

Social, Economic and Other Benefits of Purvanchal Expressway

1.1 BRIEF DESCRIPTION OF THE PROJECT

The UPEIDA, Government of UP has been entrusted to develop the access controlled Lucknow Gazipur Expressway starting from village-Chand Sarai {at chainage Km 20/960 of NH-56 (Lucknow-Sultanpur Road)} till Haidariya {near chainage Km 28/000 of NH-19 (Ghazipur-Balia Road)} with design length of 340.400 Kms and Varanasi Link of 12.450 Kms on Engineering Procurement & Construction (EPC) basis duly funded by the Government of Uttar Pradesh (GoUP). The Expressway will traverse via Lucknow, Barabanki, Amethi, Sultanpur, Ambedkar Nagar, Faizabad, Azamgarh, Mau and Ghazipur districts of Uttar Pradesh. The Expressway is proposed to be linked with Azamgarh-Varanasi road {at chainage Km 75+000 of NH 233 (Varanasi-Lumbini Road via Azamgarh)} through a link expressway. M/s. UPEIDA has appointed IIDC Ltd for providing the required technical consultancy services for carrying out Feasibility Study.

1.2 PROJECT PROPONENT

The project proponent is Uttar Pradesh Expressways Industrial Development Authority (UPEIDA), Govt. of Uttar Pradesh having its office address at C-13, 2nd Floor, PARYATAN Bhawan, Vipin Khand, Gomti Nagar, Lucknow-226010. U.P

1.3 PROJECT AREA

The proposed Access Controlled Expressway Corridor traverses through nine districts i.e. Lucknow, Barabanki, Amethi, Faizabad, Sultanpur, Ambedkar Nagar, Azamgarh, Mau and Ghazipur of Uttar Pradesh State. Proposed project Corridor start from Chand Sarai District Lucknow (Km (-)0+456) to Haidariya District Ghazipur (Km 340+400) with Varanasi Link (Km 0+000 to Km 12+450).

1.4 NEED OF THE PROJECT

To keep pace with the forth coming economic development within the State demands the development of the access controlled Lucknow Gazipur Expressway. However, there are other conditions which have led to the demand of the project.

Provide fast and direct connectivity between Lucknow and nine districts of agriculturally important rural hinterland areas of eastern Uttar Pradesh, where it meets the junction at chainage Km 28/000 of NH-19 at Ghazipur. This expressway will also be linked to Varanasi by a 4-lane wide access controlled link road.

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This Expressway will lead to economic development of rural areas of Uttar Pradesh by way of their faster linkages to the vast consumer markets. Proposed carriageway is 6-Lane Expressway (expandable to 8-Lane) with 8-Lane Structures. The Right of Way of the proposed Expressway is 120 metres.

1.5 BENEFIT OF THE PROJECT

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Expected benefits of Purvanchal Expressway are as follows:

- It will offer better connectivity between Lucknow and Eastern Uttar Pradesh through a fast corridor.


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- It will minimize travel time that will save precious fuel and reduce carbon footprint.
- It will facilitate social and economic development of the state.
- It will promote agriculture, commerce, tourism and industrial development in the Central and Western part of the state.
- It will boost business facilities between important cities and development of agricultural areas of Sultanpur, Barabanki, Faizabad, Amethi, Ghazipur, Varanasi and Ballia.
- It will stimulate development and setting up of Handlooms, Food Processing, Cold Storages, Warehousing and Milk based industries.
- It possesses the potential for setting up of new Industrial Training Institutes, Educational Institutes, Medical Institutes, New Satellite Cities/Smart Cities, Logistic Parks, Film City that would generate more avenues for employment and development of the state.

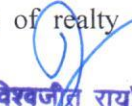
The state has planned to develop agricultural mandis along the expressway to spur the economy by providing faster transport of agricultural produce, handicrafts, small industries etc. Moreover, the mandis along the way will help farmers sell their products at better prices.

It is true that infrastructure serves as the backbone for the real estate sector of any region and the landscape of Western Uttar Pradesh's realty sector is expected to achieve newer heights as the much awaited Lucknow-Ghazipur Expressway is started. With the rising demand for tier 2 & 3 regions, this infrastructural development will allow untapped regions of the Eastern U.P. to come into the limelight and further promote the real estate prospects in those regions. Apart from developing various regions along the expressway, this roadway will also allow the commuters to save a lot of time while travelling and also help in decongesting the traffic on the alternate route.

The Purvanchal Expressway will now serve as a seamless connecting link not only between Lucknow and Ghazipur but also between Delhi and Lucknow. The travel time between Lucknow and Ghazipur shall be reduced from the usual 7 hours to 3 hours.

With the saturation of major tier 1 cities in NCR, stakeholders, developers and buyers are looking out for options in tier 2 & 3 cities. The development in those regions is bound to be better as they are gifted with modern day architecture, equipment and manpower. Even in case of Lucknow-Ghazipur Expressway, development along the corridor will allow the realty prospects to increase manifolds over the years. As the movement and footfall on the expressway will increase, the realty sector will chip in gradually; as was the case of Yamuna Expressway as well.

With the construction of this ultra-modern Expressway, cities situated in and around this will open up new doors for industrial corridors in these regions. It's a proven fact that with the better connectivity and good road networks, chances for development and growth of the regions increases. We have great expectations with these projects as we see lot of scope of realty development in the regions coming under these road projects.


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The regions along the newly inaugurated Lucknow-Agra expressway will be the new hotspot investment destinations in the coming future enjoying excellent road connectivity along with rail and waterways. The wave of development will rise to encapsulate not only infrastructural development but a holistic growth and once the expressway will be fully operational it will add to the attractiveness of the region eventually leading to the boost in the realty aspects of the region.


A robust infrastructure system ensures that we are able to move goods and services, but also people in the most effective possible way which helps in enhancing their efficiency. Infrastructure is significant for economic growth, employment opportunities and access to markets and services. This high speed Expressway will not only allow smooth travel options but will on the other hand open up new doors for infrastructural developments around the stretch.

No doubt with the construction of such road networks, regions lying in the stretch of these highways and expressways will have improved connectivity and infrastructural development will get a boost as well. The scope of development of the regions in and around these projects is enormous and future will see vast real estate growth in these areas. Not just this, there is a huge opportunity for the setting up of industrial corridors and foreign investments along these highways and expressways due to connectivity benefits and transportation facilities.

1.6 LONG-RUN BENEFITS OF CONSTRUCTING THE PURVANCHAL EXPRESSWAY PROJECT

- (a) In the long-run, the Expressway will spur the creation of new jobs.
- (b) The project has the least environmental impact of all proposed alternate routes and EIA report predicted no additional carbon emissions should Expressway be built.
- (c) The project would be a signal that Uttar Pradesh is open to innovative partnerships that are beneficial for both the government and for private sector interests.
- (d) Connect labour to employment opportunities.
- (e) Increase economic output of Uttar Pradesh.
- (f) Reduce travel time, length and congestion.
- (g) Lower automobile pollution in the area.

The project puts Purvanchal residents to work in high-road jobs with good pay, spurs economic development, and supports the region's future population. The enduring benefits of the expressway outweigh its upfront costs. The Purvanchal Expressway Project should be constructed.


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