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Conclusion

Major **findings** of the study are:

- With the highest number of deaths in road accidents in the world the current status of road safety in India is a matter of serious concern. With only 1% of world's vehicles India accounts for more than 10% of road accident deaths. India is neither the most motorized society nor is it most populous and it only has 30% population living in urban areas out of which only 43% is in 53 mega and million-plus cities where the higher rate of accident is reported compared to the rest of the country.
- The reasons for this are many like historical as most of the cities are actually a collection of several smaller cities born at different times in history and created with different requirements and skill level. There is a wide gap between availability and requirement of roads and related infrastructure particularly among larger cities. This is especially true of Delhi.
- Another reason is the gaps in urban planning in the country especially in terms of population growth and land acquisition and development estimates and actual growth. The slow pace of construction and completion of the bypass projects hinders the ability to separate the long distance heavy traffic from the city traffic in many cities, which is responsible for a substantial percentage of fatal crashes. Even in Delhi there are three national highways which bring interstate traffic to bear upon the local city traffic.

- The lack of economic resources with the state coupled with the policy of development of cities and its infrastructure entirely in the public sector until recently further exacerbated the problem.
- The lack of adequate public transport and the population explosion of cities coupled with economic growth and easy availability of credit also caused the proliferation of private motor vehicles resulting in choking of the road infrastructure besides adversely affecting the environmental quality and creating health problems.
- The lack of road safety institutions and inadequately staffed enforcement agencies particularly the police and the transport department has caused poor enforcement of already inadequate laws and rules for road safety.
- The driving skills and the traffic education level of the drivers is abysmally low. Even the testing of such skills and knowledge at the time of granting driving license is rather cursory.
- Even the emergency care apparatus has been far from satisfactory resulting in huge casualties, a good percentage of which may have been saved.

However the future looks somewhat promising for there has been acknowledgement at the highest levels of the government that there is a pressing need for recognizing the status of road safety and that there is a need for immediate and drastic steps in this regard including committing resources.

On the basis of the study the following is **recommended**:

- The draft road safety and transportation bill 2014 which is currently in the Parliament is a good starting point and it contains very forward looking provisions at par with some of the more developed countries who have tamed road safety successfully. The various aspects of road safety right from a nodal agency to implement and monitor road safety and agency for transportation planning in the country are proposed to be created and all agents of road safety are proposed to be made accountable. Even the road users have been given a stake in good road behavior in the form of penalties for infraction and recording the history of all infractions. This should