

## **Educating the traffic rules to vehicle riders can control the road accidents in India**

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### **Abstract**

NCIB (National Council of Infrastructural Building) survey of 2021 reveals that twelve thousand pedestrians have lost lives in road accidents in last five years. More than 1.5 lakh persons died in various road accidents during 2021.

Accident can takes place unpredictably, may be you are on footpath, crossing the road, overtaking the vehicle next to you. Pedestrians are not safe these days due undisciplined driving of the vehicle.

Educating the drivers, strict rules for issuing the learning license, constructing proper footpaths, proper functioning of traffic signals, strict vigilance of traffic polices, emergency cranes, ambulances, emergency fire services can control the casualties on roads.s

**KEYWORDS:** casualties on road, overtaking, undisciplined driving

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### **Introduction**

Recent survey by high way police departments shows that road accidents are curse to the man kind it also shows the confused state and failure of traffic norms.

So called five star vehicles are also prone to accidents. India is a nation having highest populations of two wheelers, four wheelers, and pedestrians, cattle thriving and encroaching on roads. India is a nation of highest road crossings, unmanned railway crossing, stray cattle road traffics, and highest processions on roads. In India roads are means of celebrations, showbiz of religious fervour, and gross misuse by political figures for constructing welcome posts illegally. There is no traffic culture as we have in Germany, Netherland and many European countries. Even in USA traffic rules are strictest to be obeyed regularly and strictly.

As India is going to be the next superpower, the plight of roads, bridges, pathways, lay byes, unnecessary toll posts, footpaths, vehicle parking is very poor and is cause of concern.

Educating the masses about the traffic rules, regulations, and strict implementations of legal traffic laws can control the casualties on roads.

### **Theory and Discussion:**

The roads are not merely for vehicles. Roads are also for pedestrians, roads are also for walking, running, carrying daily wagers goods, materials, food supplies on carriages, vegetables on bullocks.

We India don't have separate lanes for city buses, separate lanes for bullocks carts, man pulling rickshaws, neat and wide footpaths.

We don't have traffic culture as we have it in European nations.

We assume that a poor walks only, middle class rides on two wheelers, and rich person drives a four wheeler. It's all myths we have in our orthodox mind, on the contrary with rapid urbanization, migration towards big cities, the old concepts are being changed.

Increasing populations also is creating extra load on day to day traffic on existing roads. Though we are constructing roads at rapid rates still the pace is slow. We need to construct the roads keeping the traffic for next three to four decades in mind.

We have connected the traffic norms with economical, commercial status of a common man which proved false. Even a common man may have many taxis he owns for hiring purpose. He can park those taxis on roads in the night time and the parking is of course illegal.

We don't value human life hence human blood that is spilled on roads daily. We organise blood donations camps, many of us donate blood, we have many blood banks, ambulances, but no safe roads to carry an injured person or a serious patient immediately to hospitals in case of emergencies.

It's very poor plight even today that most of the remote villages don't have access to road as we are celebrating the platinum jubilee of Indian independence.

### **Suggestions for minimising or controlling road accidents**

- 1- Proper construction of footpaths, at least two metres wide is necessary on Indian roads.
- 2- Height of the footpaths should be at least six inches on the contrary we have one foot or one and half inch footpaths at many places.
- 3- Proper slopes be made for water to flow smoothly and comfortably.
- 4- Equal heights of the footpaths must be maintained throughout the road construction.
- 5- Where there is plantation on the footpaths the width of the roads should be widened there.
- 6- Improvement and reconstruction, repairs and maintenance of footpaths must be done periodically.
- 7- If possible footpaths must be made decoratively attractive and walkable.
- 8- Most of the accidents takes place while overtaking the vehicles for that purpose at least three meters width of the roads be maintained. It takes only six to seven seconds to cross the ten meter road, three lane is conducive and convenient to a pedestrian.
- 9- For crossing six to eight lane roads there should be an island type arrangements for pedestrians to cross the roads. Special care must be taken for blind, handicapped, old persons, children while constructing footpaths, traffic islands, road turns, road corners, connecting the bridge to the roads.

10 -Separate lane be reserved for bus traffic as in most metros these being constructed nowadays.

11-Bus takes three time space as compared to a four wheeler but carries twenty times traffic as compared to four wheelers.

12- Special provisions must be made for water drainage to get clear after heavy rains.

13- Curbing the corruptions while constructing the roads, footpaths, bridges, *nallahs*, canals, drainage subways.

14-Proper slope must be made on either sides of the road, for not clogging the water on the roads, road safety and increase the life of roads.

15-The driving license tests must be strict and special classes must be conducted for new learners who desires to draw new license.

16-The driving schools must be given licenses on the basis of periodic inspections and proper checking by traffic authorities more and more frequently.

## Discussion

Corruption is the root cause of bad road, bridge, subway, highway, gutters and main holes etc. construction. The co-operation and co-ordinations between builders lobby, constructions companies, and political bigwigs must be broken for construction of better roads.

Use of low quality road materials is another reason for poor road construction. Inadequate time of curing the road also causes the more and more road accidents.

In a recent survey it was observed that If the speed limit is say lowered from 45 km/hour to 35 km/hour on any types of road then pedestrian accidents reduces to 15 percent. Frequency of accidents also reduces to 38%, also casualties reduces by 27%.

Save life foundation of central road and highway construction ministry has published a report on technical redesign of dangerous intersection recently, which reveals that if roads are redesigned in such a way that special lanes are constructed for pedestrians has reduced considerable road accidents. Various modern techniques were used to refabricate the road construction, road safety measures were taken care off. *Gandhi vihar, Bhalswachowk, Burarichowk, Rajghat* intersection in Delhi, *Karla phata, endurance chowk, Undrychowk, kanhephata, khadi machine chowk*, Pune and in Bengaluru Peniyal school campus were selected for survey and tests were conducted successfully. The result were clearly showed that speed is the prominent cause of all kinds of accidents.

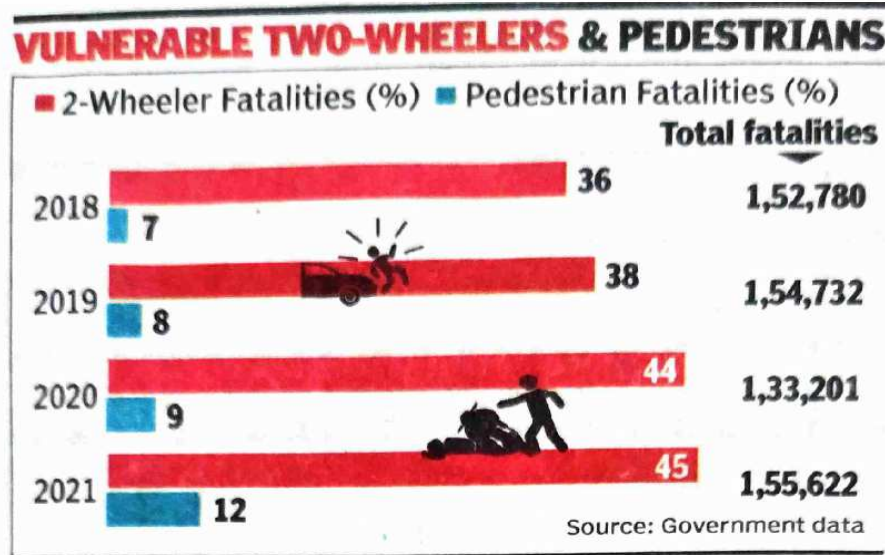
The survey of Road accidents in India-2020 also reveals that 10% of the total traffic is there in the morning hours and still 6% accidents takes place in that duration. Total 7810 drivers, 7336 co passengers died due to non-using a seatbelts. Many accidents took place because of driver, passengers not using

seat belts and exceeding the speed limits, total 16662 drivers and 22480 co-passengers were injured.

State government report reveals that in Maharashtra in 31483 road accidents, 11569 people died. Due to high speed 9152 people lost their lives. Total 20.2% of total accidents takes place between 6 to 9 pm hours.

National and state highways forms only 5% of the total roads network in India produces 54% road accidents.

Vulnerable two wheelers and pedestrians table is herewith given below.



### Conclusion

Use of seat belts for car or four wheelers and helmet for two wheelers must be made mandatory to avoid road accidents. Driver fatigue is also one of the reason for road accidents.

Nearly 70% of the victims in road accidents are in the age group of 18-45 years the most productive age. Use of Doppler's meter, asphalt layer cement roads instead of tar-bitumen roads are other remedial measured for better and long lasting roads.

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