



**GOVERNMENT OF KHYBER PAKHTUNKHWA
COMMUNICATION AND WORKS DEPARTMENT**

Civil Secretariat, Peshawar – Ph: 091-9210840

Dated Peshawar the October 10, 2025

NOTIFICATION

No. D(T)/C&WD/1-52/2025: In Pursuance of the observation made during the recent review meeting of approved schemes under the Communication & Works Department (C&W) Department's Road portfolio a significant number of schemes which falls in the domain of other Departments like LG&RDD, Irrigation etc. are outside the jurisdiction of the Department.

In addition to above some schemes being proposed without adherence to uniform technical standards and departmental requirement, leads to complication during their approval, execution and audit processes.

To address the aforementioned Issues and to ensure that only technically, legally, and financially sound scheme to be Included In future planning, which Criteria for Scrutiny and Inclusion of Compact Schemes to be formulated and approved by the Competent Authority.

The Competent Authority has approved the Criteria for Scrutiny and Inclusion of Compact Scheme, which shall be binding on all future submission and approvals. Strict adherence to it must be ensured for ADP, AIP and MA.

Key points of the approved criteria Include (but are not limited to):

1. The proposed road must fall under the jurisdiction of the Communication & Works (C&W) Department.
2. Streets, Mohallah roads, or projects under Local Government shall not be included.
3. The road must be constructed on government-owned land and within the available Right of Way (ROW). If ROW is not available, it must be acquired through the Deputy Commissioner (DC) or the relevant Revenue Authority.
4. Land acquisition costs must be reflected in the PC-I.
5. If any structures or buildings exist within the acquired land, their compensation costs must also be included in the PC-I.
6. The minimum permissible road length shall be 1.5 km.
7. The standard type of road construction shall be asphalt.
8. In case of a PCC (Plain Cement Concrete) road, specific technical or economic justification must be provided in the PC-I. (Streets and Mohallah roads are not eligible.)
9. Each proposed road must have clearly defined start and end GPS coordinates. A KMZ file must be submitted, with accurate Google Earth coordinates clearly marked for each road.
10. All coordinates must be verified and authenticated by the RAMS Directorate before inclusion.
11. For roads not under C&W jurisdiction, a No Objection Certificate (NOC) from the relevant authority must be attached with the PC-I.
12. Schemes without a valid NOC shall be deleted or declared ineligible.
13. For new alignments and major roads, an Environmental Impact Assessment (EIA) or Initial Environmental Examination (IEE) report, as per EPA guidelines, shall be mandatory.
14. For rural village roads, a simplified environmental and social screening shall be sufficient. Full-scale EIA/IEE shall only be required for major roads and sensitive or high-priority projects.
15. Clearance from the competent environmental authority must be attached with the PC-I.
16. The proposed road must not already be included in ADP, PKHA, NHA, or Local Government programs.
17. A duplication check shall be mandatory before approval.
18. The proposed road must not be intended to benefit specific individuals or private properties.
19. Roads must serve the general public by enhancing connectivity and accessibility.
20. Priority shall be given to roads that connect to healthcare, educational institutions, markets, industrial zones, agricultural areas, or economic hubs.
21. Proposals must promote inter-village, inter-tehsil, or inter-district connectivity rather than isolated, local stretches.
22. Each scheme must be supported by Average Daily Traffic (ADT) data to justify investment.

23. Roads with significant public use and utility will be prioritized.
24. The alignment, pavement type, and design must conform to the standard specifications of the C&W Department.
25. For roads passing through difficult terrain, geotechnical investigations must be included in the PC-I in place of general justifications. The associated costs must also be incorporated.
26. Roads must be both financially and technically sustainable for long-term maintenance by the C&W Department.
27. Roads with low utility or without feasible maintenance plans shall not be included.
28. Designs must incorporate appropriate road safety features, including:
 - a. Road markings and signage
 - b. Proper drainage provisions
 - c. Crash barriers or guard rails on hazardous stretches
29. Road alignments located in Khwars, Nullahs, rivers, or flood-prone areas should be avoided. If unavoidable, the scheme must include climate-resilient structures (e.g., culverts, causeways, bridges, flood protection works) designed to withstand high flood levels, supported by hydrological investigations.
30. Schemes requiring special technical investigations, surveys, or detailed designs must be initiated with an approved PC-II.
31. Where resettlement or compensation is required, appropriate social safeguard planning must be reflected in the PC-I.

Three-Stage Scrutiny Mechanism

To ensure uniformity and compliance with the above criteria, a three-tier scrutiny mechanism shall be followed:

Stage 1 – Chief Engineer:

The preliminary scrutiny of proposed roads shall be strictly evaluated in accordance with the approved criteria by the concerned Superintending Engineer, followed by the Chief Engineer. Once cleared by both, the proposals will be reviewed by the RAMS Unit, entered into their database, and forwarded to Stage 2.

Stage 2 – Executive Engineer (XEN):

At this stage, the detailed cost estimates are to be prepared, and all requirements of the PC-I must be fulfilled. The proposal is then returned through the proper channel to the Secretary, C&W Department.

Stage 3 – DDWP / PDWP / CDWP / ECNEC:

Final approval shall be undertaken at the appropriate forum — Departmental Development Working Party (DDWP), Provincial Development Working Party (PDWP), Central Development Working Party (CDWP), or Executive Committee of the National Economic Council (ECNEC) — depending on the project cost and scope.

SECRETARY
GOVT OF KHYBER PUKHTUNKHWA
C&W DEPARTMENT

Ends: Even NO. & date

Copy forwarded to:-

- All Chief Engineers C&W Department Khyber Pakhtunkhwa
- Management Director, Pakhtunkhwa Highways Authority Peshawar
- The Additional Secretary (Technical) C&W Department Peshawar
- All Superintending Engineers C&W Department Khyber Pakhtunkhwa
- Director (IT) C&W Department with a request to upload it on website.
- The Deputy Secretary (Technical) C&W Department Peshawar
- All Executive Engineers C&W Department Khyber Pakhtunkhwa
- The PS to Secretary C&W Department Khyber Pakhtunkhwa


DIRECTOR (TECHNICAL)