



**HIMACHAL PRADESH ROAD AND INFRASTRUCTURE DEVELOPMENT
CORPORATION LIMITED (HPRIDCL)**
Government of Himachal Pradesh

PROJECT INFORMATION DOCUMENT

**Sustainable Transport, Resilience &
Integrated Development in Himachal Pradesh
(S T R I D e)**

Proposed Externally Aided Project
Financed by the Asian Development Bank (ADB)

PPR ID 22845	Location Shimla, Himachal Pradesh
Total Project Cost ₹2,200 crore	Implementation Period 2027 – 2035

DOCUMENT FOR PUBLIC DISCLOSURE · JULY 2026

Project at a Glance

Project Title	Sustainable Transport, Resilience & Integrated Development in Himachal Pradesh (STRIDe)
PPR ID	22845
Sector	Roads and Transport / Urban Development
Implementing Agency	Himachal Pradesh Road & Infrastructure Development Corporation Limited (HPRIDCL)
State Line Department	Urban Development Department, Government of Himachal Pradesh
Central Line Ministry	Ministry of Road Transport and Highways (MoRTH)
Funding Agency	Asian Development Bank (ADB)
Total Project Cost	₹2,200 crore
ADB Loan Assistance	₹1,689 crore — 76.8%
State Government Share	₹511 crore — 23.2%
Location	Shimla, Himachal Pradesh (Special Category State)
Implementation Period	2027–2035 (approx. 8 years)
Current Status	• PPR approved by DEA Screening Committee (30 March 2026) • DEA posed the project to ADB (13 May 2026) • ADB Consultation Mission completed June 2026 and July 2026

1. Introduction and Background

Shimla, the state capital and one of India's most visited hill tourism destinations, faces acute and worsening urban mobility challenges. The Shimla Municipal Corporation area covers roughly 19.99 sq. km with a population of about 2.38 lakh across 34 wards. Its urban road network of about 147.1 km is constrained by an average carriageway width of only 5.5–7 metres. With household vehicle ownership near 83% and steadily rising tourist footfall, all major junctions — including Chakkar Bypass, MLA Crossing, Vidhan Sabha, Victory Tunnel, the Old Bus Stand and Sanjauli Chowk — experience chronic congestion.

The city's steep hillside topography makes conventional road widening largely infeasible. Grade-separated and underground transport solutions — tunnels, bridges, viaducts and flyovers — combined with strengthened pedestrian infrastructure therefore represent the only viable long-term response. STRIDe consolidates a set of state-prioritised interventions, building on earlier planning under the Urban Roads Improvement Plan (URIP) and the Smart Cities Mission, into a single financed programme.

Project Origin and Approvals to Date

- The Urban Roads Improvement Plan (URIP), including an Integrated Transport Plan for Shimla, was prepared and approved by the Government of Himachal Pradesh (2020–22).
- Priority and state-prioritised works were subsequently bundled under a new EAP titled STRIDe, and the Preliminary Project Report (PPR) was formalised in December 2025.
- The PPR was approved by the State Level Screening Committee and posed to DEA on 12 January 2026.
- The proposal was supported by the Ministry of Road Transport and Highways (6 February 2026), NITI Aayog (17 February 2026) and the Ministry of Housing and Urban Affairs (18 February 2026).
- The PPR was approved by DEA's 163rd Screening Committee on 30 March 2026 and formally posed to ADB by DEA/GoI on 13 May 2026.

- An ADB Consultation Mission, led by the Principal Transport Specialist, was fielded during 8–11 June 2026 to advance project preparation.
- The Administrative Approval and Expenditure Sanction (A/A & E/S) for the project has been accorded by the Government of Himachal Pradesh.

2. Project Aim, Objectives and Expected Outcomes

Aim. To improve urban mobility and road connectivity in Shimla through strategic infrastructure investment in tunnels, bridges, flyovers and pedestrian facilities, financed through a multilateral development bank loan under DEA's Externally Aided Projects framework.

Key Objectives

- Decongest key corridors by addressing chronic bottlenecks at Victory Tunnel, Cart Road, MLA Crossing and Chakkar Bypass through grade-separated structures.
- Enhance connectivity by providing new road and bridge linkages that cut travel time and improve access across topographically fragmented Shimla.
- Improve pedestrian safety and non-motorised transport (NMT) mobility through footpaths, foot-over-bridges, safe crossings and the dedicated ambulance bridge for emergency access.
- Support tourism and the local economy by reducing tourist-traffic congestion, improving urban aesthetics and strengthening Shimla's appeal as a premier hill destination.
- Advance climate and environmental care by minimising the ecological footprint through compensatory afforestation, climate-resilient design and forest clearance compliance.
- Strengthen institutions by building HPRIDCL's capacity as a professional urban infrastructure development and project management corporation for Himachal Pradesh.

Expected Outcomes

- Improved average travel speeds and reduced travel time across the city road network.
- Increased fuel savings from reduced bottlenecks and junction delays, and lower vehicular emissions and noise in heritage and residential areas.
- Improved last-mile and intra-city connectivity to key economic, administrative, tourism and institutional nodes.
- Upgraded and continuous pedestrian infrastructure and enhanced reliability of urban transport networks.
- A considerable reduction in road accidents and associated fatalities.

Contribution to Sustainable Development Goals: SDG 8 (Decent Work and Economic Growth), SDG 9 (Industry, Innovation and Infrastructure), SDG 11 (Sustainable Cities and Communities) and SDG 13 (Climate Action).

3. Project Scope and Components

STRIDe comprises a portfolio of seven priority sub-projects to be implemented in a phased manner. The components span grade-separated flyovers, road tunnels, a landmark cable-stayed bridge, a viaduct, an emergency-access rail-over-bridge, an inter-state road upgradation and remaining urban pedestrian works. The indicative scope and status of each component are summarised below.

No.	Sub-Project	Type	Indicative Cost	Indicative Scope / Status
01	Flyover at Chakkar Bypass & MLA Crossing	Flyover / Grade Separator	₹120 Cr	Two one-way ramps (135 m and 210 m) on the Chandigarh–Shimla approach. DPR prepared and State-approved; major clearances obtained. (Phase 1)
02A	Double Lane IGMC Tunnel (Talland–Lakkar Bazaar corridor)	Road Tunnel	₹470 Cr	~910 m two-lane tunnel with footpath. DPR under review; clearances advanced, forest clearance in final stage. (Phase 1)
02B	Tunnel to Bypass Secretariat Area	Road Tunnel	₹280 Cr	~540 m two-lane tunnel with footpath, decongesting central Shimla. DPR under review; clearances advanced. (Phase 2)
03	Iconic Cable-Stayed Bridge — Railway Parking to Hotel Holiday Home	Cable-Stayed Bridge	₹500 Cr	~950 m four-lane bridge across the valley; design finalised under URIP, DPR to be developed. (Phase 2)
04	Viaduct at Victory Tunnel Junction	Flyover / Grade Separator	₹60 Cr	~1,050 m viaduct upgrading capacity along Cart Road; railway lease executed, DPR revision pending. (Phase 2)
05	Ambulance Road Bridge over Railway Track, Majiath	Rail-Over-Bridge	₹15 Cr	~300 m single-lane emergency-access bridge serving 250+ households; DPR consultant tender floated. (Phase 2)
06	Mehal Prit Nagar – Lawasa Chowki Road Upgradation	Road Upgradation	₹230 Cr	23 km two-lane upgradation providing inter-state connectivity (NH-5 to NH-907A); DPR pending. (Phase 2)
07	Remaining Pedestrian Ways / Road Works, Shimla	Pedestrian / Urban	₹30 Cr	Footpaths, crossings and foot-over-bridges completing Smart City pedestrian network. (Phase 2)

Note: Costs are indicative block estimates inclusive of GST and are subject to refinement at the Detailed Project Report (DPR) stage. Component alignments, configurations and phasing will be confirmed during detailed design and appraisal.

4. Cost Estimate and Financing Arrangement

The total estimated cost of the STRIDe project is ₹2,200 crore (approximately USD 244.44 million at an indicative exchange rate of 1 USD = ₹90). Of this, ₹1,689 crore (about 76.8%) is proposed as loan assistance from ADB, and ₹511 crore (about 23.2%) is to be contributed by the Government of Himachal Pradesh. All financial figures are indicative at the PPR stage and are subject to change during project negotiation, including on account of foreign-exchange variation.

Financing Plan

Source	₹ Crore	Share
ADB Loan Assistance	1,689	76.8%
Government of Himachal Pradesh	511	23.2%
Total	2,200	100%

5. Implementation Arrangements

Executing / Implementing Agency. HPRIDCL, a dedicated Government corporation under the Urban Development Department, will be the implementing agency, responsible for project management, procurement, construction supervision and coordination with line departments and agencies. Existing HPRIDCL Project Management Unit / Project Implementation Unit arrangements will be leveraged and strengthened with specialised expertise as required.

Implementation Period. The project is proposed to be implemented over approximately eight years (2027–2035), with a phased roll-out. Phase 1 comprises works with advanced readiness (the Chakkar Bypass & MLA Crossing flyover and the IGMCL tunnel), while remaining components fall under Phase 2 as their DPRs and clearances are finalised.

Procurement. Works and consultancy services will be procured in accordance with applicable Government guidelines and ADB's procurement framework, using standard bidding documents. Design, DPR, project management and construction supervision consultancies are being packaged and phased to align with component readiness. To meet DEA's project-readiness criteria (about 30% of works ready for award before loan signing), Phase 1 tenders are targeted for October 2026, with loan signing anticipated around March 2027.

Indicative Consultancy Procurement Packages

No.	Procurement Package	Indicative Cost	Indicative Duration
01	Project Management, Design & Supervision Consultant (PMDSC) — Cable-Stayed Bridge, Victory Tunnel & Talland Viaducts	₹40 Cr	5 years (design/ bidding + supervision)
02	Project Management Consultant (PMC) — flyovers, tunnels, Majiath ROB, Mehal Prit Nagar–Lawasa Chowki & pedestrian works	₹35 Cr	7 years
03	Construction Supervision Consultant (CSC) — Chakkar & MLA Crossing viaducts	₹5 Cr	2 years
04	Construction Supervision Consultant (CSC) — Tunnels under STRIDe	₹15 Cr	4 years
05	Contractor for development of Majiath Ambulance Road-Over-Bridge in Design and Build Mode	₹15 Cr	2 years
06	DPR Consultant — Mehal Prit Nagar–Lawasa Chowki upgradation	₹3 Cr	1 year
07	Urban Designer & Landscaping Consultant — pedestrian walkways	₹1 Cr	6 months

Procurement packages, timelines and costs are indicative and subject to revision during project preparation and appraisal.

6. Environmental and Social Safeguards

STRIDe is being designed with a strong emphasis on climate resilience, environmental sustainability and social inclusion. Environmental and social due diligence will be carried out in accordance with ADB's Safeguard Policy Statement and applicable national and state regulations, including norms of the Ministry of Environment, Forest and Climate Change.

Environmental

- An Environmental and Social Impact Assessment (ESIA) and an Environmental Management Plan (EMP) will be prepared as part of project preparation, in line with ADB safeguard requirements.

- Long-span viaducts and tunnels are proposed specifically to minimise tree cutting, surface disruption and socio-economic impacts, particularly in heritage and densely built-up areas.
- Climate-resilient design features — enhanced drainage, slope stabilisation, seismic-resistant structures and materials suited to high-altitude, high-rainfall conditions — will be integral to design.
- Relevant environmental and forest clearances will be identified and obtained during the DPR stage; several component clearances are already at an advanced stage.

Social, Resettlement and Gender

- The extent of land acquisition will be assessed during DPR preparation. Resettlement and Rehabilitation (R&R) will be provided as per applicable norms and guidelines, supported by a Social Impact Assessment (SIA).
- Public consultation meetings will be held with affected persons and the general public to identify optimal R&R outcomes along project corridors, with particular attention to tunnel portals and approach roads affecting habitations.
- Local employment opportunities will be generated during implementation. The project incorporates provisions for the elderly, women, children and persons with disabilities in line with international good practice.

7. Beneficiaries and Anticipated Benefits

The primary beneficiaries of STRIDe are more than 2.5 lakh residents of Shimla city and its approach corridors, daily commuters, the large seasonal tourist population, and providers of emergency and essential urban services. Specific components deliver targeted benefits — for example, the Majiath ambulance bridge will provide all-weather and emergency connectivity to over 1,500 residents across more than 250 households, while completion of the pedestrian network will benefit the significant share of city trips (about 38.9%) made on foot.

At the network level, the project is expected to enhance the operational efficiency of city services by enabling smoother movement of emergency vehicles, public transport, solid-waste vehicles and essential service providers; strengthen Shimla's tourism potential and liveability; and position the city as a model for smart and sustainable hill-city development capable of accommodating future growth, climate variability and evolving mobility needs.

8. Current Status and Way Forward

Following DEA Screening Committee approval and formal posing to ADB, the project has entered detailed preparation. The ADB Consultation Mission of June 2026 and then again in July 2026 reviewed the proposed components and agreed the sequencing of consultant procurement. The immediate priorities are advancing DPRs and statutory clearances (including forest clearance) for Phase 1 works, appointing design, project management and supervision consultants, and preparing Phase 1 tenders to meet DEA's project-readiness criteria ahead of anticipated loan signing around March 2027.

- Complete review and approval of DPRs and secure remaining statutory clearances for Phase 1 components.
- Procurement of design, DPR, project management and construction supervision consultancies as per plan.
- Progress ESIA/EMP, land acquisition and R&R frameworks, and stakeholder consultations in parallel with detailed design.

9. Contact for Further Information

Members of the public seeking further information on the STRIDe project may contact:

Implementing Agency	Himachal Pradesh Road & Infrastructure Development Corporation Limited
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Funding Agency	Asian Development Bank (ADB), India Resident Mission, New Delhi

***Disclaimer:** This Project Information Document is prepared for public disclosure at the project-preparation stage. All figures, alignments, timelines and arrangements are indicative and subject to change during detailed project design, appraisal and loan negotiation with the Asian Development Bank.*