

REALITY OF ROAD INCIDENTS- A REVIEW

***SHRI S.S.ANGADI & **DR.J.L.KALYAN**

*Research scholar, Department of Criminology and Forensic Science, Karnatak Science College, Dharwad

**Associate professor, Department of Criminology and Forensic Science, Karnatak Science College, Dharwad

ABSTRACT:

Road accidents are very more in India compare to other countries of the world. Back in India, approximately more than 3 lakhs of accidents occur. And more than 6500 people will lose their life in such accidents. Most of the accidents happen due to mistakes and negligence of the drivers of the vehicle. Ignoring the traffic rules, rash driving, drunk and drive, due to poor road, stray animals, causes in grievous accidents on roads day by day. Now roads are not for the transportation but they are questionable for one's life and death. Deaths which are happening due to rash driving, drink and drive, speeding, are not because of our luck but the results of our negligence and mistakes. Not only our legal system is liable to this, the people are also liable as much as our legal system. There are many schemes which are only implemented only to control the road accidents. India is no exception and information confirmed that number of human beings died on Indian roads, giving India the dubious honor of topping the global list of fatalities from avenue crashes. Fast urbanization, motorization, loss of appropriate road engineering, bad recognition degrees, nonexistent harm prevention programmes, and negative enforcement of traffic legal guidelines has exacerbated the scenario.

KEY WORDS: *Rash driving, Poor road, NHAI, compulsory helmet.*

INTRODUCTION:

Any layman would not want to have an accident on road, but accidents happen everywhere. We have rules and regulations made for our safety, and even after having good knowledge about them we won't follow rules, we don't even learn from our mistakes, all these causes road accidents. After independence rate of vehicles is increasing rapidly. In 1950 the total length of road was 3.98 lacs kilometer, and now it is 21 lakhs kilometer. In India for every 1 lakh population we have 2600 vehicles. As the vehicles are increasing in number

the rate of accident is also increasing. Everyday approximately 155 individual die in road accidents and nearly 700 people get hurt due to road accidents. For every 1000 vehicles there exists, 13 accidents. According to the statistical data, in India, there occur, an accident per minute and 1 person will die per 4 minutes due to road accidents. There is growth in rate of accidents, number of deaths, number of vehicle!! Overall, we have death in front of us, no one can predict their death any time.

Our country is different from developed countries, and road accident is also one of the reasons. And the main reasons are rash driving, neglecting traffic rules, drink and drive, poor road, deprived vehicles, type, number, drivers and awareness among the people of the society.

DATA AT A GLANCE:

A driver's mistake is a main reason for road accidents. Lack of information or negligence in driving may result in mistakes which cause road accidents and sometimes it may take someone's life.

India witnesses approximately 145,000 road fatalities in a year with approximately 207 deaths per 100,000 vehicles. In USA, the figure stands at approximately 13 deaths and in UK, 6 deaths per 100,000 vehicles. The whopping figures indicate that India has a long way to go to in improving road safety measures. Certain practices such as the Good Samaritan Law, Golden Hour, etc. that are in practice in the western countries, can help to decrease the number of accident fatalities significantly. India being one of the highly populated countries in the world becomes more vulnerable and needs to assess road safety standards regularly (<https://www.icicilombard.com>).

(1) Road traffic crashes accounted for 334 815 deaths in the South-East Asia Region during 2010, with the rate of 18.5 per 100 000 population. (2) Rates of road traffic deaths are higher (19.5 per 100 000 population) in middle income countries in comparison to low income countries (12.7 per 100 000 population). (3) Vulnerable road users (motorized two or three-wheelers, pedestrians and cyclists) account for nearly 50% of the deaths in the Region. (4) Two thirds of the road traffic in countries of South-East Asia are made up of two or three-wheelers and one third of the deaths is among these road users. (5) None of the countries has comprehensive legislation on all five key risk factors of road traffic injury – speeding, drink driving, use of motorcycle helmets, seat-belt and child restraints. (6) Only three countries have policies to promote walking, cycling, and public transport and only five countries have policies to separate vulnerable road users as a way of protecting them. (7) Eight countries in the Region have a lead agency for road safety, most of which are interministerial committees. (<http://www.searo.who.int>)

SOME OF THE CARELESSNESS ARE AS FOLLOWING:

- Rash driving
- Drink and drive
- Neglecting the traffic rules
- Not following the precautions such as not using helmet, seat belt
- Not following the lane driving
- Over taking in wrong ways

THE FOLLOWING TABLE SHOWS THE PERCENTAGE VISE DISTRIBUTION OF ACCIDENTS:

- Mistake of a driver- 78.00%
- Poor road- 1.2%
- Vehicle in bad condition- 1.7%
- Weather problems- 1.00%
- Others – 14.2%

GOVERNMENT SCHEMES AND IDEAS:

- National Highways Authority of India (NHAI): This has taken many steps in regard to decrease the rate of road accidents. Such as, road furniture, parking signs, usage of better transportation system, practice of highway traffic management system, check posts at selective regions for safety.
- Establishment of driving examination schools
- Publicity of awareness about rules and regulations through audios, videos and pamphlets etc.
- Government has introduced national award system for those who work harder in the field of road safety.
- Many rules such as compulsory helmet, compulsory seat belts is applied very strictly.
- From national highway accident relief service scheme, many state government and non government organizations get the service of cranes and ambulances.
- Establishment of state road safety council and district committee.
- Implementation of national road safety policy.

ACCORDING TO SUPREME COURT'S JUDGEMENT ORDER NO.270, 1988 D/- 28.08.1989 P.PARAMANAND KATARA Vs CENTRAL GOVERNMENT

Indian penal code, Criminal procedure code and Motor vehicle act, there are no provisions such as, if anyone have met with a road accident and grievously injured is not treated by any doctor until the police of that region comes to know about an accident and he should start investigation, preparation of first information report, he should start all the primary steps on investigation. After all these the patient is treated.

IMPORTANT FACTS OF ROAD SAFETY:

- By 2030 road accidents will be the 5th most important reason for the death rate.
- Most of the death happens due to head injuries in road accidents. The compulsory helmet will save approximately 70% of deaths.
- If a vehicle of speed 50 km/hr come across with an accident, the effect will be same as that of a person falling from 5th floor of a building.
- By using a seat belts nearly 60% of accidents can be stopped.
- If the speed of a vehicle is decreased by 1%, then there will be fall of road accidents by 2%.

WHY DEATH DUE TO ROAD ACCIDENT IS SO CASUAL???

In the road accidents some lose their life, some get injured very grievously. The reason behind the act is not only the vehicle which is collided with other, or not the road on which the accident took place. If we analyze the situation closely we see that we are liable for many of the accidents which happen every day. The most important is neglecting the traffic rules. In road accidents 50% of deaths occur due to neglecting the traffic rules. May be it is driving in wrong route, or not wearing helmet, or using mobile phones while driving, due to all these, people give up their lives easily.

Legal system have tried very lot to control and make the transportation systematic, but the traffic police take money illegally instead of working honestly. Overtaking in wrong ways, using horns without any reason, driving in restricted areas, rash driving, has become the hobby of the young generation. The rich people cars sometime may run over the people, who sleep on foot paths, and sometimes they may go hit any slum areas and take number of individual's life. Even after having many rules on this, it is not enough to control the people who are liable for the accidents.

Each and every individual need a driving license to drive a vehicle. But getting a driving license is so easy these days such that, if anyone gives some amount to any agent or directly to the officer one's license will be ready without any tests, he may or may not know to drive a vehicle. We can not only blame the system we are also questionable for this. If we practice the corruption then we can't talk about others.

CONCLUSION:

Our everyday life is in very hurry. We don't have time to stop for a while and help someone, instead we try to go fast to neglect such situations. This may lead to some problems, may be for us or others. Many of us think that one, two or three pegs of drink may not affect our driving and we feel that we will reach our destiny safely. Many of the drivers use mobile phones while driving, and they feel that they have full control on vehicle. Many of them won't use safety or seat belts while driving, and are very confident about their driving. Some won't wear helmets, thinking that we will be safe. But here we are playing with not only our lives but with other innocents, may be a human being or an animal. We may be very good driver but we can't put others life in problem, because it is about one life. We have lot of common sense and self discipline, but we practice it very rarely on roads. We won't do wrong parking, breaking the traffic rules, only because we are scared about the traffic police and fine. If we don't have any penalty for not following the rules may be we would have not followed any rules. We usually talk about the streets of developed countries. But we don't care about ours, instead we degrade our system. It is all because of us we break signals, we park our vehicles in restricted areas, we don't give the indicators when needed. Even after doing all these we blame our system.

We should practice our freedom, but not like this. And to follow all the traffic rules, why we need a traffic police? Are we not so matured to follow those rules? Are we not able to take care about our lives? If we don't follow the rules our younger generation will follow us. If our self discipline is not strong then how can we keep road disciplines?

If the fine of drink and drive is as same as that of the vehicle's price, if his license and vehicle documents are taken into custody, if it is counted under the very serious crimes, the drunk and drive could be controllable. If someone hit the crowd after the consumption of alcohol then the people will not have a chance to escape. That person's vehicle, instead of working on petrol it works on alcohol. To control road accidents we have to follow the rules which are specially made for us.

REFERENCES:

1. Accidental death and suicide in India 2012-14, National Crime Record Bureau, New Delhi
2. Road traffic accidents, L.G.Norman, 1962
3. Road accidents in India 2012-14, transportation research unit, Road Transport and National Highways, Indian government
4. Road traffic injuries fact march 2013, World Health Organization
5. Epidemiology of road traffic accidents in India; a review of literature, sir Ratan Tata Trust
6. <https://www.icicilombard.com>
7. <http://www.searo.who.int>