

LOK SABHA DEBATES

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LOK SABHA

Wednesday, April 10, 1974/Chaitra 20
1896 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS Registration of cases of road accidents in Delhi



*627. SHRI K. P. UNNIKRISHNAN:
SHRI VAYALAR RAVI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the total number of road accidents in Delhi during the last three years and the total number of persons who died in those accidents; and

(b) the number of cases registered in connection with these accidents and the number of persons punished by the courts together with the total number of cases still pending with the Courts in this regard?

THE MINISTER OF HOME AFFAIRS (SHRI UMA SHANKAR DIKSHIT): (a) 16,870 accidents were reported in Delhi and 1,395 persons died in these accidents in the years 1971, 1972 and 1973.

(b) A statement is laid on the Table of the House. [Placed in Library. See No. LT-6667/74.]

SHRI K. P. UNNIKRISHNAN: In Delhi roads the law of the jungle prevails and it has become impossible for any motorist to move or for the pedestrians to cross the roads or for other vehicles to move with any sense of order.

Would the hon. Minister tell me whether there are differences between the traffic control systems in Delhi and other metropolitan centres? If so, would he change it?

SHRI UMA SHANKAR DIKSHIT: Considering the very considerable increase in the population of Delhi and the peculiar conditions in the walled city, I do not think that there has been any deterioration in the accidents position. As a matter of fact, there has been a marginal improvement in it.

One difficulty which is causing concern to us was that the rate at which the cases were disposed of was very low. Now, the High Court has agreed that 25 more Magistrates will be appointed and I now expect that the rate of disposal will increase very considerably.

Conditions differ so greatly from one metropolitan city to another that it is not possible to bodily copy out any of the ways of the traffic control. But the position has been maintained because the bottlenecks and other road complications have been gradually removed. That is why this position has been maintained.

A Group was appointed by the Planning Commission to go into this matter and a detailed report has been submitted which was received on the 28th December 1973.

I shall read the relevant portion:

"The Metropolitan Transport Team of the Planning Commission asked the Central Road Research Institute to study the traffic and transportation problems in Delhi and suggest means and short-range

and long-range measures for solving them. As a result of this, comprehensive traffic and transportation studies of Greater Delhi have been conducted by the Central Road Research Institute, New Delhi who, after the survey and investigation, have prepared and submitted their report in 15 volumes."

That was on the 28th December 1973. Sir, the Central Road Research Institute Study Report has been considered by a sub-group of the Metropolitan Transport authority and the Metropolitan Transport Team of the Planning Commission is working one project for the provision of mass transportation system. There are the two main ideas which are under consideration, the suburban rail transport system and underground tube system. But it is now too early to make any definite statement, but this report of the Enquiry Committee is being considered.

SHRI K. P. UNNIKRIISHNAN: Sir, is it a fact that Delhi Police Administration has repeatedly brought to the notice of the Home Ministry and Transport Ministry that there are several limiting or inhibiting factors in the exercise of control over traffic and consequently leading to accidents taking place? Is it a fact and if so what action has been taken by the Home Ministry?

SHRI UMA SHANKAR DIKSHIT: There are peculiar conditions. There are several authorities, the Municipal Corporation, the New Delhi Municipal Committee, the D.D.A. and other branches of the Delhi Administration, etc. The coordination takes time, but coordination is achieved and there are certain financial implications also. Within these constraints we are trying and the Delhi Administration is trying to do the best that is possible under the circumstances.

SHRI VAYALAR RAVI: It is not an appreciable thing to say that accidents are decreasing and even the population is increasing. It is a question of human lives. 1395 persons died in the

accidents in three years. It is a very horrible picture. Of course I am not blaming anybody particularly, but what is necessary is that we should try to improve the traffic system and have strict control over the traffic even against the drivers, etc. That kind of exercise is not being done strictly by the traffic department or the police. Only small cases are disposed of. The untraced cases total 2155. They could not trace the cause of the accidents and so on. The convicted cases come to 1370. The Home Minister shared our anxiety about non-disposal of cases. I want to know whether he is taking steps to give instruction to the Police Department to strictly enforce the traffic rules to save the lives of pedestrians and car drivers and those who drive the car.

SHRI UMA SHANKAR DIKSHIT: I am in general agreement with the views expressed by the hon. Member.

SHRI A. K. M. ISHAQUE: The Mortality figure is alarmingly high. The proportion in Delhi is very much. It is almost three times the figure of other Metropolitan cities. New Delhi is a planned city. It is a very expansive city. If rashness could be avoided these accidents could be avoided. I want to know as to why so many accidents take place here. I want to know whether any safety week was observed taking into account the large number of accidents in Delhi. Was any such safety week observed in Delhi to see to it that this mortality rate is avoided?

SHRI UMA SHANKAR DIKSHIT: Sir, the statement, I may point out, is not correct. Either the position has been maintained or it has improved. Even in the matter of deaths, I have tried to obtain figures from the other metropolitan cities. But I have got them from Bombay. In 1973, Delhi had 2,75,000 powerdriven vehicles. Considering this, 4,834 accidents took place involving 474 persons death as against 7,569 accidents resulting in 663 deaths in Bombay. Bombay is having 2,76,102 power-driven vehicles while 663 persons were killed in accidents. From all

this it is not correct to infer that the situation is going down. In fact, the situation, with great efforts, has improved. It is not that we have taken a complacent attitude in this regard. The matter is being discussed periodically. And we have taken up the question of increasing the number of magistrates on the traffic side. We are still pursuing this question to have more judicial magistrates for quick disposal of cases. It is rather a complicated matter, to have more executive magistrates. I do not know why the Safety week was not observed this year. It was observed last year, but the question is this. The condition, as it obtains now, is rather deplorable inside the walled city.

श्री हुकम चन्द कश्यप : आप ने अपने वक्तव्य में बताया है कि कुछ सड़कों को भी सुधारा गया है। मैं जानना चाहता हूँ कि सड़कों के सुधारने पर कितना पैसा खर्च किया गया है? क्या यह सही है कि जितनी घटनाएँ होती हैं, उन में अधिकांश पुरानी दिल्ली में, जैसे सदर बाजार, चांदनी चौक, जामा मस्जिद क्षेत्रों में होती हैं। मैं जानना चाहता हूँ कि इन क्षेत्रों में तत्काल दुर्घटनाओं को रोकने के लिये आप क्या व्यवस्था करते जा रहे हैं?

श्री उमा शंकर दीक्षित : इस में सवाल खर्च का नहीं है, सवाल यह है कि रोड-एक्सीडेंट्स की प्रोजेक्शन क्या है तथा उसमें क्या सुधार हो? जो पुराने शहर का हिस्सा है उस में सबसे बड़ी समस्या यह है कि धीमे चलने वाले वाहनों की संख्या बहुत ज्यादा है, जैसे रिक्शा, टांगा, ठेला, गाड़ी आदि। मैं नहीं चाहता कि आप का बहुत समय लूँ, लेकिन मैं निवेदन करना चाहता हूँ।
Among the big cities, in Delhi, there is the largest number of slowmoving vehicles—about 12,000 tongas, cycle rickshaws, bullockcarts, hand carts and 7 lakhs cycles. In Sadar Bazar and

the old Delhi areas there are bottle-necks where, in ordinary times, the movement of hand cart or other smaller vehicles or bullock carts virtually stops the general traffic. The movement is at snail's pace. It is not possible to move traffic faster unless we have larger roads and we take to demolition and such other steps which are not practical at all. It is humanly not possible as it would involve a great deal of distress. It is a very difficult situation. We are considering it. There is no easy or simple way of doing the thing.

SHRI S. A. KADER: In view of the fact that many accidents take place because of the influence of liquor, is the Government bear contemplating withdrawal of licences from such drivers who are found to be driving vehicles under the influence of liquor?

SHRI UMA SHANKAR DIKSHIT: I think the suggestion of the hon. Member deserves consideration.

Setting up of Small Scale Industries in India by Indians Living Abroad

*628. SHRI DHAMANKAR:
SHRI SUKHDEO PRASAD
VERMA:

Will the Minister of INDUSTRIAL DEVELOPMENT AND SCIENCE AND TECHNOLOGY be pleased to state:

(a) whether many Indians abroad have shown interest in setting up small scale industries under the scheme which permits them to bring in machinery and raw materials; and

(b) if so, the number of applications received for the same and the action taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF INDUSTRIAL DEVELOPMENT (SHRI ZIAUR REHMAN ANSARI): (a) and (b). A statement is laid on the Table of the House.

Statement

(a) Yes, Sir.