

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
LOK SABHA
UNSTARRED QUESTION NO. 3033
TO BE ANSWERED ON 11.03.2026**

PENDING RAILWAY PROJECTS IN BADAUN DISTRICT IN UTTAR PRADESH

†3033. SHRI ADITYA YADAV:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has taken cognizance of the fact that several railway projects in the Badaun district of Uttar Pradesh are pending or delayed weakening essential connectivity, affecting trade and hampering economic progress of the district;**
- (b) if so, the detailed corrective steps taken/proposed to be taken by the Government to prioritize these railway projects to ensure adequate budget allocation, timely contractor appointments, strengthen project monitoring mechanism and expedite completions periods in the interest of the residents and the industries of Badaun district; and**
- (c) if not, the reasons therefor?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (c): To improve connectivity of Budaun, Gauge Conversion of Kasganj –Budaun-Bareilly Jn has been completed.

Presently, Budaun is served by the following 14 train services which catering to the needs of passengers of the Station:

SN	Train no. and Name
1	15055 Agra Fort-Ramnagar Express
2	15056 Ramnagar-Agra Fort Express
3	15061 Kasganj-Lalkua Jn. Express

4	15062 Lalkua Jn.-Kasganj Express
5	22975 Bandra (T) -Ramnagar Express
6	22976 Ramnagar-Bandra (T) Express
7	55307 Kasganj-Ramnagar Passenger
8	55308 Ramnagar-Kasganj Passenger
9	55311 Kasganj-Lalkua Jn. Passenger
10	55312 Lalkua Jn.-Kasganj Passenger
11	55327 Kasganj-Bareilly City Passenger
12	55328 Bareilly City-Kasganj Passenger
13	55329 Kasganj-Bareilly City Passenger
14	55330 Bareilly Jn-Kasganj Passenger

Besides, introduction of train services on any route/section, which is an on-going process, depends on various factors which include:

- **Capacity of that section.**
- **Availability of path.**
- **Availability of required rolling stock.**
- **Availability of matching infrastructure for rolling stock.**
- **Maintenance requirement of railway tracks and other assets.**

Uttar Pradesh

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of 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 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	996 Km	199 Km/year
2014-25	5272 Km	479 Km per year (More than 2 times)

As on 01.04.2025, 49 projects (10 New Line, 02 Gauge Conversion and 37 Doubling) of 3,807 Km length, costing ₹62,360 crore falling fully/partly in the State of Uttar Pradesh are sanctioned. The summary is as under:-

Category	No of Projects	Total Length (km)	Length Commissioned (km)	Exp upto Mar'25 (Rs. in Cr.)
New Line	10	1227	340	10517
Gauge Conversion	02	67	0	281
Doubling/Multitracking	37	2513	983	19813
Total	49	3807	1323	30611

Details of some of the recently completed projects falling fully/partly in the State of Uttar Pradesh are as under:

S. No.	Project	Cost (Rs. in Cr.)
1	Domingarh-Gorakhpur-Kusumhi - 3rd Line and Gorakhpur-Nakaha Jungle Doubling (21 Km)	508
2	Bahraich-Nanpara-Nepal Ganj Gauge Conversion (56 Km)	342
3	Ballia-Ghazipur city Doubling (65 Km)	650
4	Ghazipur city-Tarighat New Line (17 Km)	1766
5	Gonda-Gorakhpur Loop Gauge Conversion (260 Km)	863
6	Gonda-Bahraich Gauge Conversion (60 Km)	318
7	Barabanki-Akbarpur Doubling (161 Km)	1700
8	Kaptanganj-Thawe-Chhapra Gauge Conversion (234 Km)	819
9	Pilibhit-Shahjahanpur Gauge Conversion (83 Km)	589

S. No.	Project	Cost (Rs. in Cr.)
10	Indara-Dohrighat Gauge Conversion (34 Km)	213
11	Lucknow-Pilibhit Gauge Conversion (263 Km)	1634
12	Bhadoi-Janghai Doubling (31 Km)	168
13	Lahota-Bhadoi Doubling (39 Km)	184
14	Meerut-Muzaffarnagar Doubling (55 Km)	430
15	Phaphamau-Prayagraj Doubling (14 Km)	212
16	Muzaffarnagar-Tapri Doubling (52 Km)	525
17	Utretia-Raibareilly Doubling (66 Km)	662
18	Raibareilly-Amethi Doubling (60 Km)	668
19	Alamnagar-Utretia Doubling (20 Km)	358
20	Bhimsen—Jhansi Doubling (206 Km)	2620
21	Etawah-Mainpuri New Line (58 Km)	313
22	Malhaur-Daliganj Doubling (13 Km)	183
23	Ruma Chakeri- Chandari 3 rd Line (13 Km)	177
24	Bareilly-Pilibhit-Tanakpur Gauge Conversion (102 Km)	313
25	Rosa-Sitapur Cantt-Burhwal Doubling (181 Km)	2094
26	Jaunpur- Akbarpur (Tanda) Doubling (77 Km)	676
27	Ramna- Renukut-Singrauli Doubling (160 Km)	2436
28	Janghai- Phaphamau Doubling (47 Km)	414
29	Varanasi-Madhosingh-Prayagraj Doubling (120 Km)	2018
30	Karaila Road- Shaktinagar Doubling (32 Km)	763
31	Deoband (Muzzafarnagar)-Roorkee (27 Km)	1289
32	Agra-Etawah New Line(110 Km)	427
33	Phephna-Indara, Mau-Shahganj Doubling (150 Km)	1778

Some of the projects falling fully/partly in the State of Uttar Pradesh which have been taken up are as under:

SN.	Project	Cost (Rs. in Cr.)
1	Barabanki-Burhwal 3rd Line (27 Km)	426
2	Burhwal- Gonda Kacheri 4 th line (56 Km)	796
3	Burhwal-Gonda 3rd Line (62 Km)	1118
4	Bahraich- Khalilabad New Line (240 Km)	4940
5	Katra-Ayodhya Dham Doubling (10 Km)	466
6	Pt. Deen Dayal Upadhyaya- Prayagraj 3rd Line (150 Km)	2649

7	Billi-Chunar Doubling (102 Km)	1424
8	Chhapra-Ballia Doubling (65 km)	1046
9	Unchhar-Amethi New Line (66 Km)	1229
10	Etah-Kasganj New Line (29 Km)	389
11	Gorakhpur- Valmikinagar Doubling (96 Km)	1121
12	Varanasi-Pt. Deen Dayal Upadhyaya 3rd and 4th Line (15 Km)	2464
13	Jhansi-Khairar-Manikpur & Khairar-Bhimsen Doubling (431 Km)	4330
14	Sahjanwa-Dohrighat New Line (81 Km)	1320

Various steps taken by the Government for speedy approval and implementation of Railway projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and Wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.

Station Redevelopment :

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve the stations. The master planning includes:

- Improvement of access to station and circulating areas**
- Integration of station with both sides of city**
- Improvement of station building**

- **Improvement of waiting halls, toilets, sitting arrangement, water booths**
- **Provision of wider foot over bridge/air concourse commensurate with passenger traffic**
- **Provision of lift/escalators/ramp**
- **Improvement /Provision of platform surface and cover over platforms**
- **Provision of kiosks for local products through schemes like ‘One Station One Product’**
- **Parking areas, Multimodal integration**
- **Amenities for Divyangjans**
- **Better passenger information systems**
- **Provision of executive lounges, nominated spaces for business meetings, landscaping, etc. keeping in view the necessity at each station.**

The scheme also envisages 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.

So far, 1,337 stations have been identified for development under the Amrit Bharat Station Scheme. Out of these, 157 stations including Badaun and Ujhani stations of Badaun district,are located in Uttar Pradesh.

The name of stations identified under Amrit Bharat Station Scheme in Uttar Pradesh are as following:

State	No. of Stations	Name of Stations
Uttar	157	Achnera, Agra Cantt., Agra Fort, Aishbagh

State	No. of Stations	Name of Stations
Pradesh		Jn, Akbarpur Jn, Aligarh, Amethi, Amroha, Anand Nagar Jn., Aonla, Ayodhya Dham Junction, Azamgarh, Babatpur, Bachhrawan, Badaun, Badshahnagar, Badshahpur, Baheri, Bahraich, Balamau Jn., Ballia, Balrampur, Banaras, Banda, Barabanki Jn, Bareilly, Bareilly City, Barhni, Basti, Belthara Road, Bhadohi, Bharatkund, Bhatni, Bhuteshwar, Bijnor, Bulandsahar, ChandauliMajhwar, Chandausi, Chilbila, Chitrakutdhamkarwi, Chopan, Chunar Jn., Daliganj, Darshannagar, Deoria Sadar, Dhampur, Dildarnagar, Etawah Jn., Farrukhabad, Fatehabad, Fatehpur, Fatehpur Sikri, Firozabad, Gajraula, Garhmuktesar, Gauriganj, Ghatampur, Ghaziabad, Ghazipur City, Gola Gokarnath, Gomtinagar, Gonda, Gorakhpur, Govardhan, Govindpuri, Gursahaiganj, Haidergarh, Hapur, Hardoi, Hathras City, Idgah Agra Jn, Izzatnagar, Janghai Jn, Jaunpur City, Jaunpur Jn, Kannauj, Kanpur Anwarganj, Kanpur Bridge Left Bank, Kanpur Central, Kaptanganj Jn, Kasganj Jn, Kashi, Khalilabad, Khorason road, Khurja Jn., Kosi Kalan, Kunda Harnamganj, Lakhimpur, Lalganj, Lalitpur Jn, Lambhua, Lohta, Lucknow (Charbagh) NR, Lucknow city,

State	No. of Stations	Name of Stations
		Lucknow Jn. (NER), Maa Belha Devi Pratapgarh Junction, Maghar, Maharaja Bijli Pasi, Mahoba Jn, Mailani Jn, Mainpuri Jn, Malhaur, Manak Nagar, Manikpur Jn, Mariahu, Mathura Jn, Mau Jn, Meerut City Jn, Mirzapur, Modinagar, Mohanlalganj, Moradabad Jn, Muzaffarnagar, Nagina, Najibabad Jn, Orai, Panki Dham, Phaphamau Jn, Phulpur, Pilibhit Jn, Pokhrayan, Prayag Jn, Prayagraj Jn, Pt. Deen Dayal Upadhyay Jn , Rae Bareli Jn, Raja Ki Mandi, Ramghat Halt, Rampur Jn, 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 Jhansi, Vyasnagar, Zafarabad

Development works at railway stations under Amrit Bharat Station Scheme in Uttar Pradesh have been taken up at a good pace. Till now, works of 23 stations (Ayodhya Dham Junction, Balrampur, Bareilly City, Bijnor, Fatehabad, Fatehpur, Gola Gokarnath, Gomtinagar, Govardhan, Govindpuri, Hathras City, Idgah Agra Jn, Izzatnagar, Khalilabad, Mailani

Jn, Panki Dham, Pokhrayan, Ramghat Halt, Saharanpur Jn., Siddharth nagar, Suraimanpur, Swaminarayan Chappia, Ujhani) in Uttar Pradesh have been completed under this scheme.

The activities for development at other stations have also been taken up at good pace and progress of some of the above stations is as given below:

- **Badaun station: The works of parking area, toilet, platform shelter, platform surfacing and waiting hall have been completed. The work of improvement to station building has been taken up.**
- **Ghaziabad station: The structural works of station building at main entry side and second entry side, foundation work of new Foot Over Bridge-B at Tundla end, roof plaza, extension work of existing Foot Over Bridge-A, finishing work of electrical substation at main entry side and second entry side, Magistrate building, Government Railway Police and Railway Protection Force buildings have been taken up**
- **Rampur station: The works of new station building, platform shelter, platform surfacing, booking office, waiting hall, toilet have been completed. The works of circulating area and Foot Over Bridge have been taken up.**
- **Shahjahanpur Station: The works of platform shelter and platform surfacing at platform no. 1 and 2/3 have been completed. The works of improvement of station building, new station building at second entry, circulating area and Foot Over Bridge have been taken up.**
- **Shikohabad Junction station: The works of new station building, platform surfacing of platform no. 1/2, improvement of circulating area,**

parking and Divyangjan facilities have been completed. The work of 12 m Foot Over Bridge has been taken up

Further, development / redevelopment / upgradation / modernisation 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. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits. Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction are taken immediately. This is a continuous and ongoing process.

Development / Upgradation of stations is complex in nature involving safety of passengers & trains and requires various statutory clearances such as fire clearance, heritage, tree cutting, airport clearance etc. The progress also gets affected due to brownfield related challenges such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipe lines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement, speed restrictions due to works carried out in close proximity of tracks and high voltage power lines, etc. and these factors affect the completion time.

Development / Upgradation / Modernization of stations including Amrit Bharat Station Scheme is generally funded under Plan Head-53 ‘Customer Amenities’. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not work-wise or station-wise or state-wise. Uttar Pradesh is covered under the jurisdiction of five railway zones, namely, East Central Railway, North Central Railway, Northern Railway, North Eastern Railway and West Central Railway. For these zones, an allocation of ₹ 3,794 crore has been made for the financial year 2025-26, out of which an expenditure of ₹ 3,343 crore (up to January, 2026) has been incurred so far.

ROBs/RUBs :

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 prioritised 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 2014-26 (Jan’26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto Jan’26)	14,024 Nos. (including 1,702 Nos. of ROBs/ RUBs in the state of Uttar Pradesh)

As on 01.02.2026, 4,802 Nos. ROBs/ RUBs are sanctioned at cost of ₹ 1,14,196 Cr on Indian Railways including 778 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) are sanctioned at cost of ₹ 15,170 Cr in State of Uttar Pradesh which are at various stages of planning and

execution. Out of which 05 Nos. RUB works at a cost of ₹ 22.86 crore are sanctioned in Badaun District. The details are as under:

S.No.	LC Details	Remarks
1.	LC No.270 on on Kasganj-Lalkuan section	The work for construction of RUB at this location has been sanctioned at a cost of ₹ 4.77 Cr. The work has been taken up.
2.	LC No. 302 on Kasganj-Lalkuan section.	The work for construction of RUB at this location has been sanctioned at a cost of ₹ 4.84 Cr. The work has been taken up.
3.	Km 111/12-13 (non LC location) on Chandausi-Harduaganj section	The work for construction of RUB at this location has been sanctioned at a cost of ₹ 3.64 Cr. The work has been taken up.
4.	LC No. 275 on Kasganj-Lalkuan section.	A work has been sanctioned for construction of RUB at this location at a cost of ₹ 4.77 Cr.
5.	LC No 286 on Kasganj-Lalkuan section.	A work has been sanctioned for construction of RUB at this location at a cost of ₹ 4.84 Cr..

Completion of any ROB/RUB work depends on various factors like, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, number of working months in a year for particular project / work sites due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Railways have taken following measures to expedite the progress of ROB/RUB works:

- (i) Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.**
- (ii) Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.**
- (iii) Standardization of superstructure drawings for various combinations of span, skewness and width of road on Railway portion has been done to avoid delays during the design approval. This has been issued in the form of compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.**
- (iv) ROB/RUB works are planned to be executed on a single entity basis by Railway wherever possible. In case any Road Owning authority/State Govt. wants, then Railway may permit them to execute the work on a single entity basis.**
