

I would suggest that this may be increased to 250 sq. yards for the land between 10 to 20 bighas and 400 sq. yards for more than 20 bighas. In 1975, when land used to be acquired, employment was given to one member of each family according to his qualifications. The same thing should be revived now. While acquiring land, care should be taken not to acquire the land near the houses, in order to meet the requirement of the increasing population of the village. School, park, 'panchayatghar', dispensary and playground are necessary for the welfare of the people of the village. Facilities of sewer, water electricity etc., available in the D.D.A. colonies, should be provided to those villages also which are situated near these colonies. The construction of DDA colony may be taken up later on so that the villagers may get clean air, clean water and electricity. The rate of a DDA plots was increased to Rs. 794 from Rs. 41 in 1986. Now this is being further increased from Rs. 794 per yard in 1986 itself which is against the policy. The rates of plots should not be increased.

[English]

- (vi) Demand for allocation of more funds to Orissa Government for construction of bridges and roads in Dhenkanal district.

SHKI K.P. SINGH DEO (Dhenkanal) : Kamakhyanagar Sub-division is the largest sub-division of Dhenkanal district in Orissa which is richly endowed with Sal forest and mineral wealth like chromite, mica, silver and other important ores. The major parts of the Sub-Division is cut off both from the District Headquarters and the Sub-Divisional Headquarters from June to December every year due to infrastructural inadequacies of communications in the absence of all-weather road and bridges, causing acute hardship and distress to the people, mostly tribals, Scheduled Castes, other backward and weaker sections of society which comprise more than 75% of the population.

This has also adversely affected the development of the Sub-Division born by the fact that not even a single industry could be set up due to absence of transport and communication facilities.

The Sub-Divisional Headquarters, Kamakhyanagar, situated only 22 miles away from

the District Headquarters town of Dhenkanal on NH-42 is not even connected by a direct all-weather road even till today.

To make matters worse, the 100 years old bridge over Lingarajor on NH-42 near Mehrmandali, collapsed due to heavy vehicular traffic. Consequently, these vehicles have had to use the only road available i.e., the Panikoili-Santhpara/Pitri Road, further damaging and decommissioning the road as well as damaging the Bhuban, Talcher and Angul Notified Area Councils roads, which are of inferior specifications.

Therefore, I urge upon the Government to provide adequate financial allocations to :

- (i) Make NH-42 all-weather and NH specification by replacing the baile of bridge over Lingara Jor.
- (ii) Complete the Brahmani Bridge and Ramial Bridge between Kamakhyanagar and Dhenkanal by 1987 as scheduled and as per the latest revised estimate; and
- (iii) Making the Pitri/Santhpara-Panikoili Road all-weather and of NH specification by taking it up as Maximum Needs Programme as well as Central Road Fund Project.
- (vii) Need for construction of a mini under-bridge near Vijaya Mahal Cinema House in Nellore (Andhra Pradesh).

SHRI P. PENCHALLIAH (Nellore) : Sit, Nellore town is one of the important district headquarters in Andhra Pradesh. It is popularly known as Paddy-growers district of the State. It is a thickly populated town. Its present population is more than 3½ lakhs. It is a popular business centre. The Madras-Waltair railway line is bysecting the town into two parts. There is inter-locked manned level-crossing gate 20 yards South from the Nellore North Railway Station near Vijaya Mahal Cinema theatre. 20 minutes before arrival of the Superfast trains, the gates are closed and the heavy traffic on the spot is jammed causing a lot of inconvenience. The people of the Nellore town while crossing the line from one side