ≤1 year of LPOC issuance; full</li> </ul>

S. No	Theme	Haryana Land Pooling Policy-2022	Andhra Pradesh Capital City Land Pooling Scheme (Formulation & Implementation) Rules, 2015
		projects must be feasible with allotted land $\leq$ 60% of saleable area.	scheme development (infrastructure, amenities) within 3 years.

**Framework for Prioritization of Projects for Decongestion of National Highways in Urban Agglomerations**

Criteria	Weightage in %
<p><b>1. Urban Center Population and Sprawl</b></p> <ul style="list-style-type: none"> <li>- <i>Population of the urban center</i></li> <li>- <i>Growth Rate of Population.</i></li> <li>- <i>Pace of spatial expansion of the urban center</i></li> </ul>	20%
<p><b>2. Traffic Congestion</b></p> <ul style="list-style-type: none"> <li>- <i>Avg. Speed Drop for all NH pairs passing through the city</i></li> <li>- <i>Additional time taken to pass the urban stretch of the NH</i></li> </ul>	40%
<p><b>3. Freight/Traffic Assessment</b></p> <ul style="list-style-type: none"> <li>- <i>Assessment of freight flow through NH-Pairs passing through the city</i></li> <li>- <i>Traffic (in PCU) on key NH Pairs</i></li> </ul>	40%
<ul style="list-style-type: none"> <li>- <b>Overall score for each city-NH pair shall be calculated based on the allocated weightages.</b></li> <li>- <b>Prioritization of City-NH pair shall be done based on the total score.</b></li> </ul>	