

(b) whether this estimate includes the cost involved in land acquisition and other expenses;

(c) the criteria involved in fixing the cost of construction of new roads per kilometre; and

(d) whether Government would consider bringing the cost of construction of expressways without compromising in quality because of the high cost of construction of expressways?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI R.P.N. SINGH): (a) to (c) The per km cost of Expressways varies from project to project depending upon various factors viz., geographical location, type of terrain, design consideration relating to traffic volume, sub-soil conditions, leads of materials, provision of cross drainage structures etc. Cost estimates are assessed through the preparation of the Feasibility Studies/Detailed Project Report. Cost of land acquisition also varies from State to State depending upon nature of land, structures thereon etc. As per the recent study conducted for formulation of Master Plan for National Expressway Network in the country, the consultant have broadly projected civil works cost of Rs. 14 crore per km for 4 lane expressway and Rs. 20 crore per km for 6 lane Expressway excluding the cost of land acquisition and other preconstruction expenses.

(d) The works of expressways are taken up without compromising in quality.

#### **Road accidents on State and NHs**

3051. SHRI GOVINDRAO WAMANRAO ADIK:

SHRI SANJAY RAUT:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether it is a fact that average 315 persons are killed and 5,000 seriously injured everyday in the country during road accidents on State and National Highways;

(b) if so, Government's response thereto; and

(c) the details of steps taken or proposed to be taken for providing adequate facilities for pedestrians, cyclists and other slow moving vehicles on corridors along the inhabited stretches?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI MAHADEO S. KHANDELA): (a) No Sir. As per the latest data available for the year 2007, a total number of 72,300 persons have been killed and 2,89,139 persons have been injured in road accidents on State and National Highways. The average number of persons killed and injured per day on State and National Highways work out to 198 and 792 respectively.

(b) The safety of road users is primarily the responsibility of the concerned State Government. However, this Ministry has taken several steps to improve road safety for road users which are as under:—

- (i) Road safety is an integral part of road design at the planning stage for National Highways/Expressways.
- (ii) Various steps to enhance road safety such as road furniture, road markings/road signs, introduction of Highway Traffic Management System using Intelligent Transport System, enhancement of discipline among contractors during construction, road safety audit on selected stretches, have been undertaken by National Highways Authority of India.
- (iii) Refresher training to Heavy Motor Vehicle drivers in the unorganized sector being implemented by the Ministry since 1997-98 under plan activities.
- (iv) Involvement of NGOs for road safety activities by Ministry of Road Transport and Highways and National Highways Authority of India.
- (v) Setting up of Driving Training School in the country.
- (vi) Publicity campaign on road safety awareness both through the audio-visual and print media.
- (vii) Institution of National Award for voluntary organizations/individual for outstanding work in the field of road safety.
- (viii) Tightening of safety standards of vehicles.
- (ix) Providing cranes and ambulances to various State Governments/NGOs under National Highway Accident Relief Service Scheme. National Highways Authority of India also provides ambulances at a distance of 50 km. on each of its completed stretches of National Highways under its Operation and Maintenance contracts.
- (x) Widening and improvements of National Highways from 2 lanes to 4 lanes and 4 lanes to 6 lanes etc.

(c) The following facilities are provided during development of highways under National Highways Development Programme (NHDP) in inhabited stretches:—

- (i) Provision of paved shoulders for movement of pedestrian and other slow moving vehicles.
- (ii) Paved shoulders is in addition to the main carriageway and is distinctly marked by yellow/white line.
- (iii) Provision of caution signs as per standard Indian Road Congress (IRC) Specifications.

Apart from the above, other facilities provided include pedestrians cross walks at important sections, zebra crossings, pedestrians under passes, over passes. For 6 lanning projects, service lanes are provided wherever possible.