ROAD SAFETY - NEED OF HOUR

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ABSTRACT

On the world's roads, the young are particularly susceptible, and road traffic accidents are the top cause of death among children and young adults aged 5 to 29. Young males under the age of 25 are more likely than girls to be involved in traffic accidents, accounting for 73 percent of all road traffic fatalities. Road traffic injuries are more common in developing nations, with 93 percent of deaths occurring in low- and middle-income countries.

In addition to the human misery that road traffic injuries cause, they also place a significant financial burden on victims and their families, both in terms of medical expenditures and lost productivity for those dead or handicapped. In general, road traffic injuries have a significant economic impact, costing countries up to 3% of their annual gross domestic product. There are measures that have been shown to lower the risk of road traffic injuries and deaths, and the 2030 Agenda for Sustainable Development has set high goals for decreasing road traffic injuries.

Key Words: Road Safety, Injuries, Sustainable Development, Medical Facilities, Families.

INTRODUCTION

Road fatalities currently top the list of accidental deaths in India, much outnumbering drowning, fire, rail or air catastrophes, and other causes. The Coroner was alleged to have declared at the inquest into the world's first road traffic death in 1896, "This must never happen again." Every year, 1.35

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million people are killed on roads and up to 50 million more are injured, more than a century later. Without intervention, road deaths are estimated to rise to nearly 1.9 million per year by 2020.

In India, more than one fatality is reported every three minutes, making road safety a critical issue. As a result, the problem has multiple dimensions. Unfortunately, India does not have as many active programmes or groups as the United States, and we are not large enough to solve all challenges. As a result, under this programme, we have concentrated solely on the behavioral aspects of driving training, which no one else is currently addressing and which, we feel, is the most essential area that, if correctly addressed, has the potential to drastically reduce casualties.

There are many factors that contribute to an accident, but drivers' negligence has been identified as the single most important factor in road accidents. Nearly 84 percent of total road accidents were caused by driver error. It is significantly greater in various states in our country. The drivers are largely ignored. They are subjected to public apathy, harassment while driving, are drawn to alcohol and smoking, have STDs, and are stressed due to long days away from their family, all of which contribute to unsafe driving. By motivating those to do so, behavioral treatments established in this programme can help them overcome some of these.

STEPS TO IMPROVE ROAD SAFETY

Ensure Safer Road Infrastructure

The government will take steps to evaluate safety standards for rural and urban road design and bring them in line with international best practices, taking into account Indian traffic realities. It will be encouraged to continue using Intelligent Transportation Systems (ITS) within a national framework to create a safe and efficient transportation system.

Safer vehicles

To minimize adverse safety and environmental effects of vehicle operation on road users (including pedestrians and bicyclists) and infrastructure, the government will take steps to ensure that safety features are built in at the design, manufacture, usage, operation, and maintenance stages of both motorized and non-motorized vehicles in accordance with international standards and practices.

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Safer Drivers

To improve the competence and aptitude of drivers, the government will strengthen the system of driver license and training.

Ensure Safer Road Infrastructure

The government will take steps to evaluate safety standards for rural and urban road design and bring them in line with international best practices, taking into account Indian traffic realities.

Safety of Vulnerable Road Users

All road facilities (rural and urban) shall be designed and constructed with the needs of non-motorized transportation, the vulnerable, and the physically impaired in mind. The government would try to spread 'best practices' to town planners, architects, and highway and traffic engineers in this area. It will be urged to develop a national framework for establishing a safe and efficient transportation system.

Road Traffic Safety Education and Training

Through education, training, and public awareness efforts, the public will get a better understanding of road safety. Schoolchildren and college students will be targeted for road safety instruction, and public awareness campaigns will be used to spread excellent road safety behaviours throughout the community. All professionals involved in road design, road construction, road network management, traffic management, and law enforcement will be encouraged by the government to gain adequate awareness of road safety issues.

Enforcement of Safety Laws

The government will take suitable steps to help various state and local governments in strengthening and improving enforcement quality in order to ensure that safety regulations are implemented effectively and uniformly. In collaboration with state governments and union territories, the government will actively encourage the establishment and strengthening of highway patrolling on national and state highways.

Emergency Medical Services for Road Accidents

The government will work hard to guarantee that everyone involved in a car

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accident receives prompt and effective trauma care. The provision of rescue operations and administration of first aid at the scene of an accident, as well as transportation of the victim from the accident site to a local hospital, would be vital functions of such a service. Hospitals located near major highways and state highways would be well-equipped to handle trauma and rehabilitation.

HRD & Research for Road Safety

By designating priority areas, sufficiently financing research in those areas and establishing centers of excellence in research and academic institutions, the government will encourage more involvement in road safety research programmes. Through publication, training, conferences, workshops, and websites, the government will make the results of research and highlighted examples of good practices more widely available.

Strengthening Enabling Legal, Institutional and Financial Environment for Road Safety

The government will take appropriate steps to guarantee that the necessary legal, institutional, and financial environment for road safety is enhanced, as well as a structure for effective coordination among diverse stakeholders. The reforms in these areas would allow for the active and widespread participation of the general public, the private sector, academics, and non-governmental organizations.

Implementation Strategy

Strategy for Implementation The government has chosen to create a dedicated organization, the National Road Safety Board, to supervise road safety issues and develop effective strategies for putting the Road Safety Policy into action. The government has also decided to create a National Road Safety Fund to fund road-related programmes by allocating a portion of the gasoline and diesel cess.

Establish a Road Safety Information Database

Local governments, Union Territories, and States will get help from the government to improve the quality of crash investigations, data collecting, transmission, and analysis. This Endeavour will be supported by a National

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Road Safety Information System that will provide continuity and policy standards.

FIVE COMMON ROAD SAFETY MYTHS

Myth 1

Because crashes are isolated occurrences caused by human mistake, road safety statistics and facts are not required for news reporting on crashes.

Fact 1

Accidents that result in death are not always the result of poor judgment. They are more usually caused by flaws and gaps in road traffic systems that fail to account for and decrease the risk of human error. When stories concerning crashes are reported without proper data, they are, in fact, single-episode stories. When crashes that result in injuries are documented with data, they can reveal a larger issue in public health and development that demands immediate response.

Myth 2

Increased traffic road deaths are the price that low- and middle-income countries, like high-income countries, must pay in order to progress.

Fact 2

The rise in road fatalities in low- and middle-income nations is linked to development and motorization, but it is also due to a failure to appropriately address road safety concerns as transportation systems improve. While road transportation is critical to a country's development, maximizing its efficiency without paying enough attention to safety results in the loss of life, health, and income. Important lessons from the experience of high-income countries have been learned in recent decades, and these lessons should be used to offset the impact of greater motorization on human life.

Myth 3

People are more likely to die in a car accident in countries where there are more road traffic deaths.

Fact 3

The use of the total number of road traffic deaths alone for comparisons between nations can be deceptive because it can result in comparisons of

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populations of different size. Aside from countries with small populations, death rates per 100 000 people are a better indicator of the danger of dying in a car accident than absolute numbers. However, the overall number of deaths in road traffic crashes in a country can be valuable for expressing the scope of the problem, calculating the necessary investment and services, and making comparisons across time.

Myth 4

In a short period of time, high-income countries have succeeded to produce safer roadways.

Fact 4

Road traffic deaths and major injuries have decreased significantly in Australia, North America, and numerous European countries that utilize a holistic approach to road safety (the "sage system approach"). However, these effects came only after decades of "holistic activity." Low- and middle-income countries, where road safety management is often lacking, should expect to devote comparable amounts of time and effort to achieve comparable benefits. This does not rule out the possibility of reducing injuries and deaths in the short run; in fact, lessons learned from high-income nations suggest that many cost-effective initiatives can have a positive impact in the short term.

Myth 5

With more cars on the road, there will be more road deaths.

Fact 5

Not all of the time. It is true that when low- and middle-income countries rapidly motorize, a delay in implementing safety measures can lead to an increase in road traffic deaths, including pedestrians and other vulnerable road users. However, there is no clear association between the number of vehicles and the number of fatalities when countries invest appropriately in road safety. In truth, many high-income countries continue to motorize yet have managed to keep the number of road traffic fatalities low by paying close attention to road safety.

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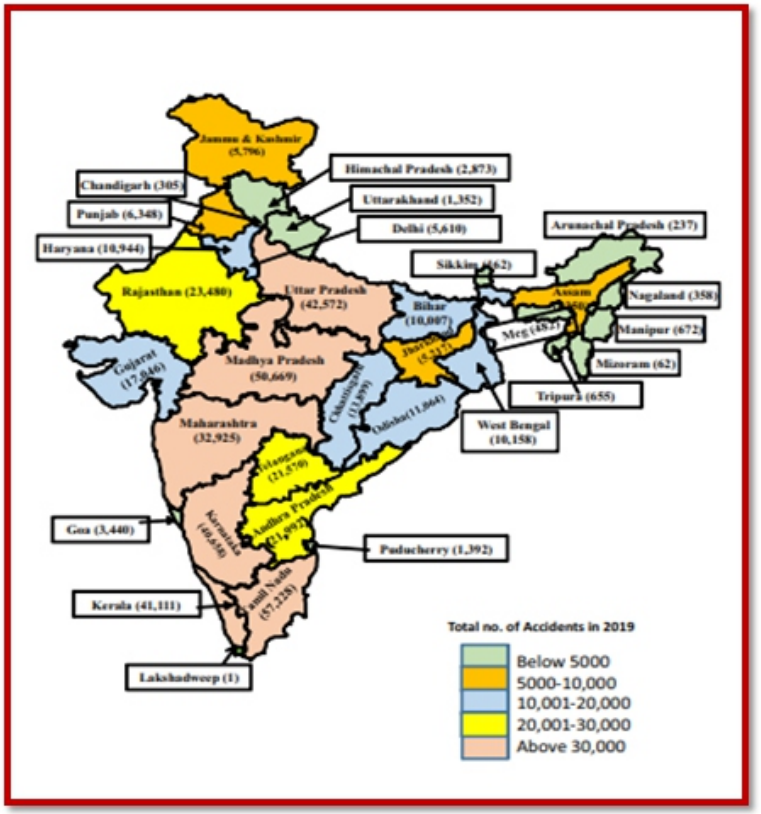
Road Accidents in 2019- State Wise



CONCLUSION

It is crystal clear from above discussion that road safety measures must be followed by the general public for the growth of the healthy economy. And everyone must remember that if a person is adversely affected by the accident then it is not only that person who is met with the accident it is the whole family which got the overall impact

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