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Travel between Delhi and Ayodhya at 'bullet speed' to be a reality soon

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Lucknow: Brace for bullet speed travel between Delhi and Varanasi via Ayodhya in the coming years. The train travel time, which takes around 11-12 hours at present will get reduced to 3 hours once the Delhi–Varanasi High-Speed Rail (DVHSR) project gets ready. The work has already started.
The 865-km proposed High Speed Rail, commonly known as the Bullet Train, will connect Delhi with Varanasi through 12 stations including Lucknow, Ayodhya, Mathura, Etawah, Kannauj and Prayagraj.

As per the project's feasibility report, people will be able to travel between Delhi and Lucknow in 1 hour and 38 minutes.

While the environment impact assessment, social impact surveys and utility identification along the proposed route are likely to start soon, the instructions are to avoid any forest or wildlife sanctuaries in the route.

Besides connecting the national capital with several religious cities of Uttar Pradesh, the project is also expected to boost the real estate sector on the proposed rail route.

The project will also benefit devotees who want to travel by train to Ayodhya, about 690km from Delhi, and currently takes more than 10 hours by train or road.

The train will have a maximum speed of 350 kmph and an operation speed of 300 kmph. With a passenger capacity of 750, this train will be equipped with urgent earthquake detection and an alarm system for automatic braking.

Multi-modal station integration

As per the Prime Minister's GatiShakti National Master Plan (NMP), the project will be integrated with the national multi-modal transport connectivity all along the route.

In Delhi, for instance, interventions by means of foot overbridges (FOBs) with Metro stations, railway stations and the Inter-State Bus Terminus (ISBT), besides station parking facilities are proposed. Similar integrations at Noida are also proposed.

At the underconstruction Jewar International Airport in Noida, the Jewar HSR station will be set up close to the airport and its integration by means of dedicated passenger walkway connection and underground roads to Metro and airport terminal buildings is proposed.

At Lucknow, the HSR station is planned on the existing VIP road, about 0.5 km away from Singarnagar Metro station with which an foot overbridges connection is proposed. The Lucknow railway station will be about 5 km away and the distance to the Lucknow Airport will be about 4.5 km.

The Lucknow-Ayodhya spur line (extension) alignment is proposed parallel to the existing railway line. The Ayodhya high-speed rail station will be about 2.5 km from the Ayodhya Airport and 10.5 km from the existing Ayodhya Railway Station.

A proposed new road below the viaduct connecting to Prayagraj-Faizabad road will be explored.
In Mathura, construction of new roads to connect Mathura and Vrindavan roads, dedicated bus facility and parking are proposed. In Agra, the extension of Agra Metro till the HSR station with parking and a dedicated bus facility will lead to a perfect integration.

In Etawah, a new Etawah HSR station is planned along the Yamuna Expressway.

The HSR station at Prayagraj will be 1 km from the existing Phaphamau railway station. Widening of roads and FOB connection between the HSR and railway station, widening of the bridge and increased regional commuter train services for integration with the existing Prayagraj railway station will also be explored.

In addition, a water-based transport mode between the HSR station and Triveni Sangam could also be explored.

In Varanasi, the proposed Banaras HSR station will be close to the existing Banaras (Manduadih) railway station.

A foot overbridge connection between the two stations, parking plazas, redevelopment of Banaras railway station, a station square, a dedicated bus facility for destinations in Varanasi and integration of the high speed rail station with the proposed Metro and Ropeway Corridors may also be explored.

Survey underway

The Light Detection and Ranging Survey for DVHSR corridor began a few months ago. The LiDAR technology provides all the ground details and data in 3-4 months wherein this process normally takes 10-12 months. This technique uses a combination of laser data, GPS data, flight parameters and actual photographs to give accurate survey data. The report contains the survey of the entire route, including soil, terrain, rivers, drains and other vital information. The route alignment is planned along the existing Yamuna Expressway, Agra-Lucknow Expressway, forthcoming Ganga Expressway and the existing North Eastern Railway between Prayagraj and Varanasi.