

**GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 181
ANSWERED ON 29TH JANUARY, 2026**

NATIONAL HIGHWAY-23

†181. SHRI BHAJAN LAL JATAV:

**Will the MINISTER OF ROAD TRANSPORT AND HIGHWAYS
सड़क परिवहन और राजमार्ग मंत्री**

be pleased to state:

- (a) whether the Government is aware that frequent road accidents and loss of life is being reported on National Highway-23 (NH-23) passing through the Karauli–Dholpur region of Rajasthan due to heavy movement of commercial vehicles, habitations, markets and local traffic and if so, the details thereof;**
- (b) whether the Government considers that postponing widening of road solely on the basis of technical traffic norms while ignoring continuous loss of life and economic dent on the same route reflects an insensitive and anti-people approach if so, the details thereof;**
- (c) whether the Government proposes to prepare road safety based upgradation, a four-lane detailed project report keeping in view future traffic requirements and a time-bound action plan with budgetary provisions for this NH and if so, the details thereof; and**
- (d) if not, the reasons therefor and the authority responsible for the same?**

ANSWER

**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS
(SHRI NITIN JAIRAM GADKARI)**

- (a) Number of accidents have been reported on Karauli–Dholpur section of NH-23 for the reasons attributed to over-speeding, rash driving, non-wearing of helmets, drinking and driving, etc.**

(b) to (d) Upgradation of National Highways (NHs) from two-lanes to four-lanes is triggered based on traffic volume and terrain, economic/logistics impact to enhance connectivity to ports/industrial hubs/tourist/religious places, maintaining a high Level of Service (LOS) and road safety improvement especially in congested areas and strategic need focusing on high-density, accident-prone, or critical bottleneck areas.

At present, there is no proposal for upgradation of Karauli–Dholpur section of NH-23. However, for easing the traffic congestion and reducing road accidents, construction of bypass to Karauli town has been sanctioned. Also, bypasses have already been constructed for Sarmathura and Bari towns in the completed 2-lanes with paved shoulders work of this section.

Further, immediate short-term measures like provision of road markings, signages, crash barriers, raised pavement markers, delineators, traffic calming measures, etc., have already been taken up on all identified 8 black spots in this section based on the root cause analysis of accidents and road safety audit. In addition to this, long term rectification measures involving improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses etc. are also undertaken based on the site specific requirements at these accident spots.
