

**Shri Karmarkar:** In the general hospitals? In the general hospitals, it is not always possible because it is not always good to entertain TB patients there. For that Government must have a special programme. For instance, in the Second Five Year Plan, we have offered assistance to the States to establish, what we call, about 4,000 isolation beds. We pay them subsidy therefor. As between 1950 and now, there has been an increase of about double the number of beds in the country. We are trying to expand that number of beds but the number of patients, unhappily for us, at the moment is rather too large and we are thinking in terms of domiciliary treatment.

#### Road Accidents in Delhi

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\*2243 { **Shri D. C. Sharma:**  
**Shri Ram Krishan Gupta:**  
**Shri R. S. Tiwari:**  
**Shri E. Madhusudan Rao:**  
**Sardar Iqbal Singh:**  
**Shri Subiman Ghose:**

Will the Minister of Transport and Communications be pleased to lay a statement showing

(a) whether it is a fact that road accidents in Delhi were on the increase during 1958-59 as compared to 1957-58,

(b) if so the total number of accidents during the year,

(c) the number of fatal accidents amongst them,

(d) the number of persons killed or injured,

(e) whether families of the victims have been paid compensation by owners of the vehicles or by the Insurance Companies concerned,

(f) if not, whether Government have taken any action to ensure payment of compensation, and

(g) the measures adopted to prevent accidents in Delhi?

The Minister of State in the Ministry of Transport and Communications (Shri Raj Bahadur): (a) to (g) A statement giving the information

required is laid on the Table of the House

#### Statement

(a) Yes. There has been a small increase in the number of minor accidents.

(b) No of accidents	
1957-58	2250
1958-59	3050

(c) No of fatal accidents	
1957-58	138
1958-59	140

(d) Killed	
1957-58	140
1958-59	147
Injured	
1957-58	1005
1958-59	1211

(e) The information required is not available.

(f) A Motor Accidents Claims Tribunal has been set up under the provisions of the Motor Vehicles Act, 1939, for adjudicating upon claims for compensation in respect of motor vehicle accidents involving death of, or bodily injury to, persons in Delhi.

(g) (i) Roads are being widened.

(ii) Cycle tracks, wherever essential, are being provided for cyclists.

(iii) Street lighting is being improved.

(iv) Speed checking has been intensified.

(v) Special investigation squad has been set up to carry out investigation of accidents in a scientific manner.

(vi) The school buses are being inspected by a Board, consisting of Deputy Superintendent of Police (Traffic), Motor Vehicle Inspectors of the Transport Department and the Police. Three Motor Vehicle Inspectors have been appointed for the Police Department.

- (vii) Vehicles of pre-1950 models are not being permitted to carry school children, marriage parties or tourists parties. The elimination of old vehicles will go a long way in reducing the number of accidents.
- (viii) A joint team of Motor Vehicle Inspectors of Police and Transport Department has started a thorough inspection of heavy transport vehicles of 1948 and earlier models. 50 per cent of the accidents were caused by heavy transport vehicles.
- (ix) Cinema slides are being exhibited to bring home to the public the dangers of over-speeding, walking carelessly on the roads and going on bicycles at night without lights.
- (x) In conjunction with the help of the members of the Road Safety Organization demonstrations have been organised at the various schools to teach school children the rules of the road and the correct method of crossing roads.
- (xi) Six more posts of Stipendiary Magistrates for traffic cases have been created to speed up the disposal of pending traffic offences and to impose punishments on traffic offenders with a view to discourage them from contravening the traffic laws.
- (xii) The Traffic branch of the Delhi Police has been strengthened by sanctioning additional posts of—

Deputy Superintendent of Police	1
Sub-Inspectors	2
Assistant Sub-Inspectors	5
Head Constables	25
Foot Constables	153

- (xiii) The rules under a Bombay Police Act as extended to Delhi are being finalised and with their enforcement the Police will be in a better position to regulate the traffic.

Shri D. C. Sharma: It was reported in the newspapers that the number of accidents in Delhi is very, very large. May I know if any special steps have been taken to increase the incidence of accidents here?

Shri Raj Bahadur: The question is not quite clear. It is a fact that there has been a slight increase, but to say that the number of accidents in Delhi is very great would not be quite correct because compared to Bombay and even other places the rate of accidents is much lower. No special steps have been taken to increase the accidents. On the contrary, the statement would show that the steps have been taken to decrease the number of accidents and all of them have been detailed in the statement.

Shri D. C. Sharma: How long will it take the Government to finalise the rules under the Bombay Police Act so that the number of accidents is reduced further?

Shri Raj Bahadur: We are at it and I hope that in a very short period of time we shall be able to apply or extend those rules to Delhi.

Shri Ram Krishna Gupta: May I know whether the Motor Accident Claims Tribunal has made any recommendation for payment of compensation?

Shri Raj Bahadur: There is a tribunal to settle claims between the parties concerned—the victim and the party responsible for the accident.

श्री भक्त दर्शन : इस विवरण में ८ सुझाव दिये गये हैं जिन पर प्रमल किया जा रहा है और जिनसे कि दुर्घटना कम की जा सकती है, पर क्या गवर्नमेंट के ध्यान में यह बात भी आई है कि दिल्ली की सड़कों पर दुर्घटनाएं होने का एक कारण यह भी है कि सड़कों के चौड़ाई पर सिनेमाओं के

इसने बड़े-बड़े विज्ञापन छाप दिये गये हैं किमको कि उधर से गुजरने वाले मोटर वाइकर्स और साइकिल वाले उन सिनेमा स्टार्स को देखने में ही लग जाते हैं और उनका ध्यान उधर आकर्षित हो जाने की वजह से प्राये दिन एक्सीडेंट्स हो जाया करते हैं नो क्या इस सम्बन्ध में कोई कार्यवाही की जायगी?

**श्री राज बहादुर :** इस प्रकार की शिकायत आई थी और मुझे ज्ञात हुआ है कि इस सम्बन्ध में आवश्यक कार्यवाही की गई है और ऐसी जगहों पर जहाँ कि ऐसे बड़े-बड़े सिनेमा के विज्ञापन टंगे हुए थे उनमें से कुछ को हटाया भी गया है।

**Shri Asmar:** May I know whether it is a fact that sufficient care is not taken at the time of issuing licences to new drivers and proper checking is not done to ensure that licensed drivers ply the cars carefully?

**Shri Raj Bahadur:** The licence is given under certain rules and a test is held before a licence is given; I think the test is held with all the rigour. I may again assure the House that the rate of increase of accidents would not be considered alarming if we were to keep certain facts in view: firstly that the population has increased by 4 per cent and the number of vehicles has also increased by 10 per cent. If these two things are kept in mind it would be evident that the number of accidents has gone down proportionately.

**Shri Kamal Singh:** Is it not a fact that one of the main reasons for road accidents in Delhi is the congestion of traffic, like cyclists, pedestrians and other people? If so, are any steps being taken to have a better system of traffic control?

**Shri Raj Bahadur:** The hon. Member is perfectly right when he referred to the congestion of traffic, like pedestrians, cyclists and others.

If the statement is glanced through it will be apparent that steps have been taken for relieving this congestion and regulating the traffic, as best as we can.

**Shri Tangamani:** May I know, Sir, whether it is not one of the causes of accidents that there is no restriction in speed after ten o'clock, because accidents do take place in broad streets, like Rajpath, as it happened on the 4th. We do not find any place where there is any restriction of speed after ten o'clock.

**Mr. Speaker:** Ten in the morning or at night?

**Shri Raj Bahadur:** After ten o'clock there is very little traffic. The enforcement arrangements have been tightened as it will be apparent from the number of prosecutions that have been launched. In 1957-58 the number was only 43,740, while as many as 75,065 were prosecuted in 1958-59. Out of this for over-speeding and for rash driving as many as 3,605 were prosecuted in 1957-58; while the number of prosecutions for similar offences was 9,000 odd in 1958-59. This work out to 25 prosecutions per day.

**Shri T. B. Vittal Rao:** The hon. Minister said that the rate of accidents was less than that in Bombay. May I know how the rate is computed? Is it related to population or the number of vehicles?

**Shri Raj Bahadur:** The rate of accidents should actually, as the Member said, be related to the population or the number of vehicles. As I just now submitted, there has been increase in both. The population has increased to the extent of 4 per cent and the number of vehicles by 10 per cent; while the rate of accident has increased by 1.5 per cent. Proportionately the number has gone down. Delhi is better in this respect, as compared to Bombay and Calcutta, both.

**श्री डॉ० सु० तारिक :** मैं यह जानना चाहता हूँ कि क्या हकूमत को इल्म है कि महरौली दिल्ली रोड जो एक ही रास्ता

है महरोली की नई दिल्ली में विक्रम का और जहा बहुत सी कालोनीज भी बसाई गई है और उस रास्ते पर अक्सर एक्सीडेंट्स होते हैं और यह रास्ता अक्सर रेल या हवाई जहाज की वजह से बन्द हो जाता है तो उस रास्ते को कोई और नया रास्ता देने की तजवीज जेर गौर है ?

[श्री लो - एम - طارق : میں جاننا چاہتا ہوں کہ کیا حکومت کو علم ہے کہ مہرولی دلی روڈ جو ایک ہی راستہ ہے مہرولی کو نئی دلی سے ملانے کا اور جہاں بہت سی کالونیز نئی بسائی گئی ہیں اور اس راستہ پر اکثر ایکسیڈنٹس ہوتے ہیں اور یہ راستہ اکثر ریل یا ہوائی جہاز کی وجہ سے بند ہو جاتا ہے تو اس راستہ کو کوئی اور نیا راستہ دینے کی تجویز زمر غور ہے ؟]

श्री राज बहादुर इसमें कोई शक नहीं है कि उस सड़क पर काफी ट्रैफिक है और एक घाघ सड़क दूसरी तरफ से निकाली भी जा रही है और उम्मीद है कि उसकी वजह से शायद कुछ ट्रैफिक कम हो सकता।

Several hon. Members rose—

Mr. Speaker: The idea seems to be to bring up the accidents to the same level as in other cities. If it is 90 per cent in Bombay the Minister would say mine is only 80 per cent, and until it comes to 90 per cent I can wait. I am really surprised at this. The hon. Minister has been asked several questions. The ideal must be to see that not a single person is hurt in Delhi, which is the capital. Instead, he was saying again and again that it is not as bad as Bombay. Why not compare it with some other village where the accidents will be more. It is really strange. I thought hon. Members were making some suggestions and the hon. Minister would say I will look into them. There are a num-

ber of things by which he may benefit. A number of suggestions are made here so that the hon. Minister may take them into consideration.

Shri Raj Bahadur: On a point of clarification, it is not at all my desire to whittle down the importance of the question or to detract from the gravity of the situation. This is why I have given about a three-page long statement detailing the steps. It is my duty to tell the House and tell the public through the House what we are doing and point out at the same time that the rate of accidents should not be considered to be alarming.

Mr. Speaker: Until the last man is saved no efforts ought to be relaxed. That is what the House expects of the hon. Minister. It is no good comparing it with Bombay.

Shri Ranga: Is it not fact

Mr. Speaker: I am not going to allow any more questions.

Shri Subiman Ghose: I am one of the Members who has tabled the question.

Mr. Speaker: I will give him a chance in another subject. On Transport there is a No-day-yet named Motion. If it comes up whoever has not been called during the Question Hour will have an opportunity to speak.

Sambalpur-Titilagarh Railway Line

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\*2244. { Shri Panigrahi:  
Shri Supakar:

Will the Minister of Railways be pleased to refer to the reply given to Starred Question No 1655 dated the 27th September, 1958 and state:

(a) whether the details about the U.S.A. and Japanese aid for the construction of the Sambalpur-Titilagarh Railway line have since been worked out; and

(b) whether any conditions have been imposed by U.S.A. and Japan while offering this loan?