

## ROAD SAFETY IN INDIA: ISSUES AND CHALLENGES

**Harvinder Singh<sup>1</sup>, Dr. Deepak Kumar<sup>2</sup>**

<sup>3</sup> *Assistant Professor, Department of Commerce, Sanatan Dharma College, Ambala Cantt*

<sup>2</sup> *Assistant Professor, Department of Commerce, Sanatan Dharma College, Ambala Cantt*

### **Abstract**

The main purpose of this paper is to highlight the data of road accident in India due to it is a burning issue are becoming in India. As we all know that accident rate has been showing increasing trends day by day in India. Even people are well aware about the rules and regulation about the safety, despite these facts, they are not to be follow the safety rules. As per data collected from the different paper, it is showing that accidents are more in India due to public are not follow the safety rules when they drive and mostly accidents are occurring due to negligence. Every year, government run campaign about spreading the awareness about the safety, despite the efforts of the government in this regard, the accidents data has been much grown.

**Keywords: Road Safety, Public Health Fertility Rate in India**

### **Introduction:**

India is a developing country where we save the people after providing good treatment but you can't be ignoring the major problem such as road accident which are increasing day by day in India. Road accident today you can't stop due to heavy negligence problem by the public while they drive on the road. Even the people have been aware about the rules of safety which already has been given on the website of government but they are not implemented in the real life. It is the main reason that the number of death of persons are more in

India. India have been obtained the first rank in the accident point of view and there is very worst condition has been arising in India.

More than 450000 accidents take place in India annually, out of which 150000 people die. There are 53 road accidents in the country every hour and one death every four minutes. India recorded 354796 cases of road accident arise during the year 2020 in which 133201 people has been died and 335201 were injured. More than 60 percent of road accident were causes due to over speeding. The data has been taken at district, State and National Level.

### **Objectives of the Study**

1. To know about the data about the road accident and Death per Year.
2. To know the position of Government about Road safety and vehicle registration in India.
3. To give some suggestion to overcome this road accidents.

### **Research Methodology**

The study is a descriptive nature and it is based on secondary data which has been taken from various journal, articles, books, websites and reports of government institutions.

### **Overview of Problem:**

There has been a critical situation in India as increase in accidental deaths on Indian roads over the years. Road accidental fatalities have increased more than 9 times, from 14,500 in 1970 to 137,400 in 2013. In comparison to 2003, fatalities and injuries in 2013 are higher by 53,000 and 87,000, respectively. The fatalities rate in India have increased at a rate of 5% per year while the population of the country has increased only at the rate of 1.4% per year. Consequently, fatality risk, road accidental deaths per 100,000 people, has increased from 7.9 in 2003 to 11.2 in 2013. Despite low level of motorization, India faces very high level of fatality risk in comparison to developed countries. Fatality risk in India is more than that in the comparison of developed countries and almost twice than that in the Japan and Germany. Although fatality rate, road accidental deaths per 10,000 vehicles, has decreased over the years from 87.5 in 1970 to 8.6 in 2013, it is still quite high in comparison to developed countries. Fatality rate in many developed

countries is less than 1 fatality per 10,000 vehicles. so, here the data has been showing about registered vehicle in India.

**Table 1 : Proportion of Registered vehicles ( % ) in Members States of South East Asia Region**

Country	Motor car	Heavy Trucks	Buses	Total Registered Vehicles
India	13.3	5.3	1.3	93.9
Bangladesh	32.6	5.0	2.3	10.9
Nepal	11.4	4.1	3.0	39.4
Sri Lanka	15.7	7.5	2.1	89.6
Bhutan	65.2	12.4	0.5	6.2

**Source : Global States Report on Road Safety, WHO**

the table 1 showing the data of registered vehicle about state wise pictures has been shown. I we see the overall position of registered vehicles in India, the we receive 93.9 percent vehicles are registered event most of them vehicle has been registered in India yet they have not stopping the number of accident in India.

**Table 2. Injury related to mortality rate(Per 100000 population) in the world by age group and gender wise**

Age Group	Male	Female	Both	Male	Female	Both
20-29	133.3	50.8	94.4	135.6	95.8	116.3
30-44	139.7	52.4	96.7	162.3	87.9	126.3
45-59	155.3	70.3	112.8	183.2	127.1	155.6
60-69	171.4	93.0	130.6	221.4	184.2	202.1
70-79	229.9	144.9	182.6	378.9	317.9	346.2
> 80	449.8	307.5	359.2	769.2	581.9	666.1

**Source : WHO, SEARO**

The table 2 showing the data about the age wise male and female in the world and south Asia Region and different percentage showing the injuries data. On the basis of above facts we can say that at the age level of 80and above these data showing about very much increasing.

### **Suggestions:**

After evaluating the data about road safety in India, it is shown that there is a major problem arising in India due to accident rate is very much high. There are various suggestion I want to giving to government for overcome this problem in India :

1. My first suggestion is that the government assure the road condition from time to time due to It is being seen that the road condition very much poor in India.
2. The second suggestion I want to give to government that time to time they can check the progress of road.
3. The government can make some strict rules for the public or reducing the over speeding of vehicle.
4. The govt. can also makes the rules in the case of heavy vehicle which are running on the road.
5. Government can makes the rules to save the pollution from old vehicle.
6. The government can maintain the standard while they give the order for construction of road.

### **Conclusion**

The analysis shows that the distribution of road accidental deaths and injuries in India varies according to age, gender, month and time. It is found that the economically active age group is the most vulnerable population group. In general, males face higher fatality and accident risk than their female counterparts. Moreover, road accidents are relatively higher in May-June and December-January which shows that extreme weather influences the occurrence of road accidents. Accidents are relatively constant and high during 9 AM to 9 PM and variable but low during mid-night and early hours of the day. There are several factors responsible for accidents but drivers' fault is the most important factor; drivers' fault accounted for 78% of total accidents, 76.5% of total injuries and 73.7% of total fatalities in 2013.

The study also analysed road accident scenario across Indian states and cities. It is found that during the year 2013, three states, Tamil Nadu (22.8), Haryana (17.2), and Andhra Pradesh (16.9), faced 50% higher fatality risk than all India average (11.2). It is also found that the burden of road traffic

accidents in India is marginally lower in its metropolitan cities. However, there is a huge variation in fatality risk across cities of India, ranging from 3.0 fatalities per 100,000 people for Kolkata to 25.5 fatalities per 100,000 people for Jaipur. Despite the growing burden of road traffic fatalities and injuries, road safety has received insufficient attention at the central, state, and local government levels. The main reason for this is that the problem of road traffic accidents does not belong to any specific agency, either at central or state or local government levels.

The responsibility of dealing with the various aspects of problems including road worthiness test for vehicles, the design of road networks and roads, urban planning, the introduction and enforcement of road safety legislations, and post-crash medical care is divided among many different agencies, sectors, and groups. There has usually been no leader to ensure that they coordinate their efforts and address the problem holistically. This situation needs to change so that responsibility is clearly assigned, specific roles are allocated to specific agencies, and duplication is avoided. Many countries, particularly from developed world, have experienced sharp reduction in road traffic accidents and fatalities over the past couple of decades by adopting a systems approach to road safety that emphasizes environment, vehicle, and road user interventions, rather than only focusing on direct approaches aimed at changing the behavior of road users.

Although solutions for road safety problems in India may differ from those countries that have very high rate of motorization, some basic principles would remain the same. These include, for example, good road design and traffic management, improved vehicle standards, speed control, the use of seat belts and helmets, and the enforcement of alcohol limits (Margie et al., 2004). Current efforts to address the problems of road safety are minimal in comparison to what should be done. While there are many interventions that can save lives, political will and commitment at central, state, and local government levels are essential and without them little.

## **References**

- Accidental Deaths & Suicides in India, 1970 to 2013 published by the National Crime Records Bureau, Ministry of Home Affairs, Government of India, New Delhi.

- Ashton, S. J., Mackay, G. M., 1983. Benefits from changes in vehicle exterior design, In: Proceedings of the Society of Automotive Engineers. Detroit, MI, Society of Automotive Engineers, pp. 255-264.
- The influence of weather conditions on road safety. SWOV Institute for Road Safety Research, Leids chendam, the Netherlands; SWOV Publication R-2009-9: 1-49. (available at <http://www.swov.nl/rapport/R-2009-09.pdf>).
- Comparison of International Fatality Rates published by the Monash Injury Research Institute, Monash University Australia The new traffic safety vision for the United States. American Journal of Public Health 93(9), 1384- 1386.
- Transport Research Laboratory, Project Report 58. Motor vehicles (per 1,000 people), World Bank Data,
- The World Bank's global road safety and partnership. Traffic Injury Prevention 3(3), 190- 194. Singh.
- The neglected epidemic: road traffic crashes in India. Metamorphosis (A Journal of Management Research) 11(2), 27-49.
- Singh, S. K., 2009. Road traffic crashes: the scourge of UP's cities. Economic and political weekly, pp- 22- 24.
- The effects of drivers' speed on the frequency of road accidents. Transport Research Laboratory, Project Report 421. Margie, P., et al., 2004.
- American Journal of Preventive Medicine 21(1), 31-43. Road users in India deserve better and safer road travel.

## **Websites**

- <https://www.aa.com>
- <https://www.who.int>
- <https://unesco.org.in>
- <https://ignited.in>