

**Third Party Evaluator's Opinion on
National Highway-5 Improvement Project (1) (2)**

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Criteria-1 (Relevance)

The National Highway 5 improvement project (1) & (2) was planned and implemented in consistent with the goals of national development plans of India. The need for such a national high way project was envisaged in the 8th Five Year Plan of the National Government and subsequently highlighted in the 10th Five Year Plan as one of the major policy goals. This highway, a major corridor linking Chennai to Kolkatta across four states along with the East-West/North-South was given top priority in the road sub-sector development.

Widening and strengthening the existing roads and the construction and rehabilitation of large scale bridges were given, higher priorities. The NH-5 is linked to economically thriving districts such as Guntur and Visakapattanam in Andhra Pradesh state and Bhubaneswar, Cuttuck and Paradip port in Orissa state. Both Visakapattanam and Pradip are India's leading trade and sea ports respectively. Besides, NH network connects the famous tourism spots such as Puri, Konark and Chilike, Lake. NH 5 is also an important carrier route for Orissa's staple products such as cereals, minerals, iron and steel. To sum up the effectiveness of NH 5 project, it largely accelerated the transport capacity and efficacy of traffic by widening the existing 2 lanes to 4 lanes. This project is highly relevant, as it meets the traffic demand and improves the overall economy of the project sites.

Criteria-2 (Impact)

After the completion of NH 5, the congestion length was decreased to 0.5 km-3.5 km from 10 km. Traveling time also reduced to 50-90 minutes from of 135 minutes. This demonstrates that the project had an impact on alleviating traffic congestion as well as reducing the traveling time. It is worthwhile to note that the average velocity is increased varies to 1.6-1.7 fold. However, the number and frequency of traffic accidents are in the decreasing trend in Phase 1 and in Phase 2 the stabilization process is yet to be established.

The number of registered factories increased to more than double in most of the districts due to accessibility of raw materials, availability of large workforce, overall improvement of road infrastructure and connectivity. Also, it contributed to new business and job opportunities, increased construction, new textile and cloth manufacturing and revived the agricultural sector.

In both phases, the principal means of transportation used by the local residents and traders improved. 99% of the local residents expressed that access to public and private services improved after the project. Shorter traveling time and reduced expenditure for traveling are also due the impact of the project. It is recognized that the socio economic factors have been improved in both phases as 100% of the local residents and 80% of the traders expressed that the project have improved the socio economic status. More over, activities created by new business opportunities have increased land value, initiated housing projects, improved accessibility to education, health and commercial services. All these have contributed to the comprehensive development of the area.