

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 5210
TO BE ANSWERED ON 02.04.2025**

RAILWAY CONNECTIVITY IN BAGHPAT

†5210. DR. RAJKUMAR SANGWAN:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government proposes to formulate any scheme to improve railway connectivity in Baghpat district, if so, the details thereof;**
- (b) whether the Government proposes to introduce new passenger or freight trains to improve regional connectivity, if so, the details thereof;**
- (c) whether any study has been conducted to identify the infrastructural gaps in the railway network in the said district, if so, the details thereof;**
- (d) the various steps taken by the Government to modernise railway stations in the said district; and**
- (e) whether the Government proposes to increase the frequency of the trains passing through the said district to ensure better transport facilities for passengers and if so, the details thereof?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (e) Railway network straddles across district boundaries. Accordingly, trains are introduced across such boundaries as per network requirement. Baghpat district is majorly served by stations namely Bagpat Road, Baraut, Modinagar etc situated on Delhi-Saharanpur sections.

At present, Bagpat Road, Baraut and Modinagar stations are being served by 12 pairs, 13 pairs and 13 pairs of train services respectively providing direct connectivity to cities like Delhi, Haridwar, Saharanpur etc. Besides, introduction of train services and increase in frequency

of existing train services are on-going processes on Indian Railways subject to traffic justification, operational feasibility, availability of resources etc.

Railway Projects

The Railway projects are also surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/District-wise as the Railways' projects may span across state boundaries. Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Railway Infrastructure Projects are taken up on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines socio-economic considerations including connectivity to religious, cultural and tourist places depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

As on 01.04.2024, 68 Railway projects (16 New Line, 03 Gauge Conversion and 49 Doubling), of total length of 5,874 Km costing ₹92,001 crore falling fully/partly in the State of Uttar Pradesh are at various stages of planning and implementation, out of which 1,313 Km length has been commissioned and an expenditure of ₹28,366 crore has been incurred upto March 2024. The status of work is summarized as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned (in Km)	Expenditure upto March 2024 (₹in Cr)
New Lines	16	1740	297	8672
Gauge Conversion	3	261	0	26
Doubling / Multitracking	49	3873	1016	19668
Total	68	5874	1313	28366

Budget allocation for Infrastructure projects and safety works, falling fully/ partly in Uttar Pradesh is as under:

Period	Outlay
2009-14	₹1,109 crore/year
2025-26	₹19,858 crore (Nearly 18 times)

The details of commissioning / laying of new track falling fully/partly in the State of Uttar Pradesh during 2009-14 and 2014-24 is as under :-

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	996 Km	199.2 Km/year
2014-24	4,902 Km	490.2Km/year (More than 2 times)

Moreover, 110 No. Surveys (Doubling, New lines) of total length of 6,443 km falling fully/partly in the State of Uttar Pradesh have been sanctioned during the last three years and current financial year (2021-22, 2022-23, 2023-24 and FY 2024-25).

RoB/RUB Works

05 Nos. Road over Bridges (ROBs)/ Road under Bridges (RUBs) are sanctioned at cost of Rs. 210 Cr in Baghpat district, Uttar Pradesh which are at various stages of planning and execution.

Further, sanctioning of works of Road over Bridge (ROB)/Road under Bridge (RUB) in lieu of Level crossings (LCs) is a continuous and dynamic process of Indian Railway. Such works are prioritized and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

No. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 vis a vis 2014-25 (Feb'25) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-25 (Feb'25)	12,977 Nos.

As on 01.02.2025, 4,344 Nos. ROBs/ RUBs are sanctioned at cost of Rs. 97,422 Cr on Indian Railways, which are at various stages of planning and execution.

Station improvement/redevelopment work

Modinagar railway station located in Baghpat parliamentary constituency in the state of Uttar Pradesh has been identified for development under Amrit Bharat station Scheme. Tenders for development works at Modinagar station have been awarded and works of construction of station building, waiting hall, executive

longue, foot over bridge with lift and staircase, entrance porch, provision of additional platform shelters, improvement of platform surfacing, circulating area, etc. have been taken up.

In recent years, many works of passenger amenities have been completed / taken up at railway stations located in Baghpat district in the state of Uttar Pradesh. At Gotra, Fakharpur, Sunera, Ahera, Sujra, Barka, Baoli, Alawalpur Idrispur, Budhpur and Asara stations, works of raising of platforms have been completed and at Khekra and Qasimpur Kheri stations, works of raising the platforms have been taken up.

At Bhagpat Road and Khekra stations, works of provision of mini platform shelters, waiting halls, waiting rooms, toilets, improvement of circulating area, provision of covering of foot over bridges, etc. have been completed.

So far, 1337 stations have been identified for development under Amrit Bharat Station Scheme out of which 157 stations are located in the state of Uttar Pradesh. The names of stations identified for development under this scheme in the state of Uttar Pradesh are as following:

State	No. of Amrit Stations	Names of Amrit Stations
Uttar Pradesh	157	Achnera, Agra Cantt, Agra Fort, Aishbagh, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar, Aonla, Ayodhya Dham, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Ballia, Balamau, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bijnor, Bulandsahar, ChandauliMajhwar, Chandausi, Chilibila, Chitrakut Dham Karwi, Chopan, Chunar Jn, Daliganj, Darshannagar, Deoria Sadar, Dhampur, Dildarnagar, Etawah Jn, Farrukhabad, Fatehabad, Fatehpur, Fatehpur

		Sikri, Firozabad, Gajraula, Garhmukteshwar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah, Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj, Kasganj, Kashi, Khalilabad, Khurja Jn, Kosi Kalan, KhorsanRaod, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur, Lambhua, Lohta, Lucknow (Charbagh & Jn), Lucknow City, Maghar, Mahoba, Mailani, Mainpuri Jn, Malhaur Jn, Manaknagar Jn, Manikpur Jn, Mariahu, Mathura, Mau, Meerut City, Mirzapur, Modi Nagar, Mohanlalganj, Moradabad, Muzaffarnagar, Nagina, Najibabad Jn, Nihalgarh, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit, Pokhrayan, Pratapgarh Jn, Prayag Jn, Prayagraj, Pt. Deen Dayal Upadhyay, Raebareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur, Renukoot, Saharanpur Jn, Salempur, Seohara, Shahganj Jn, Shahjahanpur, Shamli, Shikohabad Jn, Shivpur, Siddharth Nagar, Sitapur Jn, Sonbhadra, Sri Krishna Nagar, Sultanpur Jn, Suraimanpur, Swaminarayan Chappia, Takia, Tulsipur, Tundla Jn, Ujhani, Unchahar, Unnao Jn, Utraitia Jn, Varanasi Cantt., Varanasi City, Vindhyachal, Virangana Lakshmibai, Vyasnagar, Zafarabad
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Development works at railway stations under Amrit Bharat Station Scheme in the state of Uttar Pradesh have been taken up at a good pace. The progress at some of the above stations is as given below:

- **At Ayodhya Dham station, works of construction of station building, roof plaza, staff quarters, sewage treatment plant,**

electric substation, underground water tank, development of circulating area, parking area, approach roads, construction of entrance gates, toilet blocks, improvement of platform surfacing, etc. have been completed and commissioned.

- **At Lucknow Charbagh station, structural work of second entry station building (G+6) has been completed up to 5th floor and further structural works, masonry works and finishing works have been taken up. Works of construction of rest house for travelling ticket examiners (TTEs) and stores depot have been completed and work of construction of air concourse has been taken up.**
- **At Prayagraj station, works of extension of foot over bridge no. 2, parcel building, arrival building and basement plaza (Civil line side) have been completed and works of construction of station building on second entry side, electric substation, provision of platform shelters at platform no. 7 & 8, etc. have been taken up.**
- **At Ghaziabad station, work of construction of station buildings on both sides, foot over bridge, air concourse, through roof, structural work of staff quarters to be relocated, construction of electric substation, GRP and RPF buildings, etc. have been taken up.**
- **At Saharanpur Jn station, works of improvement of station building, waiting hall, executive lounge, toilets, circulating area, parking area, approach road, footpaths, landscaping, entrance porch, entry/exit gate, signages, provision of entrance ramp, etc. have been completed.**

Amrit Bharat Station Scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of master plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, platform surfacing and cover over platform, cleanliness, free Wi-Fi, kiosks for local products through schemes like ‘One Station One Product’, better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballastless tracks, etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

Development/upgradation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. The priority for development/upgradation of stations is accorded to higher category of station over lower category of station while sanctioning and executing the works.

Development/upgradation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise. The state of Uttar Pradesh is covered under five zones viz. East Central Railway, North Central Railway, Northern Railway, North Eastern Railway and West Central Railway. For these zones, an allocation of Rs 4,188 Crores (Revised Estimate) has been made for the financial year 2024-25 under Plan Head-53.
